

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Stephen Ashdown
FROM:	Stephen Gee WSCC – Highways Authority
DATE:	09 July 2025
LOCATION:	Land East Of Ansty Way Cuckfield Bypass Cuckfield West Sussex
SUBJECT:	DM/23/2866 Outline planning application (All matters reserved except for access) for the redevelopment of land to the east of Ansty to create a new Garden Community, comprising of the erection of up to 1,450 homes (including 30% affordable housing), up to 90 residential care units (C2 class), a primary school, a SEND school, health hub, sports facilities including all weather hockey pitches and tennis centre, allotments, retail, community and employment uses together with ancillary and associated development including new and enhanced pedestrian/cycle routes, open spaces, and landscaping
DATE OF SITE VISIT:	Several visits
RECOMMENDATION:	Advice / No Objection

This is the second formal response from WSCC Highways and responds to additional information submitted in the Transport Addendums dated Nov 2024 / May 2025 and through ongoing discussions with the applicant's transport consultant.

Vehicular Access

Access 1 – Northern Access – A stage 1 road safety audit has been undertaken and designers response agreed.

Access 2 – Western Access The access has been shifted northwards to reduce the impact on existing vegetation. The junction design would remain as previously proposed. - A stage 1 road safety audit has been undertaken and designers response agreed.

Access 3 – Southern Access- A stage 1 road safety audit has been undertaken and designers response agreed. The shared use footway to the south of the junction is retained and would direct any cyclists to rejoin the carriageway. (see below for wider consideration of the route to Burgess Hill)

Sustainable Transport

The vision for the site is to “create a sustainable, liveable neighbourhood anchored by an internal and external network of active and sustainable travel options, with convenient opportunities for mode change threaded throughout the site.”

Across the site

Whilst the internal network of the site will be detailed within future reserve matter submissions, the applicant details that shared use facilities would be provided along primary and secondary streets with Copenhagen crossings provided on side roads.

Footpath 62CR within the site would be upgraded to Bridleway status, it is suggested a condition is included that ensures the development provides the future connectivity for equestrians between the eastern extent of the route and PROW73CR to the south but within the applicants redline boundary to ensure connectivity for equestrians.

Cycle routes to Haywards Heath

It is anticipated that the provision of the cycle route would be generate 422 two-way trips to and from the development and as such a shared use provision would be appropriate given the constraints along the B2272 Butlers Green Road.

A 3m shared use path with a 2.5m buffer strip is provided from the sites northern access to the approach of the A272/Broad Street/Tyler’s Green roundabout, where a 4.5m shared surface is provided to connect into the existing shared use provision. A new Toucan crossing is proposed approximately 150m to the west of the A272/Issacs Lane roundabout to allow pedestrians and cyclist to access a new shared use footway on the northern side. It is proposed to provide a 3m width to connect into the existing on carriageway cycle route at Muster Green North.

Pedestrian and cyclist priority would be provided over existing accesses along the route including Copyhold Lane and Martlet Manor. It is acknowledged that the effective width in places would be reduced by the boundary treatment to the rear of the shared use route and in one place provided at 2.8m due to an existing electricity pole however the route is predominantly straight and provides good visibility between passing pedestrians and cyclists.

In places the additional width to provide the shared use facility is taken from the carriageway and at the Nightingale Centre bus stop ref wsxampmj the layby would be removed, a bus stop bypass layout provided and buss would stop on road.

The route would require street lighting to enable future residents to utilise the facility all year round and at all times of day/night.

Future residents from the south of the site could also join the route via Copyhold Lane (Bridleway 73CR and 67CR) Improvements to the Footpath 69CR are also to be secured external of the site.

Routes to Cuckfield

A PV2 assessment has been undertaken to establish the need for a controlled crossing to the east of the northern access and indicates that one would meet the threshold for provision. The speed limit reduction would be fundamental for the provision of the crossing and would link the site to PROW 8aCU. The majority of the route of PROW 8aCU is along farm track, however the southern section surfacing would benefit from improvement and would be secured as part of the application.

A tiger crossing point is also proposed on the south western arm of the A272/B2036 roundabout. With a 4.5m shared provision into the site and 4.5m share use provision on the north western side of the junction. Approximately 60m north of the junction cycle scoops are provided to enable cyclists to join the carriageway where a 30mph speed limit is proposed and pedestrians would continue along the existing footway.

