

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Steve King
FROM:	WSCC – Highways Authority
DATE:	15 April 2026
LOCATION:	Land At Hurst Farm Hurstwood Lane Haywards Heath West Sussex
SUBJECT:	DM/26/0682 Reserved Matters Application Pursuant to Outline Planning Permission Mid Sussex District Council (MSDC) Reference: DM/25/1630, Lewes District Council (LDC) Reference: LW/2510707 at Hurst Farm, for appearance, layout, scale and landscaping only.
RECOMMENDATION:	More Information

1. It's recognised that the development benefits from outline planning approval with means of access approved as part of this. Comments are therefore restricted to the proposed highway layouts within each of the four respective phases of development.
2. Given there are four distinctly separate phases, comments are made individually against each phase along with more general comments that cover the scheme as a whole.

General Comments

3. Plans are submitted that indicate the prospective extents of highway adoption. Whilst some comments may be made in connection with highway adoption, the Applicant should recognise that this is an entirely separate process and will be subject to a further technical review, and agreement over the exact extent of adoption. As part of these comments, WSCC Highways are commenting primarily on the acceptability in terms of planning.
4. As set out in the submitted Transport Statement, carriageway widths of 5.5 metres are proposed along with 2 metre wide footways where these are proposed. These widths are considered appropriate and accord with the guidance within Manual for Streets. General geometries at junctions appear appropriate with the refuse vehicle tracking indicating no particular issues.
5. WSCC recognises that parts of the site have a notable gradient. This is reflective of the local area that is notably hilly. Some of the parcels may

consequently include lengths of footway that are approaching or exceeding those gradients included within Inclusive Mobility. This isn't ideal but due consideration is given to the local areas topography. The Applicant is also understood to have designed the scheme with due consideration to the topographical constraints and limited gradients where possible.

6. All the phases comprises a mix of segregated footways and carriageways along with shared use areas where all users use the same space. There are no particular concerns with the extent and use of each type of provision. Based on the landscaping plans, the same materials are used within the shared use areas and the segregated footway/carriageway. Good practice requires contrasting materials to be used to alert drivers to the change and also to encourage lower vehicle speeds. The Applicant should consequently review the choice of materials in the shared use area.
7. Car parking has been assessed against the WSCC Parking Guidance. The Transport Statement includes an overview of parking spaces required per parcel (table 3.2) but then goes on to include only a development wide parking schedule (table 3.3). It would be helpful to have a further table that identifies the number of parking spaces per parcel/phase. The number of spaces per phase can then be considered against the number of spaces deemed required in table 3.2.

Phase 1

8. The following drawings have been reviewed,

- Phase 1 Adoption Plan, drawing number 25-058-01-S38 revision P02
- Phase 1 Refuse Vehicle Tracking, drawing number 25-058-01-TK02 revision P04
- Landscape Strategy (2/3), drawing number 2603-TFC-00-00-DR-L-1002 revision P02

9. There are no comments on this phase.

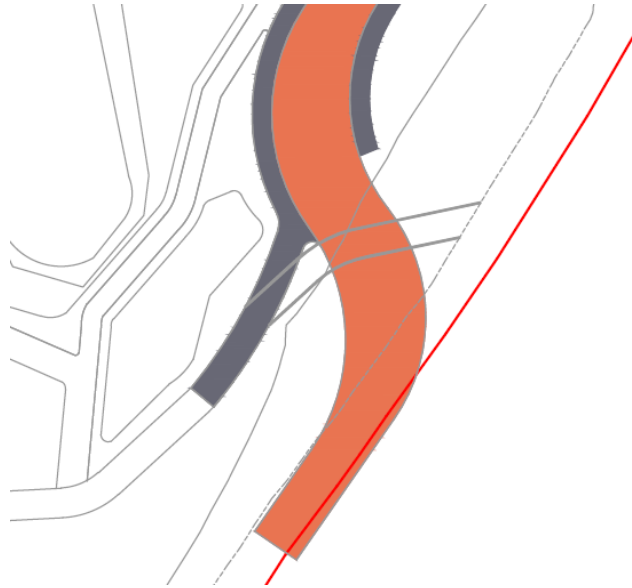
Phase 2

10. The following drawings have been reviewed,

- Phase 2 Adoption Plan, drawing number 25-058-02-S38 revision P02
- Phase 2 Refuse Vehicle Tracking, drawing number 25-058-02-TK02 revision P04
- Landscape Strategy (1/3), drawing number 2603-TFC-00-00-DR-L-1001 revision P02

11. The only comment would be in respects of clarification over the feature crossing the access road in the vicinity of the initial access into the site. The

Adoption Plan appears to show a footway or similar crossing the access road and then joining Hurstwood Lane, a snip of this is shown below.



12. This feature is not then continued on the Landscape Strategy.

13. WSCC Highways would endorse the provision of a footway link as implied on the Adoption Plan. This then would provide a means for pedestrians and cyclists to join Hurstwood Lane that is to be closed to vehicular traffic as part of this development.

Phase 3

14. The following drawings have been reviewed,

- Phase 3 Adoption Plan, drawing number 25-058-03-S38 revision P02
- Phase 3 Refuse Vehicle Tracking, drawing number 25-058-03-TK02 revision P04
- Landscape Strategy (1/3), drawing number 2603-TFC-00-00-DR-L-1001 revision P02

15. From the Landscape Strategy there are two locations (adjacent to plots 216 and 231) where segregated footways are provided that terminate for a short distance into shared use before continuing with segregated footways. The merits of this aren't particularly clear and result in a situation that would be difficult to understand for visually impaired persons. The footway should continue rather than terminate.

16. Similar to other phases, the Applicant should further consider the integration between the shared use and segregated footway areas. Ordinarily, the footway should continue for a short distance into the shared use area.

17. There are two accesses/junctions where the means of construction is unclear; it's not clear if these are crossovers or junctions with kerb radii. The location of these accesses are adjacent to plots 256/249 and 168/194. It is recommended that both are constructed as crossovers with this then providing a simpler and more appropriate arrangement in light of the likely number of vehicles using these.

Phase 4

18. The following drawings have been reviewed,

- Phase 4 Adoption Plan, drawing number 25-058-04-S38 revision P02
- Phase 4 Refuse Tracking, drawing number 25-058-04-TK02 revision P04
- Landscape Strategy (2/3), drawing number 2603-TFC-00-00-DR-L-1002 revision P02

19. Specific to this phase, the only comments would be,

20. The integration between the segregated footway into the shared use area would benefit from being reviewed. The layout presently shows the footway terminating into what appears to be a ramp into the shared use. Ideally the footway would be continued into the shared use.

21. Based on the landscaping plan, the same materials are used within the shared use areas and the segregated footway/carriageway. Good practice requires contrasting materials to be used to alert drivers to the change and also to encourage lower vehicle speeds. The Applicant should consequently review the choice of materials in the shared use area.

22. Further information would be sought to address the points made above.

Ian Gledhill
West Sussex County Council – Planning Services