



Application Ref: DC/26/0112

Construction of agricultural field access on land between Appledore Farm and Ceres at Rock Road, Washington, West Sussex

Revised Proposals

Accompanying this statement are revised plans which slightly re-position the proposed access further to the south. This has been done to balance out the available visibility splays more equally.

These splays are as follows:

North splay – 2.4 metres x 71metres

South splay – 2.4 metres x 113

The said splays are plotted on the submitted drawings and are taken to a point 0.5 metres out from the nearside highway edge.

Otherwise, the proposals remain the same. The geometry and size of the crossover is as previously proposed, as is the amount of hard surfacing.

Landscaping remains as previously proposed. A mixed native species hedge is proposed along the whole of the field frontage. The previously submitted Landscaping Schedule specifies numbers and species of planting. Said landscaping is to be planted within the field boundary to ensure that it lies outside of the envisaged visibility splays.

Also submitted with this revised proposal are splay plans for the existing crossover. The splays on the existing crossover are as follows:

North splay – 2.4 metres x 9 metres

South splay – 2.4 metres x 71 metres

In both instances these splays are sub-standard. In respect of the north splay along the leading edge of the road, this splay is dangerously sub-standard and cannot be improved because of the existence of a large tree within the highway verge.

These splays are demonstrated on the photographs below and overleaf.

Visibility Splays Existing Crossover



Existing access north splay at 2.4 metres



Existing access south splay at 2.4 metres



Existing access south splay at 2.4 metres



Proposed splay looking north from new crossover



South splay from proposed new access point showing straight alignment of the road

This part of Rock Road has a 50mph speed limit. A speed survey has not been undertaken, as was suggested by the Highway Engineer, as it is considered that the 85th percentile speed would be unlikely to be much less than 50mph. Most vehicles passing the site were seen to be driving between 40 and 50 miles per hour.

Nonetheless, despite the new crossover not having perfect visibility in both directions, the visibility available, particularly in a northerly direction, would be far greater than the existing crossover. This fact would be self-evident to any person undertaking a site visit.

This proposal therefore would permit much safer ingress and egress for agricultural traffic servicing the applicant's land holding.

Previous information has been supplied by email dated the 20th March 2026, detailing the levels of use of the proposed crossover. This is reproduced below and overleaf.

The applicant confirms that if a tractor with or without trailer needs to exit the existing access then a second person has to routinely enter the road to advise of passing traffic or even halt the traffic to allow the long vehicles out.

WSSC have asked for confirmation of likely vehicular use of the new crossover. It would only be lightly used (perhaps one or two movements per day). A hay crop is taken twice a year and this involves a few days of increased traffic movements (perhaps four or five a day). About once a year National Power Networks require access to trim tree growth from overhead power lines. A number of larger vehicles and wood chipper result from this cutting back of tree spreads.

The comments of the Landscape Officer are noted. We agree to extend the mixed native hedge planting detailed in the application across the whole of the field frontage. This will ensure the replacement of the existing laurel hedge with more appropriate planting. To this end an amended red line plan is included to cover a strip across the front of the whole field within which the replacement hedge planting will take place.'

It is logical to conclude that this proposal would therefore improve highway safety. It has already been stated that the applicant has to have somebody standing on the opposite side of the road when he wishes to leave the site with slow moving agricultural traffic. This would not be needed on the new crossover where much better visibility would be available.

Finally, it is noted that the Highway Engineer suggested that the existing crossover should be closed in the event of this new access being granted planning permission.

This is not deliverable as the access serves a residential property (Ceres) which is not in the ownership of the applicant. It would therefore be required to be retained as a domestic crossover.