

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

<b>TO:</b>	Mid Sussex District Council FAO: Steve Ashdown
<b>FROM:</b>	Stephen Gee WSCC - Highways Authority
<b>DATE:</b>	29 January 2024
<b>LOCATION:</b>	Land East Of Ansty Way Cuckfield Bypass Cuckfield West Sussex
<b>SUBJECT:</b>	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
<b>DATE OF SITE VISIT:</b>	14/12/2023
<b>RECOMMENDATION:</b>	More Information / Objection
<b>S106 CONTRIBUTION TOTAL:</b>	TBC

The application is for a mixed use development including 1,450 homes, residential care units, a primary and SEND school, health hub, sports facilities, retail, community and employment uses at Land East of Ansty Way, Cuckfield.

Pre application discussion took place between October 2022 and 2023.

### Background

The site is not allocated for development in the adopted MSDC local plan (2014-2031) or a proposed allocation in the MSDC local plan (2021-2039) that is at Reg 19 stage. The site was however tested as part of the transport evidence base.

An application ref DM/23/2867 has also be submitted for the change of use from farmland/woodland to parkland north west of the site and comments seeking further information provided.

### Vehicular Access

Three vehicular accesses are proposed to the site, all of which are proposed to be standard roundabouts.

Access 1 – Northern edge of site onto A272, single lane entry with 4.5m wide entry and exit widths. The site arm provides a tiger crossing (similar to Zebra but with peds and cycles separated) connecting the internal network with the proposed shared footway/cycleway on the southern side of the A272 leading to Haywards Heath. A signalised crossing is also proposed to provide a connection to a footway leading to PRow 8aCU (which provides a link for pedestrians only towards Cuckfield)

Access 2 – Western edge of site onto A272, anticipated to cater for a higher volume of vehicles, provides a two lane entry and exit. The junction is shown to only provide for on road cyclists. A signalised crossing is provided to the west of the site to connect to the proposed Country Park for pedestrians.

Access 3 – South Western edge of site onto B2036 Harvest Hill, single lane entry with 4.5m wide entry and exit widths.

The junctions have been designed in line with DMRB guidance, vehicle tracking for articulated HGV provided and stage 1 RSA undertaken. Visibility splays can be provided in line with a 60mph design speed as per DMRB standards.

The Designers Responses undertaken should be provided in word format to allow a WSCC response and agreed actions to be developed. It should be noted that the auditors recommendations should either be agreed with or disagreed with.

#### Sustainable Transport Access

The site is to provide a 3.0 – 4.5m shared footway / cycleway on one side of the street and a 2m footway on the other side alongside the primary route, where the route crosses side roads, Copenhagen style crossings are to be provided. A series of footpaths/cycle routes across the site will also be provided. All PRow across the site would be upgraded to Bridleways. It is noted that WSCC PRow response raises concerns at what happens at the sites boundaries where the routes would become footpaths again and these concerns are echoed.

#### Cycle Routes to Haywards Heath

A 4.5m facility is proposed along the A272 from the northern site access into Haywards Heath to link with existing routes at the junction of the B2272/Bolnere Road. Alongside the A272 only a 0.5m buffer strip is provided in line with LTN 1/20 this should be increased due to the existing/and or proposed speed limit, priority across side roads provided, consideration of levels (behind existing VRS). Consideration should be given to improving pedestrian and cycle priority over Copyhold Lane.

Information on remaining lane widths at the bend should be provided where tracking has been provided.

Consideration should be given to widen the shared use route between the new crossing and Haywards Heath. A 3m provision would for the most part have its effective use (as per LTN 5.3) reduced by 0.5m to 0.75m due to the edge constrains and vertical features.

In the vicinity of the Martlot Manor Care home the effective width is only 1.75m and should be increased. It is assumed in this area, ped cycle priority is provided over the accesses but not text confirms this.

#### Crossing A272

Justification should be provided for the need for a signalised crossing including anticipated number of pedestrians that would cross to utilise the PROW.

