

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Katherine Williams
FROM:	Stephen Gee WSCC – Highways Authority
DATE:	10 September 2026
LOCATION:	Land West Of London Road Handcross West Sussex
SUBJECT:	DM/26/1228 Outline planning application (with all matters reserved except for access) for the erection of up to 55 dwellings, including affordable homes, together with green and blue infrastructure, vehicular access from London Road, pedestrian/cycle access from London Road, the provision of utility services structures and the demolition of an existing agricultural building. More information received.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Objection / More Information

This is the 2nd formal response from WSCC Highways and responds to the additional information contained within WSCC Highways Response note ref BT/RS/ITB210283-004 TN.

Visibility requirements at site access – removal of the layby / reduction in speed limit.

As indicated in the initial response WSCC would be supportive of a 40mph limit extend 400m north of the existing 30mph limit. The plans submitted by the applicant do not reflect this and detail a 40mph limit 400m north of the applicants previously proposed 30mph transition.

Whilst the development proposals do provide a new site access, the development does not provide any frontage developments or increase the number of Vulnerable Road Users (any additional trips from the development would likely use the route to the south west corner of the development and Hoadlands) and as such in combination with the recorded average speeds would not meet the WSCC speed limit policy. It is recommended that the applicant revise the submitted site access plan to reflect the above.

Drawing ref ITB210283-GA has been provided and shows that when the layby is in use visibility splays of 2.4m x 61.7m can be provided to a 1m offset or 2.4m x 102m to the centre line.

There are no measures proposed that would restrict vehicles from crossing the centre line and as such splays should be taken to the nearside kerb or offset.

No information has been provided on the use of the layby and as such concern is raised regarding the suitability of the visibility splay.

Provision of swept path analysis

Swept Path analysis has been provided for the site access and emergency access. It is acknowledged that the refuse vehicle and fire tender would over the centre line of the site access but given the limited/irregular nature of the movements no safety concerns are raised.

Costing of Bus Infrastructure

Costings have been provided for the works to enable a TAD contribution to be calculated. Whilst the applicant has not made contact with the parish council to discuss maintenance of the proposed bus shelters they have indicated that they would provide a commuted sum.

Updated Travel Plan Statement

The technical note indicate that the travel plan has been updated, however, the updated plan has not been submitted/included on the planning file. The TPS could be conditioned.

Conclusion

At present insufficient information has been provided to demonstrate that the access is acceptable in terms of the visibility splays to be provided. It is recommended that surveys are taken to establish the use of the layby and/or the potential for the layby to be removed.

Amendments to the drawings should also be provided to reflect the speed limit proposals identified by WSCC.

Stephen Gee
West Sussex County Council – Planning Services