

**From:** [Stephen Gee](#)  
**To:** [Ben Muirhead](#)  
**Cc:** [Kate Brocklebank](#)  
**Subject:** SA13 Land East of Keymer Road and South of Folders Lane, Burgess Hill  
**Date:** 10 December 2020 11:31:19

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Ben

Please find attached your pre application advice.

Kate,

In summary safe and sustainable access can be made to the site and it is not considered the site would result in a severe impact on the local highway network subject to the anticipated S106 contributions being provided.

If you need anything further commenting on/added then let me know.

Regards

Stephen

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**WEST SUSSEX COUNTY COUNCIL  
PRE APPLICATION CONSULTATION**

<b>TO:</b>	Organisation: Odyssey FAO: Ben Muirhead
<b>FROM:</b>	Stephen Gee WSCC - Highways Authority
<b>DATE:</b>	10 December 2020
<b>LOCATION:</b>	SA13 Land East of Keymer Road and South of Folders Lane, Burgess Hill RH15 0DS
<b>SUBJECT:</b>	Internal Reference: PRE-105-20  Proposed residential development on the site at Land East of Keymer Road and South of Folders Lane, Burgess Hill. The site has a total draft allocation for 300 dwellings in the Mid-Sussex District Council (MSDC) Site Allocations Development Plan Document (DPD) – Regulation 18, Consultation Report.
<b>DATE OF SITE VISIT:</b>	
<b>RECOMMENDATION:</b>	Advice
<b>S106 CONTRIBUTION TOTAL:</b>	TBC

The Highways Authority has been consulted for pre-application advice in regard to the proposed development at SA13 Land East of Keymer Road and South of Folders Lane, Burgess Hill RH15 0DS .

A Highways Appraisal Assessment document has been provided based on further work undertaken after a virtual meeting.

Summary

Acceptable information has been provided to show the site would provide safe access to the highway network for all modes and that the impacts on the local highway network would not be severe subject to appropriate contributions being provided.

Vehicular access

The existing site access to Greenacres would be utilised. A stage 1 RSA has been undertaken which highlights 2 issues, one relating to the clearance of vegetation and a second relating to the moving of the 30mph speed limit. At present the change in speed limit can not be agreed as speed surveys/consultation would be required and support from the WSCC local area committee which at present have not been undertaken/agreed, However, the existing visibility splays are provided in line with historical speed surveys and considered acceptable.

Emergency access

An emergency access could be provided at Broadlands, the requirement for an emergency access would be provided once a masterplan of the site is available, at this stage given the narrative provided details a section of carriageway 135m long without a secondary route it is likely that one would be required.

#### Additional ped / cycle connections

In addition to the site access and Broadlands, two potential opportunities exist to the north of the site. A shared use path is shown on Drawing 14-205-105A, the design of which should be considered in line with LTN 1/20. A second link is also shown which would benefit the site by providing more direct link to Burgess Hill town centre/station.

#### Public Transport

It is agreed that a bus service entering the site would not be a requirement of WSCC with the local bus operator suggesting funding is provided to relocate and improve local bus stops.

#### Sustainable Transport

Potential pedestrian improvements have been identified within the appraisal and links to the local PRow network will be examined further to support a planning application.

#### Personal Injury Accident Statistics

Up to date (and full information) information would be supplied at planning application stage.

#### Residential Travel Plan

To be provided at planning application stage.

### Development Impact

#### Trip Generation

The appraisal utilises the trip rates associates with the Clayton Mills (CM) application and as such should present a robust scenario. In total the site is anticipated to generate 168 AM peak two-way movements and 179 PM peak two-way movements.

#### Distribution.

The distribution utilised by the CM application has also been utilised an is based upon census information and a gravity model. This results in 55% of vehicle trips heading north towards Burgess Hill and 45% southwards.

#### Junction Modelling

Observed counts from the CM application have been factored up to provide a 2031 scenario. The approach of utilising 2014 data is acceptable given the current ability to undertake representative surveys.

Link Flow analysis shows the maximum % increase on a junction is 4.2% at the Keymer Road/Ockley Lane junction and some arms above 5% such as the Keymer Road northbound approach to the Keymer Road/ Folders Lane junction.

Site Access.

The site access would operate well within capacity in a 2031 scenario.

Keymer Road / Folders Lane

The junction would operate at capacity in the 2031 scenario with the CM mitigation scheme with AM queues of 22 vehicles on Folders Lane and delays of 91 seconds in the AM peak. In the PM peak maximum queues of 16 vehicles and 73 seconds would be experienced on Folders Lane.

With the addition of vehicles from the proposed development in the AM peak queues would increase to 28 (+6) on Folders Lane and delays increase to 111 seconds (+20) queues and delays on Keymer Road (south) would reduce due to a rebalancing of flows. In the PM peak queues on Folders Lane would increase to 30 (+14) and delays to 120 seconds (+47) and on Keymer Road (north) to 17 (+6) and delays to 54 seconds (+17). Whilst the junction is over capacity the delays would not be considered severe subject to the provision of the suggested contribution from the site which would fund sustainable transport improvements.

Kings Way / Keymer Road

It has not been possible to replicate the modelling undertaken within Land to the rear of 88 Folders Lane, however junction modelling for the application would suggest plenty of reserve capacity. At this stage no fundamental issue is raised however to support a future planning application the junction should be modelled to confirm.

Junction Road/Silverdale Road/Keymer Road/Station Road Rbt.

Whilst the junction would operate at or over capacity in a 2031 with development scenario, the maximum increase in queues in the AM peak would be 3 vehicles and additional delays of 5 seconds on the Keymer Road arm, In the PM peak the maximum increase in queues is 6 vehicles and 8 seconds and as such would not be considered severe.

Mill Road/Station Road/Station Road/Church Road mini roundabout

Whilst the junction would operate at or over capacity in a 2031 with development scenario, the maximum increase in queues in the AM peak would be 1 vehicle and additional delays of 4 seconds on

the Mill Road arm, In the PM peak the maximum increase in queues is 3 vehicles and 14 seconds and as such would not be considered severe.

#### Ockley Lane / B2116 Keymer Road

Whilst the junction would operate at or over capacity in a 2031 with development scenario, the maximum increase in queues in the AM peak would be 10 vehicles and additional delays of 31 seconds on the Ockley Lane arm, In the PM peak the maximum increase in queues is 2 vehicles and 8 seconds and as such would not be considered severe.

#### A273 London Road / B2116 Keymer Road / A273 Brighton Hill / B2116 Hurst Road

No junction modelling has been undertaken for the Stonepound crossroads, Whilst it is anticipated that the junction would be overcapacity in the future year scenario the development is anticipated to route 17 AM peak two way trips and 15 PM two way trips and as such would not be considered severe.

#### Conclusion

Acceptable information has been provided to show the site would provide safe access to the highway network for all modes and that the impacts on the local highway network would not be severe subject to appropriate contributions being provided.

**Stephen Gee**  
**Planning Services**