The following comments have been offered by the WSCC Signals Team on the crossing

- It is our preference that signalised crossings are installed a minimum of 20m from a roundabout, to prevent confusion for drivers that the roundabout is signalised.
- As above the speed limit of the A272 should be 50mph or lower for a signalised crossing; ideally 40mph. Whilst the regulations have been altered, removing this requirement, as a team we feel this is the maximum speed that a signalised crossing should be installed, and whilst speeds will be significantly lower due to the roundabout, lowering the speed limit will keep the parameters of this site consistent across the county.
- The minimum width should be 2.4m; both crossing points are shown to be 2.0m.
- Along the A272, ongoing maintenance will be required to ensure the vegetation does not impact visibility of the signals once installed.
- I assume there is a suitable power source nearby which can be utilised for the signalised crossing?
- Street lighting will be required, with the same potential challenge as highlighted above.
- If the footway on the northern side of the signalised crossing cannot meet the criteria for shared use (3.0m wide) then during detailed design there should be corduroy paving installed on both the east & west of the crossing, instructing cyclists to dismount/remount.

#### B2272 into Haywards Heath

The following comments have been offered by the WSCC Signals Team on the toucan crossing

- There are concerns with the location of this crossing, and the achievable forward visibility, especially during Spring/Summer, with the existing hedgerows/trees on both sides of the carriageway. This will need to be checked on street during this time of year to ensure compliance can be achieved.
- The WSCC standard for Toucan crossings are 4.0m wide; currently it's shown as 2.0m.
- Installation of ducting for loops may be challenging on the westbound approach, particularly between the crossing location and the entrance to The Old Cottage; the available highway boundary seems limited and will require checking to ensure safe maintenance can be undertaken.
- The position of the crossing in relation to existing overhead power cables will need to be considered, to ensure minimum clearances can be achieved.
- The existing street lighting will need to be checked, to ensure it is compliant for a controlled crossing.

#### Cycle routes to Burgess Hill

The southwestern access would require cyclists to rejoin the carriageway in close proximity to the roundabout and continue on road along the B2036 towards the Brookleigh development and Burgess Hill. Given the flows and speeds of the road then the promotion of on road cycling would not be in keeping with the requirements of LTN 1/20

#### Copyhold Lane

Copyhold Lane is also shown as a proposed cycle route on the Cycle Route Improvement Strategy Plan as it is currently a bridleway (50bCU), however the final few hundred meters (67CR) on the plan are not shown for promotion of a cycle route. Clarification on the approach should be provided and any necessary improvements identified.

### Cycle Routes to Cuckfield

The cycle improvement plan shows a cycle route between the existing A272/B2036 Roundabout and Cuckfield, however no details are supplied of the provision, the suitability of on road cycling and how the route would link at either end with other proposed facilities.

### Link to country park

The following comments have been offered by the WSCC Signals Team on the toucan crossing:

- It would be our recommendation that the speed limit is reduced to a maximum of 50mph, and ideally 40 for this stretch of the A272.
- Street lighting will be required; given the rural location this may be challenged, assuming a suitable power connection is available for both lighting and the crossing.
- Currently there are a lot of overhanging trees, the canopy may need to be dramatically altered to ensure suitable visibility.
- The WSCC standard for Toucan crossings are 4.0m wide (distance between the studs); currently it's shown as 2.0m, assuming the tactiles shown are intended to represent the standard 400x400mm.

The provision of 'cycle gates' would reduce the ability for alternative bicycles to utilise the accesses. LTN 1/20 states 5.1.4 "It is important that infrastructure can accommodate the full range of cycles to ensure routes are accessible to all cyclists"

As noted in comments on DM/23/2867

"No cycle provision at northern end on to B2114. With a speed limit of 50mph simply requiring cyclists to rejoin the carriageway would not accord with the guidance in LTN1/20 Table 4.1 which indicates that the provision of only a fully kerb cycle track would be an appropriate provision for most people."

### Cycle connections A272/Bolney Road/B2036

Additional information should be provided including suitability of on road provision in accordance with LTN 1/20, confirming refuge island width, HGV tracking for all movements, consideration of returning movements,

### Public Transport

#### Buses

The site is not well served by existing bus services, with only the 89 service passing by along the A272 with a single AM and PM service.

Cuckfield benefits from the 31 and 271 services providing links to Haywards heath and Crawley and a school service.

The level of provision would need a significant step changer that can be delivered in perpetuity.

The TA presents intermediary and final services that could be employed to serve the site. Including a DRT during the construction phase and a final service offering of:

#### Compass Travel:

New Bus Service between the development and Haywards Heath at a 20-minute / 30-minute / 60-minute frequency.

