

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council - FAO: Nicola Pettifer
FROM:	WSCC – Highways Authority
DATE:	27 August 2025
LOCATION:	Land To The West of Shoreham Road Small Dole West Sussex
SUBJECT:	DC/25/1019 Outline planning application for up to 45 dwellings (including affordable homes) with all matters reserved apart from access.
RECOMMENDATION:	More Information

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on outline proposals (matters of access sought for approval) for 45 x dwellings on land west of Shoreham Road (Henfield Road A2037). The application is supported by Transport Statement (TS), Travel Plan Statement (TPS) and Stage 1 Road Safety Audit (RSA). Pre-Application advice was given in July 2023.

Site Context & Accessibility

Whilst there is no footway on western side of carriageway in this location (this starts at the junction of New Hall Lane to north and opposite Sands Lane to south), there is a footway within grass verge on eastern side of carriageway. Henfield Road is 'A' class and links Small Dole to Henfield in the north and Upper Beeding to the south. It joins with A283 to the south which links to Steyning and A24 to north west and Shoreham and A27 to south. There is a signalised pedestrian crossing further south, within the village, where a local convenience shop/post office is within 5-minute walk.

There are also several Public Rights of Way (PROW), including footpath 2774_1 to the south of the site and 2775 to the north. Whilst there is no dedicated off-road cycling infrastructure, Henfield Road is subject to 30mph speed restriction in this location.

The nearest bus stops are at Sands Lane and outside post office and include service between Horsham and Burgess Hill. Whilst there is no Train Station within suitable walking or cycling distance, the 100 bus service links to nearby villages with train stations such as Billingshurst, Pulborough and Horsham. There is Realtime Information Boards at these stops.

Whilst wider amenities and services are not within walking distance, there is some opportunity to travel by sustainable and active transport modes.

TPS

Sets out accessibility credentials of site and proposals to provide linking footway to improve existing provision.

Mode share targets have been set out to reduce single occupancy car trips by 10%.

Car club vehicle to be provided on site – parking space location to be agreed at reserved matters though will be accessible to wider community.

Welcome Pack to include details of walking and cycling routes, national awareness events, cycle and other journey planning, health/financial/environmental benefits, public transport routes and timetables, promotion of home deliveries, promotion of car sharing, £150 voucher for each new dwelling to be used for sustainable travel.

Details of a nominated Travel Plan Co-ordinator will be appointed prior to occupation.

Annual monitoring survey to determine locations for travel to work, number of cars and cycles per household, modal split for journeys to work, education and leisure etc.

The TPS should be secured, along with monitoring fee of £1,695, via legal agreement. The Travel Plan auditing fees reflect the amount of local authority officer time required to evaluate the initial plan, assess the monitoring data and participate in on-going review and agreement to any amended plans in

the future, including post planning once the development is built out and occupied. The costs have been benchmarked against fees charged by other Local Authorities and are considered to proportionate and reflective of the costs incurred.

Access Arrangements

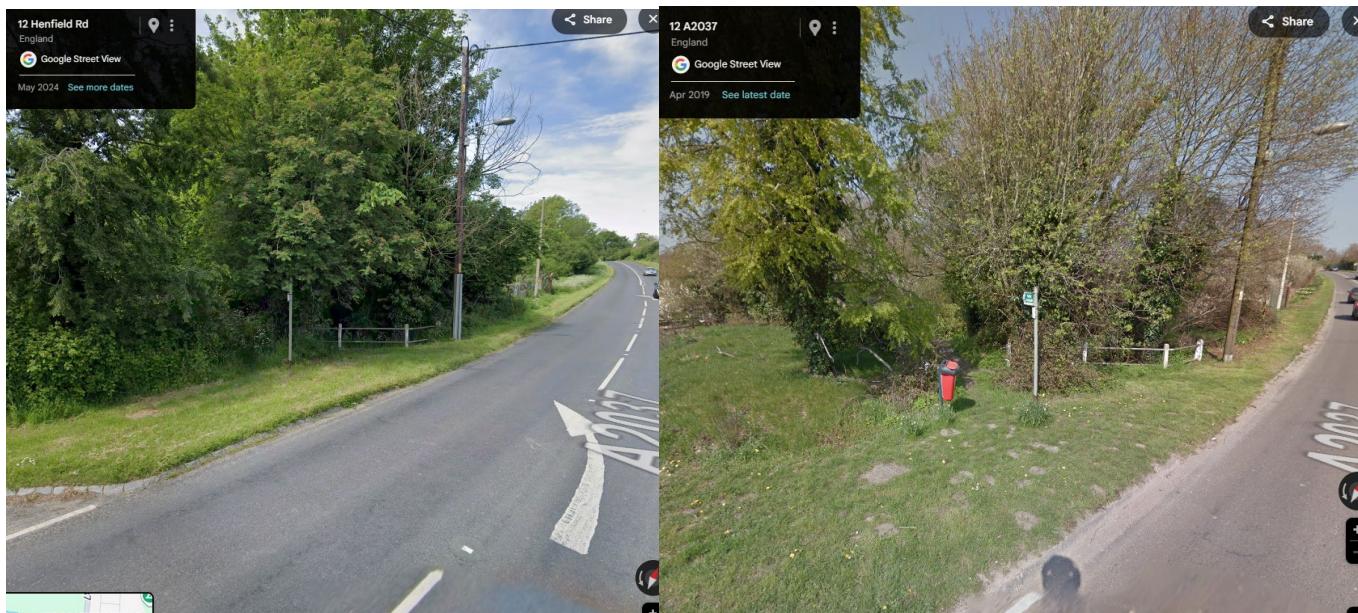
The LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There has been a recorded injury incident at the junction of New Hall Lane to the north and approx. 730m south on A2037. From an inspection of incident data, it is clear that this was not due to any defect with the junction or road layout.

