

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Nicola Pettifer
FROM:	WSCC – Highways Authority
DATE:	6 October 2025
LOCATION:	New Place Nurseries London Road Pulborough West Sussex RH20 1AT
SUBJECT:	<p>DC/24/1676</p> <p>Reserved Matters application pursuant to Outline Planning Consent DC/21/2321, as varied by application DC/24/1204. The Reserved Matters comprise details of 160 no dwellings, associated internal access roads, parking and landscaping for areas east of the right of way. Details of appearance, landscaping, layout and scale to be considered.</p> <p>More information received.</p>
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information

Plans below have been reviewed as part of the above reserved matters application.

1. Site Layout Plan - 890815-RSK-ZZ-XX-DR-C-8000 Rev P03
2. Combined Hard and Soft Landscape Plan, H9376-FIN-XX-XX-DR-LA-215001_C04 - H9376-FIN-XX-XX-DR-LA-215008_C04
3. Landscape Master Plan - H9376-FIN-XX-XX-M2-LA-215000_C02
4. Planning Layout Sheet 2 Coloured - H9376-GPA-XX-XX-DR-UD-203009-C01
5. Parking Plan - H9376-GPA-XX-XX-DR-UD-203010-C01
6. Hard Surfacing Plan – H9376-GPA-XX-XX-DR-UD-203013-C01
7. Cycle Store Plan - H9376-GPA-XX-XX-DR-UD-203014-C01
8. Fire Appliance Tracking - 890815-RSK-ZZ-XX-DR-C-8003 Rev P06
9. Refuse Vehicle Tracking - 890815-RSK-ZZ-XX-DR-C-8004 Rev P05
10. Private Car Tracking - 890815-RSK-ZZ-XX-DR-C-8005 Rev P01

Comments are provided below but please can the applicant provide more information as set out below :-

Adoption of the Main Estate Road

The primary access route through the site will be provided as a tree lined boulevard style with a footway, grass verge and trees lining each side. Materials used are tarmac. The access where it meets Glebelands is currently private and is constructed in blockwork, which will change to tarmac once it has been adopted. The applicants need to consider the use of this access by construction traffic during the different phases of the

build. As such a construction management plan will be a requirement to ensure the site access is managed and to protect access for the existing residents of Drovers Lane. WSCC understand this main spine road will be offered for adoption and this would be acceptable subject to the progression of a s38 agreement.

Trees

A planting schedule is submitted showing the trees that will be provided within the streets and these will be suitable within the highway. These can be considered further at detail design stage.

The applicant would also require a license to plant the trees or offer the trees for adoption by the county council which would attract a commuted sum for their ongoing care and maintenance.

The other site roads will remain private however the applicant should consider how people who are blind or mobility impaired, can use these spaces when navigating from one type of road to the other.

Turning area at end of spine road

The submitted layout shows the end of the spine road without any turning facility. The last parcel of land has not shown be shown within this reserved matters application; even though it has permission at outline.

Therefore, the problem is that WSCC can only adopt this section of road up to the last turning area. Please can the applicant confirm if this is what they will expect, as otherwise WSCC would require a turning area to be created at the end of the spine road. This could be temporary and when the remain houses are developed this can be changed to suit the final design.

Secondary Access Road's

These have a footway on one side and materials used are also tarmac, where the footway meets a shared surface design the footway drops the pedestrian into the shared area. As most of these have turning areas these could be considered for adoption, but they would need to have a footway on both sides.

Shared access drives

These are provided serving no more than 5/6 dwellings and no footways are provided. It is recommended that these are constructed in a contrasting material of block paving and where access drives meet with a driveway access a different contrasting block paving is also used.

Road and Footway widths

These appear to be in line with Manual for streets guidance of a 5.5m primary and secondary road, and 4.1m access driveway.

Footways are 2m, with two footways provided either side of the primary road, and only on one side on secondary roads, and none on access driveways.

Informal paths in contrasting material are also provided linking the site and these are also 2m wide.

Service margins of a minimum of $\frac{1}{2}$ a meter on one side will need to be included to ensure access to utilities and services can be undertaken whilst keeping the road open for access.

