

**DM/26/1377 Proposal for 9 new build homes.
Land At Mill Lane Sayers Common West Sussex**

With regards to the above planning application, I would like to submit the comments below to add clarity to some points and matters made and raised by the applicant.

The applicant for the above planning application has now submitted a 'Visibility Splay Plan 1795 3.050_RevA' document relating to the access from the north of their site onto the A23 slip road.

In their document they have used images from Google Street View from May 2024 and not up to date photographs of the site. The image that they have used for looking along Mill Lane is taken from the roadway and not from the site entrance so it does not give a clear picture of the road visibility from the site entrance. To give a more up to date view I have therefore included below two photographs of the view from the site entrance taken on 21/07/2026



Photographs taken from the site entrance 21/07/2026. Left the view of the roadway to the east and the slip road flyover. Right the view of the roadway to the west including the roundabout.

The applicant's 2024 image of the site entrance shows it to be totally overgrown with vegetation. The entrance was cleared for this application so I have therefore included below images of the site entrance as it looks as at 21/07/2026 for contrast.



Photographs of views of the entrance to the site as it looks as at 21/07/2026

I have also included, for context, some photographs of the now cleared roadway down to the site. The site entrance has been blocked with straw bales since being cleared to avoid unauthorised access.



Photographs taken 21/07/2026 of the roadway from the A23 slip road down to the applicant's site

The applicant advises that the established crossover access from their site to the slip road is well maintained and in regular use. Google Street View, which the applicant has used, also has an archive of images going back to 2008. These all show vegetation across the site entrance blocking it (see Google Street View images below). For context, the regular use of the crossover access can therefore be assumed to have taken place before 2008 and after the highway itself was built in the 1990s.



Oct 2008



Sept 2012



June 2014



July 2015



July 2016



April 2019



August 2021



May 2023



May 2024

The applicant in their document refers to the traffic coming west over the flyover of the derestricted slip road, past the site entrance towards the roundabout. With regards to the speed of this traffic they state that “*Car speeds reduce to zero as they approach roundabout. Crossover is 13.5m away from roundabout, estimated car speed is max 10-15mph*” What actually happens in reality is that very few cars actually stop or even slow down much when they get to the roundabout because hardly any traffic enters the roundabout from its northern entrance, except when there is a show on at the Hickstead Showground. The 30mph speed signs on the entrance to the southbound B2118 are not visible until the roundabout is actually reached. Therefore many cars are driving at a greater speed when passing the site entrance than the applicant has estimated.

It would be helpful if the applicant could provide details of the ATC speed survey which WSCC Highways requested in support of visibility sprays in their application response of 06/07/2026. This would then clarify what the actual speeds of vehicles are when passing the site entrance to help provide reassurance of safety.

The applicant has proposed that out going traffic from the site should only be able to turn left, westwards towards the roundabout. This is a positive suggestion as it would be safer than allowing turning both ways. It is not clear if alterations to or widening of the layout of the site entrance or roadway is needed to force traffic to exit in just one direction. What signage or if any alteration to the speed limit would be needed at this point in the roadway should also be considered. WSCC Highways should therefore ensure that they visit the site to investigate the practicalities of this. It would also assist them in appreciating the different levels in height between the site entrance and the approaching roadways to fully understand the degree of visibility available. The applicant’s document is 2D based and does not show height levels so just doing a desk based assessment would not give the accuracy needed for a true picture of the situation



Photograph taken 21/07/2026, of the derestricted A23 slip road approaching the flyover just before the site entrance. It show some of the differences in road heights which have an effect on vehicle visibility

As National Highways are both the roadway, pavement, verges and site access landowners in this application then they would also need to be consulted about any physical changes to their land or any proposed new traffic controls. So far their comments have related to traffic volumes on the SRN and they have not yet been advised of the possible physical changes now proposed for their land. Their comments on and permission for these changes would help to give clarity and support to these proposals.



National Highways Open Data Maps showing the extent of their land holdings, in blue, at the site access point with the A23 slip road. The site location is shown by the red star

The Department For Transport (DFT) compulsorily purchased the land for the new A23 bypass roadway in the late 1980s/1990s. This meant moving the route of the original roadway (called Stroods Lane at that time) and replacing it with a completely new slip road joining the B2118 some 60 or so metres south of its previous junction.



Left 1963 OS Map showing the original route of Stroods Lane & its junction with the A23. Right current OS map showing the new rerouted roadway past the site. The location of the site is shown by the red star

The DFT would also have made an agreement with the landowners of this site in the 1990s to allow such persons to build a completely new access crossover onto this new slip road. This would have been so that the landowners party to that agreement could access this part of their agricultural land which had been split in two by the new A23 bypass. It would therefore be prudent of MSDC and the current landowners to confirm that the DFT is in agreement that they will now also give right of access, to the crossover over DFT land, to the potential new residents and freeholders of this land for the new purpose of access to a residential housing estate of 9 houses. This would reduce the risk of any potential legal issues regarding right of access to the slip road arising further along in the process.

I would therefore request that these comments and clarifying information are taken into account by both MSDC and WSCC Highways in the decision making process for this application.