

**WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION**

TO:	Organisation:i-transport FAO:Ben Chadwick
FROM:	WSCC - Highways Authority
DATE:	29 July 2024
LOCATION:	North Colwell Farmhouse Lewes Road Haywards Heath RH17 7SX
SUBJECT:	Internal Reference: PRE-48-24 Circa 100 residential dwellings (C3 Use Class) located south of Lewes Road. Site access is to be in detail from Lewes Road with the residential layout in outline.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection
S106 CONTRIBUTION TOTAL:	n/a / see comments below

The Highways Authority has been consulted for pre-application advice in regard to the proposed development at:

North Colwell Farmhouse , Lewes Road, Haywards Heath, RH17 7SX.

I refer to your request for pre-application advice and would provide the following site specific comments.

The Highways Authority has been consulted for pre-application advice regarding the proposed development of at Land at:

North Colwell Farm, Lewes Road, Haywards Heath.

An online teams meeting was conducted on the 24th July 2024 between Alison Meeus (WSCC) and Ben Chadwick from i-Transport, Mark Jackson, and Nick Billington. A discussion took place regarding the site access proposals and wider offsite highway improvements. The following documents have been reviewed: -

1. Proposed Access arrangements and Visibility Splays (2403104-01 Rev A)
2. Proposed Footway Improvements (2403104-02 Rev A)
3. Proposed Site Plan (7454-pl-02)
4. Pre-application note 2024-06-19.

Please find below your pre-application advice following this meeting and review of the submitted documents. Please contact me if you have any further questions

Alison.Meeus@westsussex.gov.uk.

Proposal

The site is located just south of the A272 Lewes Road, within the town of Haywards Heath and aims to provide in the region of 80-90 new homes on speaking with the applicant today.

Access and Visibility

WSCC are supportive of the access proposals. The access road will provide a 5.5m wide access with a 6m kerb radii and a 2m footway wrapping round the western bell mouth with an informal pedestrian crossing to link into the existing footway the northern edge of Lewes Road.

Lewes Road has a 40mph speed limit. Visibility splays are provided based on the ATC survey speeds for the road, indicating speeds of 41.1mph, this survey was undertaken in December.

These visibility splays are set back 2.4m x 112m to the north and 108m to the south. There is a small section of third-party land which falls within the visibility splay and the applicant confirms this can be agreed with the landowner to cut back vegetation, as otherwise this could compromise the visibility splays at the access.

Car and Cycle Parking

Information from the West Sussex County Council guidance in parking at new developments has been consulted. This part of Haywards Heath is in PBZ3.

Table 2: Residential Parking Demand (spaces per dwelling)

Number of Bedrooms	Number of Habitable Rooms	PBZ1	PBZ2	PBZ3	PBZ4	PBZ5
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2	4	1.7	1.7	1.3	1.1	1.1
3	5 to 6	2.2	2.1	1.8	1.7	1.6
4+	7 or more	2.7	2.7	2.5	2.2	2.2

Guidance in the document also refers to EV charging and Disabled guidance. As follows:

EV Charging - 20% active / rest passive. Disabled 5% of all spaces.

Cycle parking standards.

Type	Dwelling Size	Cycle Provision
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5 + rooms (3 + bed)	2 spaces
Houses	Multiple Occupation	1 space
Flats	Up to 3 rooms (1 & 2 bed)	0.5 space (if communal otherwise same as 1 & 2 bed house)
Flats	4 + rooms (3 + bed)	1 space

As the proposed housing mix is not known the above information should be used when planning the car and cycle parking strategy.

Walking

The transport scoping note identifies the site's good location with access to local amenities. WSCC can see from the information submitted there are a good network of paths and footways to help pedestrians navigate their way to amenities within a 10-minute walk.

The applicant identifies that most facilities are within a reasonable walking distance of 800m / Same goes for cycling distances and has provided a package of improvements off-site within the highway which will support the use of these good walking and cycling connections.

Bus Stops

There is a good provision of bus stops. The nearest stop has a good provision of real time information, seating, and shelter.

Rail

Haywards Heath railway station is 3.5km away and is within a reasonable cycle distance and only a 5-minute journey by car.

Residential Travel Plan

There is a requirement to provide a residential Travel Plan, and this will require a Travel Plan Co-ordinator to undertake monitoring for a period of 5 years post development, and the plan could include things like home travel packs, car sharing information, travel vouchers, identified infrastructure to encourage use of sustainable transport.

