

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Katherine Williams
FROM:	WSCC – Highways Authority
DATE:	6 September 2025
LOCATION:	Robin Shaw Haywards Heath Road Haywards Heath RH17 6NJ
SUBJECT:	DM/25/1688 The erection of two new dwellings, as well as 8 parking spaces and a single-storey garage structure to the existing house at Upper Stumble. An upgraded access road leads to two new detached properties to the land at the rear (west) of the bungalow at "Robin Shaw", Wayside.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection

West Sussex County Council (WSCC), in its capacity as Local Highway Authority (LHA), have been consulted on the above full planning application DM/25/1688, with regards to highway safety or capacity concerns. The application is supported by way of a Transport Report (TR), prepared by Reeves Transport Planning (ref: SGR/RWB/11124 V1).

Background and Site Context

The application site comprises a main building known as 'Robin Shaw' currently accessed from a separate access from Haywards Heath Road. The site also comprises a dwelling 'Upper Stumble House' approved under planning reference DM/17/2223. The site was previously subject a planning application under reference DM/23/2158 for a similar residential scheme but was later withdrawn. The proposals seek erection of two new dwellings (Class C3) with 8 nos. parking spaces and a single-storey garage structure to the existing house at Upper Stumble.

Access and Visibility

The existing access will be widened to 5 metres for the first 10 metres near to the entrance to facilitate two-way car movements. This access will be shared with the adjacent property, Wayside House. Haywards Heath Road is subject to a speed limit of 30 mph. Speed surveys commissioned in February 2024 recorded 85th percentile speeds of 34mph northbound and 35mph southbound. In accordance with Manual for Streets (MfS) guidance, visibility splays of 60 metres to the north and 57 metres to the south would be necessary. These splays are achievable and are demonstrated on plan HHRB/SR/6010 Rev A included within the appendices of the TR.

Personal Injury Accident (PIA) Data

An inspection of collision data provided to WSCC by Sussex Police from a period of the last 5 years reveals no reported incidents of personal injury near to the access. Therefore, there is no evidence to suggest the existing road layout is operating unsafely or that the proposal would exacerbate an existing safety concern.

Parking and Internal Layout

The site is situated in Parking Behaviour Zone (PBZ) 1. In accordance with WSCC Parking Standards, a 4-bedroom dwelling 2.7 vehicle parking spaces with 0.2 spaces per dwelling for visitor parking. The scheme proposes provision of 8 car parking spaces. The Highway Authority are convinced that sufficient parking spaces are provided eliminating the risk of overspill parking onto public highway. Safe and secure cycle parking provision is made within the curtilage of each dwelling.

Swept path analysis has been carried out for a fire appliance showing access and regress in forward gear using the internal turning head. Delivery will be carried out on site whereas refuse collection from kerbside.

Trip Generation and Highway Impact

The nationally recognised TRICS database has been interrogated to estimate the likely number of trips generated by the 5 nos. dwellings using the access. It is estimated that the proposed uses will generate two-way vehicular trips of 3 each in the AM and PM peak hours and a total of 25 trips throughout the day. The Highway Authority do not consider that these trips would cause a detrimental impact on the operation of the local highway network.

Sustainable Transport Accessibility

Well-lit footways present along the western border of Haywards Heath Road provide connectivity to nearby bus stops to the south of Haywards Heath Road and other local amenities and services. Balcombe train station is within a mile distance providing wider transport network connectivity to London, Chichester, Portsmouth, Southampton etc. Therefore, the site is considered sustainable.

Conclusion

Paragraph 116 of the National Planning Policy Framework (NPPF) states:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

Therefore, the Highway Authority do 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 (NPPF), paragraphs 114-117, as revised December 2024. Therefore, there are no transport grounds to resist this proposal.

If the LPA are minded approving the application, the following conditions and informative should be applied:

Conditions

Access

No use of the proposed vehicular access shall take place until such time as the vehicular access serving the site has been constructed in accordance with the details provided to the LPA.

Reason: In the interests of road safety.

Vehicle Parking and Turning

No part of the development shall be first occupied until the vehicle parking spaces have been constructed in accordance with plans and details submitted to and approved by the LPA.

Reason: To provide adequate on-site car parking space for the development.

Cycle Parking

No part of the development shall be first occupied until secure cycle parking spaces have been provided in accordance with plans and details 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.

Construction Plant and Materials

No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details of all temporary contractor buildings, plant and stacks of materials, provision for the temporary parking of contractor vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access.

INFORMATIVES

Section 278 Agreement of the 1980 Highways Act - Works within the Highway

The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

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West Sussex County Council – Planning Services