

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council - FAO: Martin Dale
FROM:	WSCC – Highways Authority
DATE:	23 April 2026
LOCATION:	Land Adjacent To Batchelors Farmhouse Keymer Road Burgess Hill West Sussex RH15 0BQ
SUBJECT:	DM/25/2634 Outline Planning Application with all matters reserved (except the means of access from the public highway) for residential development and the construction of up to 26 dwellings, with vehicular accesses, and new footpath links to Keymer Road, the provision of new landscape amenity space, areas of ecological enhancements, together with associated Highways, Drainage and Utilities works associated with the proposed development. More information from Michael Kitching's email.
RECOMMENDATION:	No Objection

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been re-consulted on proposals for 26 x dwellings and associated works on land adjacent Batchelors Farmhouse (Keymer Road).

In comments dated 7 November 2025 the LHA requested further information on several matters to which a Technical Note (TN) has been provided (dated 14th January 2026) and Stage 1 Road Safety Audit Response Report updated 14th April 2026.

Travel Plan Statement (TPS)

Applicant has confirmed that they will provide this. It should be secured by s106/ UU legal agreement only (not condition as this would be double securement). The detail of the TPS along with the monitoring fee of £1,765 (from 1 April 2026) should be secured through this mechanism.

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.

Footway Improvements

The applicant states there is limited verge width to provide this on western side of carriageway to link northeast corner of site to Greenlands Drive. Trees in third party land would further limit ability to provide this. An alternative solution was presented:

- Development already proposes footway at northern access to link to PROW HAS/1K/1. This footway will feature an uncontrolled (dropped kerb/tactile paved) pedestrian crossing in north east corner of site to link in to footway on eastern side of Keymer Road.
- The route northwards includes existing crossing of Willowhurst junction. An additional uncontrolled crossing of Keymer Road is proposed just north of the junction with Greenlands Drive to allow pedestrians to cross to northbound bus stop.

Pedestrian intervisibility splays of 120m as per 40mph speed limit have been provided for the southern uncontrolled pedestrian crossing. Splays of 43m have been provided for the northern uncontrolled crossing as applicable to this being within the 30mph posted speed limit.

These works should be delivered along with site vehicle accesses via s278 agreement. This can be secured either by condition or via the s106 agreement.

Swept Path Tracking.

Plans were requested showing the vehicle accesses can accommodate refuse collection and fire appliance vehicles, that these can turn on site to exit in a forward gear.

This has been demonstrated. It is presumed that refuse collection for plots 24-26 will take place within the main site access road (accessed via southern access). Whilst fire appliance access has been demonstrated for the northern access it does not appear that such a vehicle could turn in this area. Nevertheless, it does appear that a fire appliance accessing these properties from the southern access would be able to reach within 45m of all buildings thus no concern is raised in terms of servicing arrangements.

Stage 1 Road Safety Audit (RSA)

Stage 1 Road Safety Audit has been undertaken on proposed vehicle access arrangements and off-site highway works (2 x uncontrolled pedestrian crossings of Keymer Road). The Designers Response has been provided in Appendix F of the Stage 1 Road Safety Audit Response Report which LHA have completed, as the Overseeing Organisation.

7.1 – restricted visibility at site access could result in side impact collisions. Auditor recommends visibility splays should be kept clear of impediments which may require vegetation removal and street furniture relocation. Also advised values for visibility splays at northern access provided on drawing.

Applicant has confirmed previously agreed visibility splays and shown these on various drawings. (Northern Access - 2.4m x 150m visibility splay (southern/leading traffic direction) and 2.4m x 120m visibility splay (northern/trailing traffic direction). Southern Access - 2.4m x 140m visibility splay (southern/leading traffic direction) and 2.4m x 150m visibility splay (northern/trailing traffic direction). 85th percentile speeds recorded in March 2025 were 44.4mph northbound and 43mph southbound which would require splays of 122m south and 116m north. All visibility splays at both accesses therefore exceed requirements and are considered acceptable.

The LHA has added a note in the Designers Response that position of telegraph pole/street furniture within these splays would be further reviewed at detailed design stage/ RSA2, though it does appear that these would not obscure full envelope of visibility as per Manual for Streets para. 7.8.6.

