

From: planninginfo@midsussex.gov.uk <planninginfo@midsussex.gov.uk>
Sent: 07 June 2026 22:01:10 UTC+01:00
To: "Steven King" <steven.king@midsussex.gov.uk>
Subject: Mid Sussex DC - Online Register - Comments for Planning Application
DM/25/3129

Comments summary

Dear Sir/Madam,

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 07/06/2026 10:01 PM.

Application Summary

Address:	Land At Borde Hill Lane Haywards Heath West Sussex
Proposal:	Outline planning application for the erection of up to 117 dwellings, together with the provision of landscaping, open space, and associated development works, with access from Balcombe Road. All matters reserved except for access. (Amended plans and supporting statements received 15th April reducing the number of proposed dwellings to up to 117 and reducing the size of the proposed roundabout). (Additional ecology information received 19/05/2026).
Case Officer:	Steven King

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Customer Details

Address: 27 Lucastes Road Haywards Heath

Comments Details

Commenter Type:	Neighbour or general public
Stance:	Customer objects to the Planning Application
Reasons for comment:	
Comments:	West Sussex County Council Highways has commented on the revised roundabout design in its consultation response dated 26th May 2026, highlighting a number of serious deficiencies. This represents Fairfax's second failed attempt to present a competent

roundabout design. This failure surely justifies the immediate rejection of the application, as it fails to meet the safety requirements of the Statutory Highways Authority. Critically, this is no ordinary planning application; it was submitted by Fairfax as primary technical evidence to the Mid Sussex Development Plan Examination on 19th March 2026 to prove the development site's viability to the Inspector. With respect to the roundabout, Fairfax's representative explicitly assured the Inspector that the design accompanying the planning application was robust, stating it was "based upon discussions with County Highways" and had been "subject to road safety audit and designers' response."

We now know that the roundabout accompanying that planning application was fundamentally flawed and failed to follow correct national design guidelines. We also know that, at the same time Fairfax was offering these assurances, and without disclosing it to the Inspector, it had already abandoned the first design. Fairfax was instead developing a substitute proposal, which was subsequently revealed in the new information package on 15th April 2026. We now know that this second roundabout design also contains serious deficiencies. These facts completely undermine Fairfax's evidence to the Examination regarding the site's viability and deliverability.

I also reiterate my previous representations regarding underlying technical flaws:

1. Systemic Speed Understatement: The automatic traffic count measurements forming the basis of the safety assessments were not taken sufficiently upstream of the roundabout. Because vehicles were already decelerating for the junction, the data artificially lowered the speed profile. Compounding this, Fairfax is attempting to use a 30mph design speed, even though their own report suggests a 35mph design speed should be used.
2. Obsolete Baseline Data: The automatic traffic count survey results are also out of date and cannot be relied upon as a basis for critical safety-related decisions - for instance, light goods traffic including delivery vans have increased some 12% since the Fairfax surveys in 2021.
3. Substandard Stopping Sight Distances: County Highways mandated a Stopping Sight Distance of 90 metres on all approaches to the roundabout installed by Redrow, reflecting traffic approaching from two rural highways. It is unreasonable for Fairfax to be asking for approval of a planning application that includes an obvious and dangerous reduction in local road safety standards.

Kind regards