New Bus Service between the development, Haywards Heath and Burgess Hill at a 20-minute / 30-minute / 60 minute frequency.

MetroBus:

Diversion of bus route 271 and increase of frequency to 20-minute / 30-minute / remain 60-minute frequency.

New Bus Service between Ansty Garden Community and Haywards Heath at a 20-minute / 30-minute / 60-minute frequency.

New Bus Service between Ansty Garden Community, Haywards Heath and Burgess Hill at a 20-minute / 30-minute / 60 minute frequency.

Comments are being sought from the WSCC Public Transport Team on the options however it is considered that the applicant would need to firm up proposals prior to the application being determined so they can appropriately be secured.

Rail

Haywards Heath station is located approximately 3.5km to the east of the site and offers regular services to a range of destinations including Brighton and London Victoria. Over 1,000 vehicle parking spaces and 312 cycle parking spaces are provided at the station.

Trip Generation

The site is anticipated to generate 0.512 AM peak two way trips per dwelling and 0.459 PM peak two way trips per dwelling and is supported by TRICS data. Trip rates for the other uses are assumed to be taken from the MSSHM as per the TN within the appendix but should be confirmed.

The MSDC model includes a 15% reduction on residential trips to account for home working, internalisation and future mode share assumptions and 80% discount on primary school car trips which will mostly be internal of the development.

The applicant has applied a 25% trip rate reduction for trips is applied to reflect the active and public transport strategies.

Further info should be provided on the approach taken and the cumulative effect of the reduction e.g the main impact of the 25% reduction is on shorter trips and as such may be covered by the other reductions.

Whilst in principle this could be acceptable with a significant provision of active and public transport measures the current deficiencies in the design and information available means that this reduction is unlikely to be achieved and significant concerns are raised about the further reduction.

No monitoring strategy has been provided to detail the impact should the reductions not be met (and these are significantly in excess of those proposed within the travel plan)

No scenario has been provided to detail what the impacts of the trip rates not being met are and what additional mitigation would be required, given the current deficiencies in the strategies this should be provided.

Junction Modelling

Modelling has been undertaken using the MSDC Strategic Model for a 2039 scenario. The applicants have revised the model runs to support the MSDC Local Plan by:

- No through route across the development, to ensure there are no local diversions. The internal road network is not intended to be a through route, which will be secured through horizontal alignment and speed limits measures, as opposed to physical restriction. (Further details should be provided on these measures to show how they balance the allowance of trips to load on the appropriate site access)
- Amending capacities and other parameters coded for the 4 junctions which are affected in Scenario 4b. (provide screenshots of those junctions)

The modelling presented in the with development scenario includes committed developments and infrastructure included with the reference case plus TEMPRO growth.

Junctions have been scoped out based on a percentage impact assessment, stating that flows with 10% would be within daily fluctuations. This approach is not acceptable, and the scope of junctions assessed should be revisited.

Stating that junctions will be resolved by proposed local plan mitigation is also not acceptable, the addition of development traffic may bring forwards the requirement of mitigation or change the scheme being provided.

Apart from Table 7.1 no data has actually been provided on the impact on the local highway network, the applicant should provide RFCs and flow plots to identify where background traffic is rerouting (in particular causing reductions in flows).

#### Individual Junction Modelling

The TA provides modelling for 2 offsite junctions and the three site accesses.

The site access junctions would appear to work within capacity. However, a full review has not taken place due to the concerns raised about the modelling approach.

#### Off site mitigation

A272/Bolney Road/B2036

Comments provided in sustainable transport section above.

#### B2036 London Road / Ardingly Road Mini-Roundabout

Potential Roundabout improvements, two zebra crossings are proposed and the provision of a shared use cycle way on the western side of the carriageway. Concerns are raised about the suitability of provision given that it only serves cyclists heading north.

Realignment of access to Manor Drive to reduce width – tracking required.

- I assume vehicle and pedestrian flows have been captured to establish zebra's are the most suitable option for these locations.
- The bus shelter will require relocation to outside of the zig-zags
- The minimum width for zebras should be 2.4m; these are shown as 2.0m

#### Internal Layout

The application provides a masterplan that "promotes permeability through the site and encourages non-car access and movement."

A street hierarchy is proposed that would incorporated in the layouts at the reserved matters stage.