There will be a £3,815 monitoring fee which can be included in a s106 agreement or Unilateral Undertaking. Guidance notes on what to include in a Travel Plan document are attached to this e-mail.

Trip Impact

WSCC are satisfied with the use of the 2011 Census 'Travel to work' data used to determine the direction of travel, 13% Crawley and 13% Haywards Heath. The applicant has identified most trips will be turning west out of the site towards Haywards Heath. WSCC would expect to see TRICS data used to determine a trip rate for the development.

Scope of capacity Assessment

Assessment periods and scenarios to use are:

2024 – baseline

2029 – 5-year post planning approval.

Committed development and traffic growth.

The following sites are strategic development sites which are most likely to impact the development or vice versa.

200 homes – Scamps Hill (DM/15/4457)

350 homes – Hurst Farm (DM/22/2272)

WSCC recommends the following policy documents to be reviewed.

- Mid Sussex Local Plan
- NPPF
- WSCC Walking and Cycling Strategy
- LTN 1/20
- WSCC Transport Plan
- Haywards Heath Town Centre Masterplan
-

Stage 1 Road Safety Audit & Designers Response.

This will be required for the main access and any of the off-site highway improvements, such as dropped kerbs and tactile paving, also any cycle infrastructure improvements.

Off-site Walking and Cycling Highway Improvements.

The applicant has undertaken their own survey of the existing walking and cycling routes and have raised the following ideas for discussion. WSCC provide comments below each point.

1) Narrow the carriageway of Lewes Road to 6.0m (wide enough for two HGVs to pass each other) for a section of circa 170m. This is to allow a circa 2m wide footway to be constructed in the highway verge on the south side of Lewes Road, between the site access and Footpath 29CU and extending further west to where the existing south side footway starts broadly opposite Birch Close.

WSCC (implementation team) comment:

None of the drawings are dimensioned but the minimum carriageway width we would consider is 6.75m. The designer would need to measure available widths to determine if this is possible. 2.4m would be the absolute minimum width for a shared cycleway/footway (3m is what we would usually request). The designer would need to justify the non-standard construction and full details would need to be provided as to why standard construction is not possible.

2) New footway on south side of Lewes Road west of the proposed access and an uncontrolled or controlled crossing of Lewes Road at Footpath 29CU.

WSCC comment:

Comments from Adam Norris (adam.norris@westsussex.gov.uk) in the traffic signals team will be send separately to this response and provide our view on both uncontrolled and controlled crossing options here.

3) Relocate the existing 30mph / 40mph speed limit change on Lewes Road to the east of the proposed site access road – a sensible location would be just to the east of the Snowdrop Lane junction.

WSCC (Road Safety) Comment:

WSCC confirm that we support an extension of the 30mph speed limit in principle. The functional use of Lewes Road appears conducive to a 30mph limit, with significant pedestrian activity and crossing movements anticipated along much of the proposed extent, in addition to a high level of frontage access which will be intensified by the proposed development. Given the nature of the road and current vehicle speeds, we feel that some form of supporting measures would be required on the long straight section of Lewes Road, to ensure the 30mph speed limit is respected by most drivers.

It is assumed that street lighting may be required to support the safe use of the proposed controlled or uncontrolled crossing point connecting the two bridleways. Furthermore, I note that existing lighting units are attached to telegraph poles at regular intervals along the northwest side of the carriageway.

I would suggest consulting with Simon Osborne's Street Lighting team to understand if this would constitute a system of street lighting, as this would have implications on the proposals. Firstly, the presence of regular lighting would affect the type of TRO that is advertised (i.e. restricted road status rather than 30mph speed limit). Second, it would prohibit the installation of 30mph repeater signs and roundel markings to communicate the speed limit to drivers. The existing 40mph speed limit is supported by regular repeater signs and roundel markings, so alternative speed reducing measures would be required to accommodate the loss of regular reminders.