Routes to Burgess Hill

The applicant had developed three different designs for improving cycle links to Burgess Hill along the B2036 with various different shared use widths/carriageway widths or traffic management features (priority working) proposed.

The proposals are all severely constrained by the available highway width in the vicinity of Harvest Hill (6.3m total width with boundary wall and hedge) and as a result any proposals would result in an unsatisfactory solution and not provide a safe route for cyclists

Whilst the inability to deliver suitable cycle and pedestrian connections to Burgess Hill is negative of the scheme, the applicant proposes an hourly bus service to Burgess Hill and the scheme is anticipated to primarily look towards Haywards Heath where appropriate linkages are being proposed for pedestrians and cyclists.

Link to Country Park

The applicant has amended the plans to show the provision of bollards rather than staggered barriers which would improve the opportunity for non standard cycles to use the route.

A no objection response (subject to conditions) was provided on the 11/06/2025 on the basis that the two applications are considered and implemented together, should the applications not be tied

together then the provision of the signalised crossing and extent of speed limit reductions would need to be reconsidered (and possibly a requirement to upgrade the crossing of the PROW 59CR)

Cycle connections in Ansty

Footpath 62CR is to be upgraded to Bridleway status across the site, as the PROW meets the A272 in Ansty. A 3m shared use provision is to be provided along with a widened island across the northern arm. Within the current drawings cyclists would be required to dismount when travelling westwards towards Deaks Lane (Access to playground/football/cricket clubs/prow 61CR) It is suggested at detailed design further consideration of widening the footway to the rear of the bus layby is provided.

Due to the proximity of the A272 roundabout at the proposed bridleways western extent it does not appear possible to provide a crossing that is appropriate for equestrians nor could the proposed island be widened without impacting vehicle tracking of the junction, In consultation with the WSCC PROW it is considered that the benefits of the prow upgrade to Bridleway would be a benefit of the scheme and outweigh the lack of crossing provision for equestrians.

Public Transport

The applicant proposes the provision of the following to serve the site.

- Two buses per hour between the site and Haywards Heath
- One bus per hour between Haywards Heath and Burgess Hill serving the site.

This would provide a total of 3 buses per hour to Haywards Heath and a single service per hour to Burgess Hill. The exact details of the service would be secured via a S106 public transport strategy.

The developer would be expected to fund the service from an early stage of the development upto a period of two years post final residential construction. An indicative programme of a 10 year build out has been suggested in the supporting information however the proposed strategy will need to include reference of how any uncertainty of delivery will be dealt with. The strategy should identify how the services will serve the site during the construction phases and the timing of delivery of each connection. The services would be required at an early stage of development to embed sustainable travel habits and should be secured for a minimum period of 2 years post final residential occupation.

The supporting costings provided directly to WSCC detail the bus services would be viable / break even at a 4.9% modal share once the development is fully built out (if based solely on trips from within the development). If a ten year build out period is utilised this would result in a total subsidy requirement of £2.132m to support the services. If a higher number of people were to use the bus services, then the level of support would be reduced by the additional fare box income.

The highest MSOA bus modal share in Mid Sussex in the 2011 census for journeys to travel to work is the Turners Hill/Copthorne area at 3.4%. Areas within Crawley have recorded levels between 5% and 11.5% however have the benefit of the Fastway services. If the combined modal share for public transport is utilised (as the bus service will need to connect with the railway station in

Haywards Heath) then the west of Haywards Heath would indicate a potential model share of 7.5% and 7.9% for the MSOA of Cuckfield and Ansty.

The provision of the proposed service in conjunction with the mobility hubs, the proposed internal design that promotes public transport permeability, provision of travel plan and trip monitoring strategy as well as the early provision of the services to embed sustainable transport habits would provide an opportunity for the service to be successful.

Mobility Hubs

The development would provide a main mobility hub including cycle parking, real time information and package delivery lockers and a car club provision with a minimum of 2 and maximum of 4 vehicles provided and dependant on demand. Mini mobility hubs would be provided at key points within the development. Further details on their location would be provided at Reserved Matters /detailed design.

