

From: planninginfo@midsussex.gov.uk <planninginfo@midsussex.gov.uk>
Sent: 10 February 2026 20:51:45 UTC+00:00
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 10/02/2026 8:51 PM.

Application Summary

Address:	Land At Borde Hill Lane Haywards Heath West Sussex
Proposal:	Outline planning application for the erection of up to 125 dwellings, together with the provision of landscaping, open space, and associated development works, with access from Balcombe Road. All matters reserved except for access.
Case Officer:	Steven King

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Customer Details

Address:	27 LUCASTES ROAD HAYWARDS HEATH
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Comments Details

Commenter Type:	Neighbour or general public
Stance:	Customer objects to the Planning Application
Reasons for comment:	
Comments:	<p>I share other respondents' concerns with respect to the unacceptable environmental and social impacts of Fairfax's proposed development.</p> <p>There is another important consideration I think should contribute to the refusal of the application relating to the significant deterioration in road safety that appears to result from the roundabout proposed by Fairfax. I note that WSCC Highways</p>

have submitted a consultation response, and I have no doubt that WSCC will hold Fairfax to account as they did Redrow in the planning stage of the three-armed "Redrow" roundabout that was built in 2020 in connection with the Penland Farm development.

However, the design proposal submitted by Fairfax in its outline planning application - irrespective of whether it meets the WSCC design requirements - would appear to deliver a significant worsening in road safety compared to the Redrow roundabout.

The Redrow roundabout has been in operation for five years. The 'Mid Sussex District Plan - Safety Study' of 2024 acknowledged the safety improvements delivered by the Redrow roundabout compared to the very dangerous T-junction that it replaced. The conclusion of that report was that no additional safety mitigation measures were needed. Fairfax agrees in its transport assessment that the Redrow roundabout has operated with no significant reported incidents, and my own experience is that it is safe with impressive forward and 'Give Way' visibility from all directions.

A key contributor to the safety of the Redrow roundabout is the amount of forward visibility afforded to drivers on each of the three approaches to the roundabout, measured as the 'stopping sight distance'. The Redrow roundabout was designed to offer stopping sight distances of 90 metres or more on all approaches, after robust interventions from WSCC. As part of the implementation of the roundabout, the leftwards curve of Borde Hill Lane on the approach to the location of the roundabout was straightened out to facilitate the 90 metres forward visibility - this is clear to see from an aerial view of the location (using satellite mapping images).

In contrast, the design proposed by Fairfax appears to be designed with a far lower ambition of forward visibility, particularly on the Borde Hill Lane approach. The combination of a north-eastward shift in the centre point and enlargement of the proposed roundabout (compared to the Redrow roundabout), have led to Fairfax offering a stopping sight distance of only 43 metres on the Borde Hill Lane approach. That is less than half the distance offered by the Redrow roundabout. In addition, the design of the proposed roundabout has necessitated the reintroduction of a leftwards curve on the Borde Hill Lane approach, with the forward visibility sightline passing over the nearside road verge.

Just to summarise the above, WSCC required the straightening out of the leftwards curve of Borde Hill Lane on the approach to the Redrow roundabout to achieve 90 metres of straight-ahead forward visibility. In contrast, Fairfax proposes to reinstate a leftwards curve on Borde Hill Lane on the approach to the proposed roundabout, at the same time as more than halving the

stopping sight distance from 90 metres to 43 metres (or less if vegetation growing on the verge encroaches into the forward sightline).

A related matter is the automatic traffic count and speed surveys undertaken by Fairfax in November 2021, which should have been considered in the design of the roundabout. The survey used equipment which appears (from the transport assessment document) to have been placed in locations 40-50 metres from the 'Give Way' lines of the three approaches to the Redrow roundabout, which had been operational for 12 months prior to the time of the surveys. Those survey locations are well within the 90 metres stopping sight distances offered by the Redrow roundabout, meaning that drivers would have already seen the roundabout ahead and would already be responding (slowing down) in anticipation of navigating around it. It would seem much more appropriate to have been measuring traffic speeds at locations 90 metres or more from the 'Give Way' lines to establish the approach speeds before traffic began to anticipate the roundabout ahead. The Fairfax surveys are also outdated. Since the time of the surveys, the Redrow housing development has been completed, traffic levels have substantially recovered from the Covid era, and there has been a continued increase in the local population through new build in Haywards Heath, Balcombe and Cuckfield (the latter including the development at the other end of Hanlye Lane).

In summary:

1. MSDC is requested not to entertain any reduction in road safety to make way for the proposed development. MSDC is invited to ensure that any replacement roundabout preserves or enhances the levels of road safety offered by the Redrow roundabout - as well as meeting the appropriate design standards.
2. MSDC is requested to consider the Fairfax speed survey to be inadequate, and to ask Fairfax to undertake new speed surveys at appropriate locations to support the design of the proposed roundabout.

Also copied to tim.townsend@westsussex.gov.uk

Kind regards