1. Bus Route ("Ansty Avenue");
2. Secondary Street ("The Crescent");
3. Tertiary Street ("The Lanes");

#### 4. Shared Street ("The Walks").

##### Mobility Hubs

The development proposes to provide a series of mobility and mini mobility hubs to create key focuses of sustainable travel on site. The large mobility hub would be located at the bus stop nearest to the local centre/school provision.

##### Car Club

Car club operators have been approached and indicate working with the applicant, the details for a minimum number of vehicles should be secured at outline stage rather than RM as suggested within the TA.

##### Parking

Parking and Cycle Parking would be provided in line with WSCC standards, with the development proposing utilising standards for Parking Behaviour Zone 3 akin the outer edges of Haywards Heath rather than PBZ 1 of Cuckfield. The approach would be acceptable based on a sufficient package of sustainable transport measures being delivered.

##### Speed Limits

The TA states

*a As a complementary measure, the applicant is willing to work with WSCC to review existing speed limits in the vicinity and consider a change from the current national speed limit to 50mph on the A272 to the north of the proposal site and an extension of the 30mph zone to the south of Ansty.*

Given concerns are raised against the provision of signalised crossings on the existing 60mph roads then supporting information in the form of speed surveys, accident data and assessment of the route in line with the WSCC speed limit policy

<https://westsussex.moderngov.co.uk/documents/s35897/Appendix%25202%2520Revised%2520Speed%2520Limit%2520Policy.pdf>

Initial feedback has been sought from the road safety team based on the limited information provided in the TA and is detailed below:

- B2036 Harvest Hill – Within the existing 30mph speed limit there is footway provision to the Cuckfield Road junction. This implies pedestrian activity which supports the need for the 30mph speed limit on that section. The documentation supplied does not demonstrate whether there will be continuation of footway south to the new roundabout or indicate the potential for vulnerable road user activity in that section of road, and indeed beyond to where they indicatively show the 30mph speed limit could be extended to.

There are no road traffic collisions recorded on that section in the last 5 years.

On this basis I would not support an extension of the 30mph speed limit and would suggest that if there is any need to reduce the speed limit from the current national speed limit, 40mph would be more appropriate.

- A272 – There are 3 serious and 4 slight injury RTCs recorded on that section in the last 5 years, though only one potentially appears to be directly attributable to speed. However a reduction of speed may play a positive part in reducing the likelihood or severity of any future collisions so I would have no issues with imposing a 50mph speed limit as indicated on figure 4.1.
- B2036 South Street Cuckfield – Figure 4.1 shows continuation of a 50mph speed limit from A272 up to the existing 30mph speed limit for Cuckfield village. Although there are no recorded road traffic collisions on this stretch there is strong evidence of vulnerable road users in the

vicinity, specifically accessing local amenities such as the cricket ground. If there is support from the local community I would be supportive of reducing the speed limit on that section of road to 30mph.

#### Personal Injury Collisions

No information has been provided on the accident history/records of the local highway network.

#### Travel Plan

A travel plan has been provided and sets a 5 year target of reducing single occupancy car travel by 5%. This figure is below the 10% figure included within the WSCC travel plan guidance for rural sites. One key measure that should be included is the provision of £150 travel plan vouchers for each dwelling.

#### Conclusion

At present an objection is raised to the application as insufficient information has been provided to assess the development proposals.

Additional Information is required to address the concerns raised above including:

- Word copy of designers responses inc Acceptance / Rejection of auditors recommendations
- Further information/design work on cycle route along A272 to Haywards Heath
- Information on cycle route on PRow 67CR
- Provision of cycle links to Burgess Hill along the B2036.
- Provision of cycle links to Cuckfield
- Interdependency with application ref DM/23/2867 and how signalised crossing would be provided (and consideration of northern terminus of a route as part of supporting app)
- Design of cycle gates in vicinity of signalised crossing
- Commentary/amendments to signalisation provision
- Further work to establish PT offering and phasing
- B2036 London Road / Ardingly Road Mini-Roundabout further consideration of cycle facilities and vehicle tracking for side roads.
- Full information to modelling undertaken /discounts applied / further agreement required on scope of modelling/additional scenario testing or monitoring program.
- Further work to progress potential speed limit changes
- Personal Injury Collision consideration

**Stephen Gee**  
**West Sussex County Council – Planning Services**