The design is landscape led and the use of trees to soften the use of hard landscaping materials is welcomed.

Desire Lines

WSCC have considered inclusive mobility guidance and manual for streets regarding the desire lines and permeability of the site. The following comments are made.

- Consider if a desire line from the footway outside plot 79 to link into PROW footpath would occur. This will depend on levels and if the proposed shrubs and planting will create a natural divide
- Similarly, opposite plot 81 there seems to be a desire line from the turning head over to footpath. Again, this will depend on levels and if the proposed shrubs and planting will create a natural divide.
- Desire line from footpath next to plot 93 across carriageway to meet tarmac footway on other side of road. Dropped kerbs should be provided.
- Footway drops into shared surface on corner of plot 26, but the same materials are used, how would a blind person know they are no longer on a footway and in the carriageway? Also, path seems to stop before grass rather than naturally taking a person into the shared space.
- Desire line for people wanting to access leisure footway around attenuation basin will want to cut through from top corner opposite plot 157, unless the planting and levels make this undesirable to do so.
- It is not clear if the footway at the junction between plots 19 and 27 will be continuous of a junction with dropped kerbs and tactiles. It would make sense for this to be the same as all the other secondary roads that only provide access to a small number of dwellings.
- Desire line for people living in the location of plots 129-136. Would there be a desire line to cut across grass to get to play area and attenuation area rather than walking all the way up to then double back. Unless planting or levels prevent this from being as desire line.

Materials

Details of materials, and street furniture specs are not approved at this stage and will be checked at detail design stage forming part of any s38 agreement. It is noticed there is only 1 surface material used through the whole site.

If the roads are to be adopted shared surface areas must be constructed in a contrasting material to standard carriageway construction where pedestrians are segregated from traffic by a raised kerb and footway.

However, even if they are not offered for adoption the use of a contrasting material highlights to drivers the change in context of the road. More importantly, it highlights to partially sighted pedestrians the change of highway environment.

WSCC typically require shared surfaces to be constructed in block work. The general approach would be for the traditional carriageway, where pedestrians are segregated from traffic by a raised kerb and footway, to be constructed in asphalt and the shared surface to be in block work. The exact material would be agreed through any Section 38 Agreement under the Highways Act 1980.

Parking

Parking has been allocated within the current guidelines set out by WSCC.

Parking spaces

Parking spaces are provided within the recommendations set out in manual for streets at 4.8 x 2.4m for echelon spacing and 6m x 2.4m (slightly more generous) for parallel spacing. Visitor parking bays are evenly spread across the site.

Parking courts

Parking courts or areas where there are long sections of parking could be broken up with the use of trees or planting to soften the effect of long car parking lengths.

Electric vehicle charging points (EVC)

EVC points are provided within all private parking driveways, and 1 space is allocated to each apartment block. Ideally all spaces should be provided with ducting to be linked to the network at a later date.

Cycle parking

Cycle parking is provided for each dwelling. This shows provision has been made for cycle storage in garages, cycle storage in sheds and cycle storage in communal bin store areas where there are flats.

Tracking

Swept path analysis for all types of vehicle shows the route vehicles will take and how they can move freely within the site and access all areas. Most roads in the site are wide enough to accommodate a refuse vehicle and all no-through roads are provided with a turning head.

890815-RSK-ZZ-XX-DR-C-8003 Rev P06 Fire Appliance Tracking

890815-RSK-ZZ-XX-DR-C-8004 Rev P05 Refuse Vehicle Tracking

890815-RSK-ZZ-XX-DR-C-8005 Rev P01 Private Car Tracking

The LPA should check with the refuse collection team in respects of surfacing requirements in these locations.

Footbridge over the railway

WSCC note the site is well connected to the PROW network and PROW 2330 provides access from the site over the railway crossing. Are there any plans to upgrade this to a footbridge linking areas north and south of the railway line which would provide access to the local Sainsburys supermarket.

CONDITIONS AND INFORMATIVE

Provision of Adoptable Highway

The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the proposed adoptable on-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that any works commenced prior to the S38 agreement being in place are undertaken at their own risk.

CONSTRUCTION

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,

- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Alison Meeus
West Sussex County Council – Planning Services