

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Joseph Swift
FROM:	WSSC –Highways Authority
DATE:	9 th February 2026
LOCATION:	Land At Coombe Hill Road East Grinstead West Sussex
SUBJECT:	DM/26/0073 The erection of 44 new homes with access from West Hoathly Road, vehicle and cycle parking, landscaping, drainage, and associated infrastructure and highway works.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection

Background

WSSC in its role of Local Highway Authority (LHA) has been consulted on the proposals for highway safety, capacity and access.

The site is located at the southern edge of the built up area of East Grinstead, adjacent to the suburb of Sunnyside. The site comprises a single field located to the east of West Hoathly Road which provides access north into the centre of East Grinstead. The proposals are for 44 units with access onto West Hoathly Road via new point of access. The speed limit along this stretch of West Hoathly Road is 30 mph.

The transport aspect of the proposals are supported by way of a Transport Statement (TS) dated 16th December 2025 which includes a Stage 1 Road Safety Audit (RSA) submitted on the access strategy.

Access and Visibility

The application will result in a new 5.5m wide access provided directly onto West Hoathly Road. The access will have 6m radii allowing large vehicles to be able to manoeuvre in and out of the access easily.

Access for pedestrians is achieved via a new crossing located to the north-east of the site to connect with the existing footway along the north/ western footway towards East Grinstead. The crossing will connect to the footway that provides access into the site away from the edge of the carriageway, tactile paving is provided to ease accessibility. This will help connect the site for existing residents along West Hoathly Road. The proposed pedestrian access point is illustrated within Appendix D of the TS. The works for the access would be subject to a Section 278 Agreement and Technical Check with the LHA's Highway Agreements Team.

The TS has demonstrated that visibility splays of 2.4 metres x 55 and 49 metres can be achieved in both directions, these would be in line with the recorded speed limits calculated through the speed survey undertaken in June 2025. The LHA has reviewed the most recently available accident data for this stretch of the West Hoathly Road and there have not been any recorded road traffic collisions within the immediate vicinity of the proposed

point of access. We are therefore satisfied that the visibility splays as shown are acceptable for the access and the site usage.

In terms of servicing delivery, refuse and deliveries will take place from on-site and an internal turning area has been provided to allow access and egress the site in a forward gear as demonstrated on drawings 2505001-TK01 Rev A and 2505001-TK02 Rev A.

Stage 1 Road Safety Audit (RSA)

In accordance with the adopted LHA's 'Road Safety Audit Policy', a Stage 1 RSA has been undertaken in accordance with the GG119 governance document by an independent Audit. All matters raised within the RSA have been addressed within the Designer's Response and there are no outstanding matters that need further input.

Capacity

Via the Trip Rate Information Computer System (TRICS) database. TRICS is a database containing surveys of other completed and occupied developments. The database can be refined to use comparably located site uses to forecast potential traffic generation. TRICS is an accepted means of determining traffic generation. The TS has demonstrated that the proposed dwellings could generate up to 28 and 26 trips in the standard weekday peak periods (08:00am-09:00am and 17:00pm-18:00pm). The LHA has assessed the site selection methodology and would be satisfied that the data provided is in line with TRICS best practice guidance. In addition, the LHA would not raise a capacity concern with the anticipated amount of additional vehicular movements onto the local network.

Parking and Layout

The proposed parking allocation is considered acceptable for this residential use and whilst slightly under the requirement, the LHA would not consider this to be a detriment to highway safety in the local context. In terms of layout the following comments are provided:

- Internal roads designed in accordance with Manual for Street principles.
- Visibility splays should be demonstrated from internal access roads, with a design speed of 20 mph 2.4 by 25 metre splays should be provided
- Tactile paving provided at each of the junctions within the internal junctions.
- The vehicle tracking is shown within the TS on drawing 2505001-TK03 A.
- More consideration to raised tables within the development should be considered especially the areas of the estate road that are straighter in their nature. Raised tables will help reduce vehicle speeds along the main spine roads.

Accessibility and Travel Plan (TP)

The site is reasonably located to encourage travel by sustainable modes including the use of walking, cycling and public transport. These will provide opportunities for residents to travel to and from the site. Pedestrian access to the site will be from West Hoathly Road. Bus stops are located in good proximity to the site and within walking distance. The stop 300 metres north of the site along West Hoathly Road, which serves bus route 84 and can be accessed within a 4 minute walk. The bus stops are presented with a flag pole and timetable. The LHA would request the applicant considers a localised improvements to this stop with the inclusion of Real Time Information at the stop. This improvement could be secured by S106.

Additional bus stops are located 1.4km north along the High Street, which can be accessed within a 20 minute walk and serves a number of bus routes. East Grinstead railway station is approximately 10 minutes cycling distance from the site and connects to a number of destinations. Local amenities are listed in table 3.17 of the TS. Whilst realistically not all of these will be accessible all the time by residents it is considered there are a reasonable selection of amenities within 10/15 minutes walking distance from the site.

A TP has been prepared that will be used to help reduce the use of the private car and increase sustainable travel. The LHA has reviewed the TP and is satisfied with the content. The applicant should note that WSCC apply an auditing fee to all new travel plans. The travel plan and associated auditing fee would be secured via a s106 agreement. The Travel Plan auditing fees reflect the amount of local authority officer time required to evaluate the initial plan, assess the monitoring data and participate in on-going review and agreement to any amended plans in the future, including post planning once the development is built out and occupied. The costs have been benchmarked against fees charged by other Local Authorities and are considered to proportionate and reflective of the costs incurred.

Section 106 Contribution

A Total Access Demand (TAD) Scheme can be allocated towards A22 transport corridor improvements.

Conclusion

Subject to the points on layout being taken into account the LHA does not consider the application would result in an 'Severe' residual impact on the adjoining highway network in accordance with Paragraph 116 of the National Planning Policy Framework (NPPF). Any approval of planning permission would be subject to the following conditions:

Access (Access to be provided prior to first occupation)

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing titled 'Visibility Splays' and numbered 2505001-06 B.

Reason: In the interests of road safety.

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- the prevention of deliveries at the site during school drop-off and pick-up time (generally 0800-0900 and 1430-1530),
- Access arrangements from the public highway, including temporary accesses and alterations to existing accesses.
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

INFORMATIVE

The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Highway Agreements Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Jamie Brown
West Sussex County Council – Planning Services