Sustainable Transport Conclusion

It is acknowledged that the site is in a rural location and there are limited existing facilities in the vicinity of the site. Para 110 of the NPPF states

“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

In providing a primary school, community and retail facilities on site, pedestrian and cycle routes to the nearest secondary school in Cuckfield, and Public Transport and a cycle link to Haywards Heath where higher order services, employment and a railway station can be accessed (and a public transport link to Burgess Hill) it is considered that the proposals would meet the NPPF requirements. It would be beneficial that the LPA secure these internal facilities at an early stage of the development to embed sustainable travel habits.

Trip Generation

The applicant has provided additional information to confirm the trip rates have been utilised from the Mid Sussex Strategic Highway Model (MSSHM) and the reductions utilised within the assessment represent a banded approach where shorter trips receive a higher reduction. This results in a reduction in 42 AM peak of two way vehicle trips and 39 PM peak two way trips.

The approach to internalisation and reductions for home working replicates that utilised within the MSSHM (including later runs 5 and 6) and is considered acceptable.

Trip monitoring Strategy

In line with the updated NPPF 2024 the applicant has provided a trip monitoring strategy to support a decide and provide approach. The strategy provides a framework in which the applicant would undertake surveys (at 50%/75%/100% and +2 years final occupation) to compare the trip generation figures utilised in the transport assessment work with the those recorded ‘on the ground’ Should the surveyed figures be in excess of those predicted then a staggered level of intervention is proposed. Further details of the strategy would be secured via a S106 obligation due to unknowns on the sites phasing.

The table below sets out the basis of the triggers and the anticipated mitigation. It should be noted that the contributions would be index linked.

Stage of Development	Traffic Threshold Exceedance (Indicative)	Fallback Mitigation Measure	Delivery Mechanism
50% Occupation	>5% but <10%	Additional £200 per dwelling travel voucher and personal travel planning	Delivered by the developer through the Travel Plan Process
	>10%	Off-site active travel enhancements to local cycle enhancements up to the value of £20,000	Delivered by the developer through S106 / S278 process
75% Occupation	>5% but <10%	Additional £200 per dwelling travel voucher and personal travel planning	Delivered by the developer through the Travel Plan Process
	>10%	Off-site active travel enhancements to local cycle enhancements up to the value of £20,000	Delivered by the developer through S106 / S278 process
Complete Development	>5% but <10%	Additional £200 per dwelling travel voucher and personal travel planning	Delivered by the developer through the Travel Plan Process
	>10% but <20%	Off-site active travel enhancements to local cycle enhancements up to the value of £20,000	Delivered by the developer through S106 / S278 process
	>20%	Provision of active and sustainable travel fund to WSCC up the value of £85,000	Delivered via the S106 Agreement
2 Years Post Completion	>5% but <10%	Additional £200 per dwelling travel voucher and personal travel planning	Delivered by the developer through the Travel Plan Process
	>10% but <20%	Off-site active travel enhancements to local cycle enhancements up to the value of £20,000	Delivered by the developer through S106 / S278 process
	>20%	Provision of active and sustainable travel fund to WSCC up to the value of £85,000	Delivered via the S106 Agreement
Maximum Contribution Value:		£250,000	

Junction Modelling

Further junction modelling was requested at the following junctions

Junction E – A272 / B2036 Roundabout

- The junction would remain working within capacity in a 2039 scenario.

Junction G – A272 / Tylers Green / Broad Street Roundabout

- Whilst the junction would be approaching capacity in a 2039 scenario on the A272 Tylers Green approach with an RFC of 0.88 in both the AM and PM peak, the addition of development trips would only result in the addition of two seconds to the average delay and as such would not result in a severe impact.

- Junction H – A272 / Tylers Green / Issac’s Lane Roundabout

- The junction modelling provides details that the junction would be operating over capacity in the 2039 do nothing scenario and would be exacerbated by the addition of development trips. The queues and delays predicted on the A272 Tylers Green approach of 383 vehicles and 18 minutes in the AM peak would significantly affect the operation of the local highway network, resulting in queues back through Junction G (A272 / Tylers Green / Broad Street Roundabout) and would severely impact the delivery and attractiveness of the proposed bus service.

