WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Shazia Penne
FROM:	WSCC – Highways Authority
DATE:	22 July 2025
LOCATION:	The Barn Rock Road Washington West Sussex RH20 3BH
SUBJECT:	DISC/25/0176 Application for Approval of Details Reserved by Condition 3 to approved application DC/25/0216
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.

West Sussex County Council was consulted previously on Highway Matters for this location under planning application no. DC/25/0176 to which no objections were raised. Within this permission the LHA advised a condition securing visibility splays to be provided in full and in line with the splays outlined as achievable by the applicant within their Design and Access statement.

Condition 3 – Visibility Splays
The visibility splays submitted demonstrate a visibility splay of 2.4m x 130m to the north and 2.4m x 120m to the south of the access. The visibility splays have been demonstrated only as achievable when offset from the edge of the carriageway.
To the south in the leading direction, visibility has been shown as offset from the edge of the carriageway by approx. 1m. To the north the splay is also demonstrated as being offset to a position crossing the centre line as the splay enters Muttons Lane.

It is best practise to provide visibility splays to the nearside edge of the carriageway in both directions whilst only intersecting land within the control of the applicant or within the publicly maintained highway unless sufficient justifications can be made for an offset from the carriageway edge.

The LHA has independently reviewed data from the WSCC Traffic Monitoring Database, this outlines that a Speed survey was carried out in 2019 at the halfway point between the site access and the bend in the road to the north. This outlined that 85th percentile speeds of 35.9mph were recorded. It is anticipated therefore that the actual speeds vehicles are travelling while navigating the bend would be slower still.

I have independently measured an alternative visibility splay to the centre line at the bend of Rock Road. This splay does not intersect third party land and is drawn to the centre line as it is considered that overtaking is highly unlikely due to the risk of head-on collisions with approaching vehicles navigating the bend.

This alternative splay provides 97m of visibility to the North. Using a Stopping Sight Distance Calculator, adjusted for bonnet length (2m) and driver reaction speed (1.5s), I have established that this would equate to visibility appropriate to a speed of 38.5mph. This would be considered sufficient given that based upon the data above we would expect speeds to be less than 35mph at this corner.

Furthermore, those adjoining Rock Road from Muttons Lane are required to give way and will be cautiously advancing from the junction.

To the south an approximate 1m offset has been provided, to achieve the 120m visibility splay, although this is not to standard, the LHA consider that due to the context and geometry of Rock Road at this point, the 1m offset would be unlikely to restrict visibility of an entire vehicle and that oncoming vehicles could still be anticipated by a manoeuvring vehicle at the access.

The Local Highways Authority considers the nature of the road at the new access point as a relatively straight portion of road, and therefore it is considered that road users travelling along Rock Road in proximity of the access may also benefit from good forward visibility of a vehicle navigating the access point.

The Local Highways Authority is mindful that the new access is proposed for use as an entrance only, with the existing access to the south being used as an exit only. This practise however cannot be controlled or conditioned to be used in such a way and hence the new access has been subject to consideration as both access and egress for this single dwelling.

Based upon the above considerations, it is considered that the achievable visibility from the access, although drawn incorrectly within the submitted plans, allows sufficient visibility of oncoming vehicles along Rock Road- in line with the recorded 85th percentile speeds.
The achievable visibility is therefore considered acceptable from a highway safety perspective.

The LPA may however wish to consider how best to proceed with discharging the condition given that the visibility splays originally stated by the applicant, do not appear to be achievable when using best practise. Therefore, the measurement details within the condition may require amending or a suitable caveat alongside any permission may suffice to advise on this matter.

The Local Highways Authority is satisfied that the condition may be discharged.

Jodie Wilkes
West Sussex County Council – Planning Services