Vehicular access is proposed via 10m kerbed radii bellmouth of 5.5m width with footway wrapping either side and dropped kerb/tactile paved crossing. 2m wide linking footway is also proposed to south of site to link to existing footway opposite Sands Lane and a dropped kerb/tactile paved crossing of Henfield Road (to link to bus stop on east side of carriageway). 2m wide linking footway is also proposed from the site access northwards to link to existing at New Hall Lane along with dropped kerb/tactile paved crossing of New Hall Lane junction. These off-site highways works are considered proportionate and relevant in scale and kind to the development and will improve existing pedestrian connectivity to local amenities and bus stops. These works should be secured by s278 agreement which can be secured either by suitably worded condition or through the legal (s106) agreement, works to be provided by developer.

ATC survey revealed 85th percentile speeds of 38mph northbound and 37mph southbound – visibility splays of 61m south and 58m north have been demonstrated in line with Manual for Streets (MfS). 37mph is under 60kph so MfS is the correct co-efficient to calculate stopping sight distance (SSD). Whilst 38mph is above 60kph and would ordinarily require Design Manual Roads & Bridges (DMRB) co-efficients for calculating SSD, it is only above by 1.2km. Furthermore, it is considered that using DMRB to calculate one direction and MfS the other, when there is only 1mph difference, would produce an unreasonable difference in SSD requirement for each direction. The LHA agree that the surrounding residential area and presence of 30mph is an environment suitable for applying MfS. Furthermore, because of the wide highway verge in this location, in excess of this can be achieved entirely within the publicly maintained highway.

Swept path tracking for fire appliance and refuse collection vehicle have been provided for turning head areas within the site yet not for the site access with the public highway (Henfield Road). Please provide tracking for site access of two cars passing/ refuse collection vehicle passing car etc.

Where new footway is proposed adjacent to entrance to PROW 2774_1 please demonstrate how this will link to the PROW. The route to this PROW is currently overgrown though historic mapping shows a better-defined route. I would also advise the Local Planning Authority (LPA) consult WSCC PROW team on whether any contribution to improving surface of PROW's is required.



RSA –

4.2.1 – substations near Tottington Drive – inclusion of new footway may include full height kerb causing obstruction to vehicles accessing substations – auditor recommends vehicle crossover and hardstanding provided – Designer responds that hardstanding cannot be provided as outside of highway boundary and development site, but that vehicle crossover of proposed footway is demonstrated (swept path tracking shows workability of this).

4.2.2 – concerns that existing safety fence to stream on west side of Henfield Road near Tottington Drive, where new footway proposed, will be inadequate for pedestrians – auditor recommends appropriate safety railings provided. Designer will consider suitable restraint at detailed design stage.

4.3.1 – auditor raised concerns about visibility in vertical plane due to crest of road and whether suitable forward visibility between southbound vehicle and vehicle waiting to turn right in to site is achievable – auditor recommends demonstrate visibility in vertical plane. Designer has provided long section drawings showing visibility in vertical plane can be achieved.

4.4.1 – telegraph poles, vegetation etc within area proposed to be footway – auditor recommends these are relocated or timed back. Designer agrees and will consider at detailed design stage.

LHA consider RSA suitably addressed and signed Designer Response is sent under separate cover.

Trip Generation

TRICs estimates 24 two-way vehicle movements in AM and 23 in PM peak hours. The ATC survey revealed existing vehicle movements of 636 AM movements 633 PM movements and thus this increase over existing movements is not considered 'severe' in terms of impact on operational capacity of nearby road network.

RESERVED MATTERS

Matters of internal layout, including car and bicycle parking, would be assessed based off the proposed housing mix, at reserved matters stage. Whilst the interconnectivity of the internal estate roads and footways would be assessed at reserved matters stage, the LHA wish to make following initial comments:

- Estate roads are currently cul-de-sacs – linking these would provide better interconnectivity for pedestrians and cyclists (such as loop road joining plots 40 and 41 and the turning head area between plots 27 and 28 lining with the parking forecourt area for plots 1-8). If full vehicle looping cannot be provided then these areas should, in the least be linked with a pedestrian/cycle path.
- There does appear to be a link to PROW 2775 to the north, from within the site, though further detail of this would be required.
- Can a similar internal link be provided to PROW 2774_1 to south?

CONCLUSION

Please ask applicant for additional information:

- Swept path tracking of the site access for two cars passing/ refuse collection vehicle passing car etc.
- Where new footway is proposed adjacent to entrance to PROW 2774_1 please demonstrate how this will link to the PROW

Katie Kurek
West Sussex County Council – Planning Services