

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Hamish Evans
FROM:	Highways, WSCC
DATE:	24/06/2026
LOCATION:	Hurstpierpoint Methodist Church Hall, 42 Cuckfield Road, Hurstpierpoint, BN6 9SA
SUBJECT:	DM/26/0624 Technical Details Consent pursuant to permission in principle reference DM/25/0958/PIP (which granted planning permission in principle for the development of up to six residential dwellings (maximum floorspace of 1,000 sqm).
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	Advice

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals.

Summary and Context

WSCC in its role as Local Highway Authority (LHA) has been consulted on highway matters by the Local Planning Authority (LPA) for the proposed Technical Details Consent pursuant to permission in principle reference DM/25/0958/PIP, which granted planning permission in principle for the development of up to six residential dwellings. For context, the LHA was a consultee for application DM/25/0958/PIP, raising no highway safety concerns in principle.

Access and Visibility

The site is located on Cuckfield Road, a C-classified road subject to a speed restriction of 30 mph in this location. The existing vehicle access point on Cuckfield Road will be utilised, and no alterations are proposed to this existing access arrangement. From inspection of WSCC mapping, there are no apparent visibility concerns with the existing point of access on Cuckfield Road. In addition, the proposed development is not anticipated to give rise to a material intensification of use of the existing access point.

Parking and Turning

Four existing off-street car parking spaces are to be retained for this development. From inspection of the plans, there is sufficient space within the site for private cars to turn and exit in a forward gear.

The WSCC Car Parking Demand Calculator indicates that the proposed residential development could require twelve car parking spaces. Consequently, any overspill parking would have to be accommodated on-street. Whilst on-street parking is limited in the area, there are parking restrictions in place on the surrounding roads prohibiting vehicles from parking in places that would be detrimental to highway safety. The LHA does not anticipate that the shortfall in parking would give rise to a detrimental highway safety impact, but the LPA are advised to consider the potential impacts on on-street parking from an amenity point of view. There is weight in that the existing F1 use (Learning and non-residential institutions) would likely have generated similar or even higher parking demands than that of the proposed residential use.

Sustainability

The site is situated within walking/cycle distance of local services and amenities within Hurstpierpoint, and is well accessible on foot, by cycle and public transport. Bus stops on Cuckfield Road and nearby High Street provide regular services to larger urban areas. Cycling is a viable option in the area and provision for the secure storage of bicycles has been demonstrated in the plans.

Conclusion

In summary, the LHA does not consider that this 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 116), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application, the following condition should be applied:

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Kyran Schneider
West Sussex County Council – Planning Services