

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Sophie Moore
FROM:	Highways, WSCC
DATE:	11/06/2026
LOCATION:	1 Littleworth Lane, Partridge Green, RH13 8JF
SUBJECT:	DC/26/0741 Demolition of existing detached chalet bungalow and 2 no outbuildings, and erection of 1 pair of semi-detached dwellings fronting Littleworth Lane with car ports and associated parking to the rear.
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	Advice

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals.

Summary and Context

WSCC in its role as Local Highway Authority (LHA) has been consulted on highway matters by the Local Planning Authority (LPA) for the proposed demolition of existing bungalow and outbuildings, and erection a pair of semi-detached dwellings with carports and associated parking to the rear. The site is located on Littleworth Lane, a C-classified road subject to a speed restriction of 40 mph in this location.

The LHA was previously consulted regarding highway matters for this site for application DC/24/1084 (*Demolition of existing bungalow and outbuildings and erection of 1no. pair of semi-detached dwellings and 1no. three bedroom and 2no. four bedroom detached dwellings with associated landscaping and off-street parking utilising existing access*), of which more information was requested but no objections were raised in principle. The LPA refused the application on grounds unrelated to highways, and a subsequent appeal was dismissed.

Content

The existing vehicle access point on Littleworth Lane is to be utilised, and no alterations are proposed to this existing access arrangement. From inspection of local mapping, there are no apparent visibility concerns with the existing vehicle access point. In addition, the proposals are not anticipated to give rise to a significant material intensification of use of the existing vehicle access point.

An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded collisions within the vicinity of the site. Therefore, there is no evidence to suggest the existing access has been operating unsafely, or that the proposals would exacerbate an existing safety concern.

Regarding parking, each of the proposed dwellings will be provided with double-bay carports, totalling four car parking spaces for the site. The WSCC Car Parking Demand Calculator indicates that a development of this size and location would require five car parking spaces. From inspection of the plans, there does appear to be space on-site for a fifth car to be accommodated, if necessary, with space remaining for on-site turning to be achievable. The LHA would request that details of secure cycle parking provision be provided, to promote sustainable transport methods.

Conclusion

In summary, the LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 116), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application, the following conditions should be applied:

Car parking space (details approved)

No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Kyran Schneider
West Sussex County Council – Planning Services