Regarding the location of the 30/40 terminal signs at the northeast end, sightlines to the nearside sign may be reduced by the curvature/inclination of the carriageway, and there is very limited room for an offside sign at the marked location. The start point should be carefully selected to ensure that the required forward visibility sightlines are achieved (with ref to Traffic Signs Manual Chapter 3). Slightly more pressingly, the remaining 40mph buffer to the northeast must meet the minimum length requirement (400 metres) set out in the West Sussex policy. The proposals as shown would leave a substandard length of 40mph speed limit (approx. 150 metres) which is non-compliant, so consideration should be given to either:

- i) extending the proposed 30mph limit eastwards to meet the 50mph speed limit, with appropriate speed reducing measures provided along the higher speed section east of Snowdrop Lane; or
- ii) extending the 40mph limit eastwards to meet the minimum length requirement, selecting an appropriate eastern terminal point that incorporates any major junctions or conflict points (e.g. Slugwash Lane and Bedales Hill). Any extension should in turn consider the knock-on effect on the remaining length of 50mph limit.

4) Improve Footpath 29CU north of Lewes Road to Cobbetts Mead, including install of sensitive lighting and hard surfacing. It is envisaged that the existing Footpath would be scraped and then tarmacked. Careful construction would be needed in and around trees.

WSSC (PROW – planning and communities’ officer
donna.trethewey@westsussex.gov.uk) comment:

PROW are happy to accept a s106 contribution to upgrade the footpath to an all-weather surface, but a permissive cycle way would be more appropriate than a bridleway, as there is little continuity for pedestrians. We are obtaining a report from the access ranger on its suitability for this.

However, it would also require landowner approval. This will need to be obtained by the developer, and we would prefer that the developer conducts this work as an agent on our behalf to our spec.

The Access Ranger, Steve Alexander, did go out and assess the path and it isn’t wide enough along much of it’s length to allow for permissive cycle use, nor could it be widened due to fencing at the back of peoples’ gardens. Steve is happy enough with the surface for pedestrian use too so we wouldn’t seek improvements there.

WSSC (Principal Local Transport Improvements Officer) comment:

We would also be supportive of the upgrade of PROW 29CU as this links to the LCWIP route B. That would enable cycling to Northlands Wood Primary and onward links via the existing bridleway north of The Platt to America Lane (which is an LCWIP route) and a route to the station via mostly quiet roads (Hanbury Lane, Washington Rd etc) through the recreation ground. If this could be achieved, then it would be good to support it with some cycle direction signs (e.g. to the station). We would expect to see signage to support the cycle path on the PROW route: Site / 29CU / Orchid Park / Charles Worth Park / Marlow Drive / Beech Hill / Northlands Ave/Gravelly Lane / Bridleway 7LR / The Hollow / Westlands Rd/America Lane / Hanbury Lane / Washington Rd / Oathall Ave / Oathall Rd / Clair Park / Recreation Ground / Clair Rd / Station cycle hub.

5) Cycling improvements Use of the 2m footway on the south side of Lewes Road as a shared use cycle/ped path. (Suitable if under 200 cyclist per hour). WSSC highways views on whether advisory cycle lanes or a shared footway/cycleway would be supported, as not LTN 1/20 compliant.

WSSC (Principal Local Transport Improvements Officer) Comments:

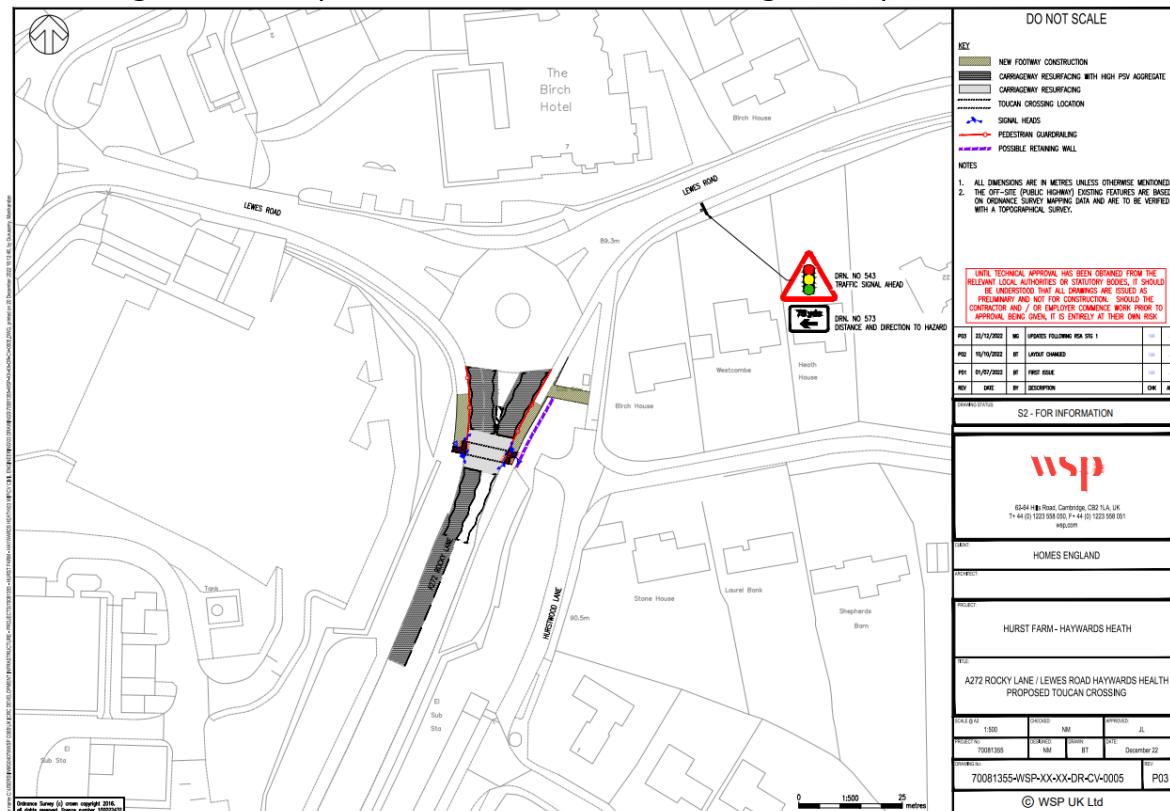
WSSC are supportive of the plans to provide a shared use cycling route from the development as far as Franklyn Road/ Colwell Road.