7.2 – potential restricted pedestrian intervisibility at uncontrolled pedestrian crossing points could result in vehicle/pedestrian collisions. Auditor recommends that intervisibility at both crossings are kept clear of impediments.

Designer has provided intervisibility splays of 120m as per 40mph speed limit for the southern uncontrolled pedestrian crossing. Splays of 43m have been provided for the northern uncontrolled crossing as applicable to this being within the 30mph posted speed limit.

The LHA has added a note in the Designers Response that position of telegraph pole adjacent bus stop, which may be within northern splay for northern uncontrolled crossing point, would be further reviewed at detailed design stage/RSA 2, though it does appear that this would not obscure full envelope of visibility as per Manual for Streets para. 7.8.6.

7.3 – potential swept path requirements could result in risk of collisions – may result in vehicles crossing centre line within site accesses and on Keymer Road. Auditor recommends swept path analysis undertaken for all vehicle types expected and if required accesses modified.

Swept path tracking for largest vehicle manoeuvres have been provided. LHA note that some manoeuvres do require crossing of centreline. Designer has stated that to negate this the access would require excessive junction radii and width which may encourage higher entry/exit speeds. LHA agree this would be inappropriate and that crossing of centreline for larger refuse collection vehicles is not uncommon and would be minimal movements per week.

The auditor has reviewed Designers response and agrees *"fairly common with housing developments to have the refuse vehicle overrunning the centre line when accessing the development road. It's an infrequent movement and the operatives are used to doing the manoeuvres day in/day out so we are ok with this"*.

7.4 – downhill gradient towards northern uncontrolled pedestrian crossing may result in pedestrian slips/falls from surface water. Auditor recommendation to place gullies to allow drainage.

Designer responds this is matter for detailed design and will be designed at that stage with gullies.

The completed Designers Response with LHA sections filled out, as Overseeing Organisation, have been sent to the Local Planning Authority (LPA) and separate cover.

Other Matters

Colleagues have also confirmed that Realtime (RTPI) information board would be welcomed at the nearest northbound bus stop (Greenlands Drive). Contribution to the RTPI should be secured via s106 agreement (£8,500 for new battery powered pole mounted includes supply, installation, 4 year warranty).

As the application is Outline (access only), matters of internal layout include internal vehicle car parking and turning, internal servicing and bicycle parking would be reviewed as part of a reserved matters application.

CONCLUSION

The Local Highway Authority does not consider that the proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 115), and that there are no transport grounds to resist the proposal.

If the Local Planning Authority is minded to grant planning consent the following s106/legal agreement obligations, conditions and informative notes would be advised:

S106 –

Provision of a Travel Plan Statement and associated monitoring fee of £1,765

RTPI information board northbound bus stop (Greenlands Drive). £8,500 for new battery powered pole mounted includes supply, installation, 4 year warranty.

2 x vehicle accesses, linking footway at northern access and 2 x uncontrolled pedestrian crossings (dropped kerb/tactile paved) of Keymer Road (if not secured by condition).

Conditions –

Accesses and offsite highway works (2 x uncontrolled pedestrian crossings) – if not secured by s106

No part of the development shall be first occupied until such time as the vehicular accesses serving the development, associated linking footway at northern access and the 2 x uncontrolled pedestrian crossing points (dropped kerb/tactile paved) on Keymer Road have been constructed in accordance with the details shown on the approved drawings.

Reason: In the interests of road safety.

Visibility (details approved)

No part of the development shall be first occupied until visibility splays of the 2 x vehicle accesses, on to Keymer Road of:

Northern Access - 2.4m x 150m visibility splay (southern/leading traffic direction) and 2.4m x 120m visibility splay (northern/trailing traffic direction).

Southern Access - 2.4m x 140m visibility splay (southern/leading traffic direction) and 2.4m x 150m visibility splay (northern/trailing traffic direction)

have been provided in accordance with the approved planning drawings. 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.

Construction plant and materials

No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details for all temporary contractors buildings, plant and stacks of materials, provision for the temporary parking of contractors vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access.

INFORMATIVES

The applicant is advised that the erection of temporary directional signage should be agreed with the Local Traffic Engineer prior to any signage being installed. The applicant should be aware that a charge will be applied for this service.

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 Highways 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.

Katie Kurek
West Sussex County Council – Planning Services