

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council - FAO: Hannah Darley
FROM:	WSCC – Highways Authority
DATE:	4 June 2026
LOCATION:	New Orchard New Hall Lane Small Dole Henfield BN5 9YH
SUBJECT:	DC/26/0638 Permission in Principle for demolition of existing polytunnel and removal of hardstanding, and the erection of up to 9no. dwellings.
RECOMMENDATION:	No Objection

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on permission in principle (PIP) for 9 x dwellings following demolition of polytunnel and removal of hardstanding.

This PIP application can only consider the 'Principal' of the development in this location based on the submitted documentation. We cannot request further information for the determination of the PIP, request conditions or planning obligations. We will however provide a list of information that will be required at stage two (technical details consent).

The dwellings would be accessed from a continuation of the cul-de-sac 'The Beeches'. The Beeches is privately maintained and thus any access on to this or works affecting this would require permission from the proprietor of the private road. The LHA assesses the application for any impact in terms of highway safety and capacity on the nearby publicly maintained highway (junction with A2037 Shoreham Road, subject to 30mph in this location).

From inspection of the plans, WSCC and local mapping there appears to be no visibility issue at the junction of The Beeches on to Shoreham Road. There are no recorded traffic incidents at this junction. There is an incident recorded to south at junction of Shoreham Road/New Hall Lane, however from inspection of incident data it is clear this was not due to any defect with the road layout in this location.

The Beeches acts as shared surface for vehicles and pedestrians/cyclists and currently serves 5 x dwellings. The addition of 9 x dwellings is not likely to result in over 100 vehicle movements in any one hour and thus remaining shared surface is considered acceptable as per para. 7.2.14 Manual for Streets.

Local amenities such as convenience store are within 6-minute walk of the site access with footway on A2037 however pedestrians are required to cross the carriageway to east side in order to access continuous footway toward the village centre. It would therefore be beneficial for a dropped kerb/tactile paved uncontrolled crossing of A2037 to be provided in this location. Pedestrians can then utilise the pelican crossing in vicinity of village shop. Nearest bus stops are adjacent site access but to safely reach the southbound stop (east side carriageway) a crossing point would be beneficial.

Information that will be required at technical details stage 2:

- Swept path tracking for all anticipated vehicles (car, refuse collection and fire appliance) to show these can access and turn on site.
- Car and bicycle parking in accordance with *WSCC Guidance on Parking at New Developments*.
- Details of transition from any segregated footway to the shared surface of the cul-de-sac.
- Forward visibility through the extent of cul-de-sac/access road, in accordance with Manual for Streets design principles.
- A basic trip generation assessment to include existing nursery vehicle movements compared to likely vehicle movements as a result of the development/change of use on site.
- An appraisal of the accessibility of the site, in terms of proximity to local amenities by walking and cycling, nearest bus stops/services etc.
- Whether any improvements to nearby pedestrian infrastructure proposed (e.g. dropped kerb/tactile paved uncontrolled crossing of A2037 to reach bus stop and footway on east side of carriageway).

Katie Kurek
West Sussex County Council – Planning Services