

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

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| <b>TO:</b>             | Mid Sussex District Council<br>FAO: Steven King                                                                                                                                                                                                                                                                                                                                                            |
| <b>FROM:</b>           | WSSC – Highways Authority                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>DATE:</b>           | 15 September 2026                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>LOCATION:</b>       | Land At Hurst Farm<br>Hurstwood Lane<br>Haywards Heath<br>West Sussex                                                                                                                                                                                                                                                                                                                                      |
| <b>SUBJECT:</b>        | DM/26/0682<br>Reserved Matters Application Pursuant to Outline Planning Permission Mid<br>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. (additional ecology information received 28/05/2026). (Amended plans received 12/08/2026 showing various design and layout changes). |
| <b>RECOMMENDATION:</b> | Advice                                                                                                                                                                                                                                                                                                                                                                                                     |

WSSC Highways have previously commented on this proposal. The most recent comments are those dated 15<sup>th</sup> April 2026. It's recognised that a significant number of additional drawings have been provided along with other supporting information. Based on WSSC Highways previous comments, the following further views are offered.

The following drawings have been reviewed,

- Landscape Strategy – Site Wide, drawing number 2603-TFC-XX-XX-DR-L-1004 revision P06
- Street Hierarchy Plan, drawing SK003\_11 Rev E
- Transport Statement, reference 25058/TS, dated July 2026
- Phase 1 Adoption Plan, drawing number 25-058-01-S38 revision P03
- Phase 2 Adoption Plan, drawing number 25-058-02-S38 revision P03
- Phase 3 Adoption Plan, drawing number 25-058-03-S38 revision P03
- Phase 4 Adoption Plan, drawing number 25-058-04-S38 revision P03

### Use of Materials

A general comment was made previously concerning the use of materials within the carriageway and specifically in shared use areas. It's standard practice in shared use areas for these to be constructed in a material that contrasts with that used in areas where the footways and carriageways are segregated by way of a full height kerb. The submitted Landscape Strategy drawings still show the majority of roads being surfaced in the same material regardless of whether they are shared use or not. It's also noted that where blockwork appears to be proposed, the key has not been updated so as to include this.

For the purposes of this planning application, areas of shared use should be constructed in a contrasting material. WSCC will require shared use areas to be constructed in blockwork should these areas be offered for adoption as highway.

### Parking

WSCC previously commented that whilst parking requirements per phase had been identified, the information then presented the parking provided for the development as a whole rather than per phase. Additional information is presented within the submitted Transport Statement showing parking by phase (table 3.3). From this, it's evident that significantly more car parking is being provided across all phases. The exact reasoning for this is unclear although it's also unclear how the Applicant has treated garages within their assessment with these counted as 0.5 space when they meet the minimum internal dimensions of 3 by 6 metres.

Ultimately, the Applicant appears to have provided sufficient parking to meet the demands generated by the development. The potential over-provision of parking does not necessarily prioritise or incentivise increased car use or ownership with there being other active travel improvements forming part of the permitted scheme.

### Phase 2 Active Travel Connection to Hurstwood Lane

With regards to this point, it was unclear from the originally submitted drawings whether a link for walking and cycling was intended onto that section of Hurstwood Lane that is to be closed to traffic. Point 2 within the Barratt-Redrow letter dated 13<sup>th</sup> July 2026 implies that a link is to be provided, again though this doesn't appear to be shown on any of the submitted drawings. Likewise, the Street Hierarchy Plan indicates an active travel route onto Hurstwood Lane to the north of the access into Parcel 2. In-principle, there seems no reason why details couldn't be secured by condition for this link.

### Junctions in Phase 3

Several locations were identified in the initial WSCC comments regarding the construction of certain junctions with it unclear whether these were intended as crossovers or junctions with small kerb radii. The Adoption Plan is clearer in respects of the construction and addresses the point raised.

There is a further point though concerning the radii of junctions adjacent to plots 168/194 and 221/241. These junctions are shown to have very minimal radii. Whilst WSCC are content to accept small radii especially within residential layouts, there will still need to be a small radius provided to avoid tyre damage as vehicles negotiate the junctions. This is a matter to be resolved through the detailed design.

### Integration between Segregated and Shared Use Areas

A comment applying to various parcels was made concerning how the various areas of shared use tied in with those areas of segregated construction. It's good practice to continue footways into shared use areas for a short distance and then transition into the shared use. For the most part, this now seems to be proposed. There would be scope to finalise the precise extents during the detailed design. There are also areas where tactile paving is shown within the transition areas that then also conflict with or sit very close to driveways (e.g. the driveways for plots 215 and 319). The need or not for tactile paving in these locations is a matter to be considered through the detailed design.

### Summary

For the most part, the comments made previously have been addressed or can be addressed as part of the detailed design. There remains the matter concerning highway surfacing within shared use areas that should be resolved in some way. This point aside, the following conditions are suggested,

#### *Car Parking*

No dwelling shall be first occupied until the car parking serving the respective dwelling has been constructed. The car parking shall thereafter be retained for the use of the respective dwelling.

Reason – To secure car parking for the proposed dwellings.

#### *Cycle Parking*

No dwelling shall be first occupied until cycle parking serving the respective dwelling has been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. The cycle parking shall thereafter be retained for the use of the respective dwelling.

Reason – To secure cycle parking for the proposed dwellings.

#### *Parcel 2 Walking and Cycling Connection*

No dwelling within Parcel 2 shall be first occupied until a walking and cycling link has been provided onto Hurstwood Lane to the north of the approved vehicular access into Parcel 2 in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason - To provide a safe and suitable link for pedestrians and cyclists between the development and Hurstwood Lane.

**Ian Gledhill**

**West Sussex County Council – Planning Services**