As per LTN1/20 guidance the traffic flows along Lewes Road (circa 12,000 vehicles) would be suitable for cyclists however the width of Lewes Road would not be wide enough for a continuous 3m wide path. Space is a bit limited but LTN 1/20m states the absolute minimum is 3m where there are less than 300 cycles per hour. This can also be reduced in width if there are areas slightly under, as per the LTN 1/20 guidance note below:

‘Acceptable if no more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum’.

Advice at this stage from WSCC would be that it looks a bit tight and would involve a considerable number of tree and verge loss but if a 3m wide path can be provided we would be supportive.

This would also link well into the shared use cycle path on The Birch House Hotel roundabout, and the planned Toucan crossing due to be built as part of the Hurst Farm neighbourhood plan allocation for 350 dwellings. See plan below.



6) Tactile Paving requirements

- Charlesworth Park and Catkin Way
- tactile paving is recommended at the junction of Aspen Close/Beech Hill
- a pedestrian crossing is recommended across Rowan Close, although this will displace some on-street parking observed on-site.
- Marlow Drive
-

WSCC comments: WSCC would welcome any improvements to improve people's experience of crossing the roads.

7) Alternative footway Route from Site towards Beech Hill (avoiding PROW)

Any widening of the existing footway is recommended. There is a layby adjacent to a post box on Lewes Road where the footway stops, this is recommended to be changed to footway.

WSCC comments: WSCC would welcome any improvements to improve people's experience of using the footway.

The Highway Authority would require the following documents to be submitted as part of any future application:

- A site location plan scale (1:1250) with site boundary indicated
- Schedule of existing uses including planning history with reference numbers
- Description, including site layout plans, of the proposed development and schedule of uses
- Summary of reasons supporting the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated
- Design Audit of any proposed highway works, including plan identified departures from standards
- Final Stage 1 Road Safety Audit (RSA) of the site access and any proposed highway works, **with the Road Safety Audit Response Report (RSARR) in word format for the LHA to edit as Overseeing Organisation**, including any amended plans.
- A Transport Statement/Assessment, including location plan of key services, availability of sustainable modes of transport and existing/future vehicular generation
- Reference to supporting national, regional, and local planning documents and policies
- Parking strategy, including provision of parking for all modes of transport
- Relevant data collected to date
- Proposed trip rates supported with TRICS outputs and site selection methodology
- Junction capacity assessment in accordance with the WSCC Transport Assessment Methodology

I have provided, below, some standard guidance relating to road design and current standards.

There are two sets of guidance which govern road design: Manual for Streets (MfS) for lightly trafficked residential streets; and Design Manual for Roads and Bridges (DMRB) for all other roads, including rural roads. I have included links to both below.

