West Sussex County Council - Planning Consultation Response

To: Horsham District Council
FAO: Steve Astles
From: WSCC - Highways Authority

Date: 12 November 2026

LPA Reference: DC/26/1438
Location: Bilton
Mill Road
West Chiltington
West Sussex
RH20 2PY
Proposal: Creation of new shared vehicular crossover and shared driveway realignment.
Date of Site Visit: N/A
Recommendation: Advice

I refer to your consultation in respect of the above planning application and would provide the following comments.

Summary/ History

The Local Highway Authoity has ben previously consulted on matters at this location unser application DC/16/1218, this sought also for a new VCO in the same position as that currently proposed. The application was however withdrawn over concerns with the nearby tree. The Local Highways Authority however had raised no severe highways safety concern subject to conditions.

The access proposals as proposed do not materially differ to that which were previously proposed. The guidance therefore remains as per the original consultation.

Visibility to the North

The northern splay has been annotated at 56 m and passes behind the oak tree. The 'Y' direction of the splay has been drawn to the opposing side of Mill Road. Measuring the 'Y' direction of the splay using a 1 m offset from the nearside carriageway edge would result in a splay measuring approximately 39 m. This equates to a vehicle sight stopping distance for vehicles travelling at a speed of 28 mph. Manual for Streets (MfS) standard for a 30 mph road is 43 m and thus the splay would be short by 4 m. The LHA do not consider this a significant shortfall and therefore are satisfied with the visibility achievable to the north. The applicant has demonstrated that the hedge will be cut back and this splay should be kept in perpetuity to maintain the visibility splay.
The provision of this splay will have the effect of improving visibility to the north for the property 'Bilton', provided that the hedge cutting works are maintained in perpetuity.
The applicant would be required to draw the splays correctly as part of a planning condition. See diagram
Visibility to the South
The applicant has demonstrated a 'Y' distance splay to the opposing side of the carriageway edge of 55 m. Taken to the nearside carriageway edge and with an offset it is clear that approximately 27 metre in this direction is achievable equating to a sight stopping distance for vehicles travelling at 21.5 mph. Although vehicle speeds on site were observed in excess of this it is appreciated that the southern splay would be betterment over the existing situation, where visibility to the south was severely substandard.

Conclusion

After consideration of the plans and details provided it is appreciated that the proposed access in terms of visibility splay requirements does not meet current recommended guidance within MfS.

However, consideration needs to be given to the existing point of access and its existing visibility at present. Under guidance within the National Planning Policy Framework (NPPF) under TR6 paragraph 4 the LHA would only be in a position to object to an application if it resulted in 'severe' detriment to highway safety. On this basis the LHA would conclude this would be difficult to substantiate. Any future applications at the site resulting in an intensification of use at the access point would be judged on its own merits.

If the LPA is minded to approve the application the following conditions should be secured:

Access
The use of the parking area shall not commence until the vehicular access serving the development has been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. These details shall include method of construction in order to minimise the impact on the rooting area of adjacent oak tree.
Reason: In the interests of road safety and preservation of street scene.

Visibility
No part of the development shall be first occupied until visibility splays of 2.4 metre by 39 metres to the north and 2.4 metre by 27 metres to the south have been provided at the proposed site vehicular access onto Mill Road in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.
Reason: In the interests of road safety.

INFORMATIVE
Vehicle Crossover – Minor Highway Works
The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted because the highway license process considers wider factors than are considered by the Highway Authority at planning stage.

Additional information about the licence application process can be found at the following web page:
http://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-vehicle-crossovers-for-driveways-licence/

Jodie Wilkes
West Sussex County Council – Planning Services (Highways)