As such the applicant has developed a mitigation scheme to widen all arms of the roundabout to the 3 lanes, it is acknowledged that not all the lanes could be fully utilised by a HGV(e.g right turn from Tylers Green into Issacs Lane) would require the HGV to straddle two lanes, the situation would be limited in number and is not uncommon.

The modelling of the junction still results in the junction operating over capacity on the B2272 Butlers Green Arm Road in the PM peak with queues of 75 vehicles and delays of 2minutes and 2 seconds however these are comparable to those of the do nothing scenario with the existing arrangement and given the overall significant improvement to the junction are acceptable.

Stage 1 RSA has been undertaken and Designers Response agreed, An exception report has also been approved on the entry path radius given that it provides a betterment on the existing roundabout.

Off site mitigation not covered above

B2036 London Road / Ardingly Road Mini-Roundabout (in Cuckfield) - Changes to the junction including relocating the bus shelter and widening the zebra crossing have been undertaken. The scheme has been subject to a stage 1 RSA and a designers response agreed

Ansty roundabout. The cycle proposals also include the widening of the A272 west approach arm to 2 lanes.

Junction Modelling Conclusion

Para 116 of the 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”*

It is acknowledged that the development would increase the number of vehicle trips on the network and in combination with the sites included within the proposed local plan allocations would result in increased queues and delays at several junctions over the wider network, however, the impact post mitigation of the application site not considered to be severe.

Speed limits changes

Following comments provided in my initial response the applicant has revised the proposals in line with recommendations from the WSCC head of road safety. This would result in the following speed limits being promoted.

- B2036 Harvest Hill – Reduction to 40mph
- A272 – Reduction to 50mph
- B23036 South Street, Cuckfield – Reduction to 30mph



Travel Plan

A revised framework travel plan has been submitted and includes the commitment to provide a £150 travel plan voucher to each dwelling. The target has been amended to a 10% reduction in single occupancy car journeys. As it is a framework document it is anticipated that each parcel coming forward would develop its own plan in accordance with the framework. The approach is also supported by the trip monitoring strategy.

Collision Data

Personal Injury collision data has been provided for the latest 5 year period, the information does not indicate any preexisting clusters of accidents that would be exacerbated by the development.

Layout

As the scheme is in outline no information has been presented on the build out of the development, The key facilities should be provided at an early stage to facilitate and embed sustainable transport habits. The location of the neighbourhood centre could be more central to reduce journey times

and details will be required to show how the routes within the development would discourage through traffic.

Journey times have been provided to show that the indicative internal network would not offer a quicker route for vehicles on the local network based on a 20mph design speed.

Conclusion

No objection is raised to the application subject to the following S106 requirements and conditions.

S106

Public Transport Provision – developer to enter into a direct contract for a minimum of 2 buses per hour on the Haywards Heath route and 1 bus per hour between Haywards Heath and Burgess Hill serving the site for a minimum period of two years post final residential occupation.

Travel Plan

Travel Plan Monitoring Fee £5,640

Trip Rate Monitoring Strategy

Traffic Regulation Order Fee of £10,205 and works to implement the revised speed limits (signage)

Car clubs

Highway works – triggers will need to be agreed

Cycle route to Haywards Heath - Cycle Route Improvement Plan sheets 1 and 2 2207280-SK05 Rev H

Proposed Northern Access (A272) 2207280-003 Rev G

Proposed Southern Access 2207280-005 Rev E

Proposed Western Access 2207280-004 Rev E

A272 PROPOSED TOUCAN CROSSING (into Parkland) 2207280-010 Rev C

POTENTIAL ROUNDABOUT IMPROVEMENTS 2207280-002 Rev B

PROPOSED CYCLE CONNECTIONS A272 / BOLNEY ROAD / B2036 2207280-007 Rev A (noting need to revisit connection to Deaks Lane)

PROW upgrade to Footway 8aCU towards Cuckfield – to enhance the connection to Warden Park Academy

PROW upgrade to Footway 69CR towards Copyhold Lane – to enhance the connection onto Bridleway 67CR

Conditions

Phasing plan

Condition requiring early provision of community facilities/school etc.

Parking

Cycle Parking

Timetable for the delivery of the pedestrian and cycle accesses.

Delivery of mobility hubs.

Stephen Gee

West Sussex County Council – Planning Services