Manual for Streets:

<http://www2.dft.gov.uk/pgr/sustainable/manforstreets/pdfmanforstreets.pdf>

DMRB supplementary documents CD 109 (Search for "CD 109"):

<https://standardsforhighways.co.uk/dmr/>

WSCC supports the approach set out in MFS, which has been adopted guidance for residential street design since its introduction in 2007. Within this document there are some very useful references to visibility splays, turning circles and car parking

layouts. The document does not however provide specific measurements for visibility splays, so:

"X "Distances from the (kerb back) are typically:

- 2.4 metres - for domestic single access points and shared or busy crossovers (this may be reduced to 2.0 metres in certain circumstances in consultation with the Local Highways Authority and subject to local context)
- 4.5 metres - for busy junctions
- 9.0 metres -major junctions

"Y "Distances are based on vehicle speed, and for lightly trafficked residential streets MFS would be applied:

- 20 mph - 25 metres
- 25 mph - 33 metres
- 30 mph - 43 metres

For a road where the 85th percentile speed is in excess of 39 mph and for roads where MFS does not apply, CD 109 distances from DMRB would be applied:

- 40 mph -120 metres
- 50 mph -160 metres
- 60 mph -215 metres

I have attached a link to our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

The 'Additional Information' section of the WSCC Pre-application advice for roads and transport webpage provides a range of additional advice and guidance which you may find useful in preparing your application. Please click the link below and navigate to the 'Additional Information' section.

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport>

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Parking

For applications within Arun, Crawley and South Downs National Park any parking provision should be provided in line with the Planning Authorities adopted Supplementary Planning Guidance (SPG) which will set out parking standards for development in these areas. Within you will find recommended levels for cycle parking and also guidance on levels of Electric Vehicle charging points for new developments.

Arun

<https://www.arun.gov.uk/supplementary-planning-documents-spds/>

Crawley

<https://crawley.gov.uk/planning/planning-policy/local-plan/supplementary-planning-documents/urban-design-spd>

South Downs National Park

<https://www.southdowns.gov.uk/planning-policy/supplementary-planning-documents/>

For all other areas West Sussex County Councils latest parking standards which we adopted in August 2019 as Supplementary Planning Guidance (SPG) should be used. This can be found at the link below under the 'Additional Information' section.

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I trust you appreciate that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council with regard to the granting of planning permission in the future. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

Alison Meeus
Planning Services

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WSSC Principal Engineer, Traffic Signals, comment:

Looking at the location (which I assume is <https://maps.app.goo.gl/2uZMET4U9m6bp6f66>) I think it would be challenging to fit a signalised crossing in for the following reasons, however an onsite assessment would probably reveal further challenges:

- Footway width on the northern side is very narrow (Google satellite view shows around 1.6 – 1.7m) & would struggle to accommodate the recommended 1.5m clearance once any street furniture is installed.
- The overhead cable on the northern side of Lewes Road may cause issues relating to the installation and use of signal poles.
- Street lighting will be required, however the overhead cabling mentioned above may be too challenging/require a costly static diversion.
- There is no obvious place within the highway boundary to install a controller & parking will be extremely challenging for a maintenance engineer who has to attend site.
- No footway on the southern side of the A272, other than where the current footpath meets the carriageway.

3) Relocate the existing 30mph / 40mph speed limit change on Lewes Road to the east of the proposed site access road – a sensible location would be just to the east of the Snowdrop Lane junction.

WSSC (Road Safety) Comment:

WSSC confirm that we support an extension of the 30mph speed limit in principle. The functional use of Lewes Road appears conducive to a 30mph limit, with significant pedestrian activity and crossing movements anticipated along much of the proposed extent, in addition to a high level of frontage access which will be intensified by the proposed development. Given the nature of the road and current vehicle speeds, we feel that some form of supporting measures would be required on the long straight section of Lewes Road, to ensure the 30mph speed limit is respected by most drivers.

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7) Alternative footway Route from Site towards Beech Hill (avoiding PROW)

Any widening of the existing footway is recommended. There is a layby adjacent to a post box on Lewes Road where the footway stops, this is recommended to be changed to footway.

WSCC comments: WSCC would welcome any improvements to improve people's experience of using the footway.

8) Street Lighting on Lewes Road

WSCC Asset Manager comments: The lighting present is not owned by WSCC (likely owned by the Town Council) and we have no details. Without knowing what the design criteria for this lighting WSCC is unable to ascertain whether this would be considered a system of street lighting. Therefore, lighting design would need to be factored into any speed limit or highway improvement.