

West Sussex County Council - Planning Consultation Response



To: Mid Sussex District Council

Date: 5 October 2026

FAO: Susan Dubberley

From: WSCC - Highways Authority

LPA Reference: DM/26/2178

Location: Land Between

149 And 161 College Lane

Hurstpierpoint

West Sussex

Proposal: Erection 6no. dwellings with associated access, landscaping, parking and areas of open space.

Date of Site Visit: Site known to Highway Officer

Recommendation: No Objection

West Sussex County Council (WSCC), in its capacity as Local Highway Authority (LHA), have been consulted on full planning application DM/26/2178, for access, highway safety and capacity considerations. The application is supported by a Transport Statement (TS) and associated plans.

Background and Site Context

The application site is a vacant grassland, located on the eastern side of College Lane, within Hurstpierpoint. The site is surrounded by residential properties to the south and vacant land area to the north. The application seeks permission to develop the site into a 6 nos. dwellings residential scheme (Class C3) comprising 2 x 2-bed, 1 x 3-bed and 3 x 4-bed units with a new access, parking and landscaping. WSCC Highway Officer had conducted a site visit on an adjacent site in 2024 (permitted under ref: DM/24/1139).

Access and Visibility

The site is accessed from College Lane, which is a two-way single carriageway road. The existing gated access will be closed, and a new access will be constructed approximately 10 metres to the south of the site. The new access takes the form of a simple priority bellmouth junction with 6.0m kerb radii and internal shared surface width of 4.8 metres.

There is a speed restriction of 60mph near to the proposed site access, which reduces to 30mph within short distance to the south of the site. Therefore, ATC surveys were commissioned to determine the realistic speeds near to the site access junction. ATC surveys have recorded 85th percentile speeds of 30mph for northbound traffic and 30.9mph for southbound traffic.

In line with Manual for Streets (MfS) guidance, for the recorded speeds, there is a visibility splay requirement of 2.4 x 42.9 metres to the south and 2.4 x 44.7 metres to the north. These splays are achievable along both sides, as demonstrated within Appendix F of the TS.

Personal Injury Accident (PIA) Data

An inspection of data supplied to WSCC by Sussex Police over a period of last five years reveals that there has been no recorded incident of personal injury near to the proposed site access. Therefore, there is no evidence to indicate any existing concerns associated with road design or geometry.

Parking and Internal Layout

The site lies within parking behaviour zone (PBZ) 2 which specifies a parking requirement of 1.7 spaces for a 2-bed, 2.1 spaces for a 3-bed and 2.7 spaces for a 4-bed dwelling. Accordingly, there is a requirement of 14 spaces and additional 2 unallocated spaces for visitor parking. The scheme proposes 2 spaces per dwelling, along with provision of garages for 3-bed and 4-bed dwellings. Safe and secure cycle parking provision is made within the curtilage of each dwelling. The Highway Authority are convinced that adequate parking is provided for the development, thus eliminating the risk of overspill parking onto public highway.

The internal layout is designed to operate as a shared surface arrangement. Swept path analysis is carried out for a Mid Sussex District Council's (MSDC) refuse vehicle, a fire appliance and a large car, demonstrated within Appendix G of the TS. The swept paths demonstrate the suitability of the access and internal carriageway geometry / width to accommodate these vehicles and suitable internal turning heads to turn within site and exit in forward gear.

Trip Generation and Highway Impact

The nationally recognised TRICS database has been interrogated to estimate the likely number of trips associated with the proposed residential uses. The proposed residential scheme is estimated to generate two-way vehicular trips of 6 during AM peak, 3 during PM peak and 31 the whole day.

Whilst the proposed development would give rise to additional vehicular traffic, the Highway Authority do not anticipate that the proposed use will result in causing a detrimental impact on the operation of the local highway network.

Sustainability

There are no dedicated footways along College Lane, which is not unusual in a rural setting. However, there is street lighting which the road users could benefit from. Whilst there is no dedicated cycling infrastructure near to the site, slow speed of traffic along College Lane is favourable for cycling. The nearest bus stops are located along B2116 Hassocks Road, to the south of site and the nearest train station is located approx. 2.6km to the south of site providing connectivity to wider transport network.

Conclusion

The Local Highway Authority (LHA) do 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 (NPPF), paragraphs TR1 – TR8, as revised August 2026. Therefore, there are no transport grounds to resist this proposal.

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

Conditions

Access

No use of the proposed vehicular access shall take place until such time as the vehicular access serving the site has been constructed in accordance with plans and details submitted to and approved by the Local Planning Authority (LPA).

Reason: In the interests of road safety.

Car Parking

No part of the development shall be first occupied until the vehicle parking spaces have been constructed in accordance with plans and details submitted to and approved by the LPA.

Reason: To provide adequate on-site vehicle parking spaces for the use.

Cycle Parking

No part of the development shall be first occupied until secure cycle parking spaces have been provided in accordance with plans and details 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.

Construction Management Plan

No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details for all temporary contractors' buildings, plant and stacks of materials, provision for the temporary parking of contractors' vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access.

INFORMATIVES

Section 278 Agreement of the 1980 Highways Act - Works within the Highway

The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

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West Sussex County Council – Planning Services (Highways)