

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council - FAO: Martin Dale
FROM:	WSCC – Highways Authority
DATE:	7 November 2025
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.
RECOMMENDATION:	More Information

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on outline (matters of access sought for approval) for 26 x dwellings and associated works. The application is supported by various plans and documents including Transport Statement (TS).

Site Context & Accessibility

The site is west of Keymer Road ('C' classified and subject to 40mph in this location, transitioning to 30mph at junction with Greenlands Drive). Keymer Road links Burgess Hill to the north with Hassocks to the south. Footway on eastern side of Keymer Road starts at junction of Keymer Road with Broadlands.

Several amenities and services are within walking and cycling distance (e.g. Burgess Hill Martlets Shopping 1.59km, primary schools within 1.11-3.20km, supermarkets, GP surgery etc). The nearest bus stop adjacent Greenlands Drive is 0.16km/ 2-minute walk and features services to Hurstpierpoint, Burgess Hill, Haywards Heath, Cuckfield. Colleagues have been consulted on whether Realtime (RTPI) information boards would be welcomed at these stops, for which a contribution could be secured and comments will follow in due course.

Burgess Hill Train Station is 18-minute walk/ 4-minute cycle north of the site and features bicycle storage.

The LHA consider that the development site is within reasonable walking and cycling distance to amenities and public transport options meaning that a reliance on the private car for all trips to and from the site may be reduced for some. It is advised that as a Transport Statement has been provided that a Travel Plan Statement (TPS) is also secured via legal agreement to further promote sustainable and active travel modes. The TPS and monitoring fee of £1,695 should be secured by legal 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.

Access Arrangements

LHA previously commented under DM/15/3955 application for 2 x dwellings which accepted vehicle access in this location. It is also understood that DM/19/3334 proposed 33 x dwellings (refused by Local Planning Authority for reasons unrelated to highways).

LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There has been a recorded injury incident on Keymer Road in vicinity of the site. However, from an inspection of incident data it is clear that this was not due to any defect with the road layout.

2 x vehicle access points to Keymer Road are proposed. The northern most access point appears to serve plots 24-26 only and will include linking footway on Keymer Road to link to new dropped kerb/tactile paved crossing of Keymer Road. This will allow pedestrians to reach existing footway on eastern side of Keymer Road, linking to southbound bus stop at Greenlands Drive and northwards to Burgess Hill. LHA advise footway is also provided on western side of carriageway to link north east corner of site to Greenlands Drive, including tactile paving across existing dropped kerb of Greenlands Drive. This would allow pedestrians to link to northbound bus stop along pedestrian desire line. This would make the development comply with National Planning Policy Framework para. 115 (safe and suitable access for all) and 117 (priority to pedestrian movements and facilitate access to public transport). It would also accord with Mid Sussex Local Plan policy DP21 (facilitate safe and convenient routes for walking and public transport).

The southernmost access will serve the rest of the site. ATC survey in 2018, when the road was subject to National Speed Limit, revealed 85th percentile speeds of 43mph northbound and 42.8mph southbound. Additional ATC in March 2025 revealed 85th percentile speeds of 44.4mph northbound and 43mph southbound (with vehicle movements at 619 in AM and 607 in PM peak hours). Previously agreed (DM/15/3955) splays of 2.4m x 120m north and 2.4m x 150m south have been demonstrated at both access points passing through applicant owned land and publicly maintained highway. Based on recorded speeds a requirement of 116m north and 122m south and thus LHA is satisfied with visibility demonstrated on drawing 151112-01 (Proposed Access Location and Visibility Splays).

Swept path tracking plans should be provided showing that the vehicle access can accommodate refuse collection and fire appliance vehicles and that these can turn on site to exit in a forward gear.

A Stage 1 Road Safety Audit (RSA) should be provided as the development is over 20 units. Any issues raised should be addressed in a Designers Response set out in the format in appendix F of DMRB GG119.

Traffic Impact

TRICs has been used to predict potential vehicle movements as a result of the development and found that 16 x trips in AM and 15 x trips in PM peak hours could result. Balanced against the existing vehicle movements on nearby road network, this is not anticipated to result in a 'severe' impact to the operational capacity of the road network.

Internal Layout and Car Parking

Reserved matters will fully assess internal layout, car and bicycle parking. At this time the bedroom mix is unknown but the applicant would be expected to provide parking in accordance with WSCC Parking at New Developments Guidance.

It is noted that pedestrian access will be from new footway north east corner of site and will link in to the shared surface of site. As per Manual for Streets (MfS) paragraph 7.2.14, shared surface streets are likely to work well in short lengths (or where they form cul-de-sacs), where the volume of motor traffic is below 100 vehicles per hour and where parking is controlled or it takes place in designated areas.

CONCLUSION

Please ask applicant for additional information:

- Travel Plan Statement (or can be secured along with the monitoring fee via legal agreement).
- Footway on western side of carriageway to link north east corner of site to Greenlands Drive, including tactile paving across existing dropped kerb of Greenlands Drive.
- Swept path tracking.
- Stage 1 RSA