

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Katherine Williams
FROM:	WSCC – Highways Authority
DATE:	11 August 2026
LOCATION:	Land Off Scamps Hill, Scaynes Hill Road, Lindfield, West Sussex
SUBJECT:	DM/26/1771 A reserved matters application (access within site, appearance, layout, scale and landscaping) for 87 dwellings and associated infrastructure.
RECOMMENDATION:	Advice

1. Comments are made in respects of

- Site Layout, drawing number 1005 rev A
- Site Layout Review – Visibility Splays and Geometry, drawing ITS210865-GA-001 rev F
- Site Layout Swept Path Analysis – Refuse Vehicle, drawing ITS210865-GA-002 rev E
- Parking Plan, drawing number 1702 rev A
- Hard Landscape Plan, drawing number 1688/100 rev P5
- Transport and Highways Technical Note, ref SJ/Twa/ITS210865, dated 30th April 2026

2. It's recognised that the current application is seeking Reserved Matters approval for those matters that were not approved through the outline planning consent. There are additional aspects included within the current RM application, notably a travel plan and construction management plan as well as details relating to the construction access. Both the travel plan and construction management plan (which will include the means of access) are covered by way of conditions on the outline planning consent. WSCC Highways understand that these conditions will be the subject of separate discharge of condition applications. For the purposes of the current RM application, no comments are made on these aspects.
3. The potential extents of adoption are indicated within the submitted Transport and Highways Technical Note. Ultimately, matters of highway adoption are not material planning considerations. As such, whilst comments may be made in respects of highway adoption as well as in-principle views given, for the purposes of these comments and this planning application, WSCC are not seeking to confirm or approve any aspects concerning highway adoption; such matters would be the subject of an application under Section 38 of the Highways Act 1980.
4. With respects to adoption, the TN implies only the main spine road will be adopted. For the purposes of adoption, the Applicant should note that WSCC will require the spine road to have a suitable turning head. The layout presently terminates to a potentially substandard turning head in adoption purposes. The Applicant may wish to discuss extents of adoption with the WSCC Highway Agreements team.

5. The Site Layout demonstrates a mix of carriageways with segregated footways and shared use areas (where there is no defined carriageway or footway and where all users share the same space). Given the anticipated traffic and pedestrian flows, there are no particular concerns with the indicated arrangements or proposed widths.
6. Proposed surfacing materials are shown. It's standard practice for shared use areas to be constructed in a contrasting material to that used for carriageways with segregated footways. The change in material then indicates to all users the change in character between these areas. From the Hard Landscaping Plan, it's apparent that asphalt is used within both shared use and carriageways with segregated footways. WSCC would advise that the surfacing materials in shared surfaces should be revised.
7. It's also recommended that the private drive access (which is indicated to have give-way markings) located immediately adjacent to the junction onto Scamps Hill is altered to a crossover rather than having small kerb radii. Given the small number of dwellings served, a crossover would be more suitable and would also enable a continuous footway.
8. Further along the main spine road, two junctions are shown on the northern side. Both are shown with inset crossing points with pedestrians then having priority over vehicular traffic. Given the volume of traffic and the number of crossing movements, as well as the lack of intervisibility between drivers and pedestrians, WSCC would be inclined to recommend that these features are removed and instead the kerb radii at the junctions are reduced with crossing points then included at the junction rather than being inset. This arrangement would keep the crossing on the desire-line but would also slow turning vehicles.
9. There is also a shared use foot/cycle way proposed running within the site parallel to Scamps Hill. This feature was indicated as part of the outline consent. WSCC only comment with this would be that the connections into the development from it are very narrow. The links adjacent to plots 87 and 82/83 should be widened to permit cycling.
10. Car parking appears to meet the relevant requirement within the WSCC Parking Guidance. There are no obvious or immediately apparent issues with the layout of any car parking spaces. Details of cycle parking should be secured by condition although it's recognised that garages will accommodate some needs along with dedicated stores provided for the flats.
11. In summary, there are no particular concerns with the arrangement shown. WSCC recommend that further consideration be given to the use of alternate surfacing materials within the shared use areas along with changes to several of the accesses and related crossings on the main spine road.

Ian Gledhill
West Sussex County Council – Planning Services