

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Andy Watt
FROM:	WSCC – Highways Authority
DATE:	28 October 2025
LOCATION:	Site Of Former East Lodge Farm, Malthouse Lane, Hurstpierpoint, West Sussex
SUBJECT:	DM/25/1921 Proposal for 7 new build houses. Corrected address. More information received from Andy Watt's email on 7th October 2025.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	/ More Information / Modification

Further to our earlier comments, the applicant has submitted a plan (Malthouse Lane 1739 3.010) for a new access perpendicular to the public highway and serving the proposal only. Visibility splays have been marked on this plan at 125m to the north and 110m to the south however they are not drawn correctly. The termination point of the splay distance will need to be on the development side of the carriageway and the encompassing triangle should not encroach onto 3rd party land.

As a new access has been proposed, the highway Authority could request a Road Safety Audit, however in this location it is unlikely to provide any additional information other than the need for adequate visibility splays. However, to determine this, we need to establish the 85th percentile speeds for vehicles travelling along Malthurst Lane. Once this has been established we can determine the visibility splay requirements based on actual vehicle speeds.

It is unclear if the land adjacent to the site is under the ownership of the applicant and given that the splays have not been drawn correctly it is likely that they will encroach on 3rd party land (if adjacent land is not owned by the applicant) even if 85th percentile speeds were found to be lower.

Possible options could be:

New Access

- Undertake Automatic traffic count (ATC) for 7 days to find 85th percentile speed. 2 counters should be laid either side of the access at suitable locations
- Establish splay requirements for actual speeds and provide a plan showing correctly drawn splays within land under the ownership of the applicant or within the public highway

Original proposal existing access commercial to the north

- Revert to neighbouring access to serve the site
- Redesign development layout (if possible) to allow for a better manoeuvre into the neighbouring site. This will need to be set back within the application site so an exiting vehicle can manoeuvre into a perpendicular position away from the existing access to then enter the public highway.

It is unlikely the Highway Authority would object to the principle of the development. It is located some distance from existing built up areas so would not be considered sustainable, however not to a level of an objection. Our main concern is to establish a safe access with sufficient visibility.

Please reconsult.

Debbie Farrell
West Sussex County Council – Planning Services

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