

To: Head of Planning (by Email)
Planning & Environmental Services Department
Lewes District Council, Southover House
Southover Road, Lewes, BN7 1AB
FAO: James Emery

To: Head of Planning (by email)
Mid Sussex District Council
FAO: Steven King
9th April 2026

Our ref: LW/25/0071/MAO &
DM/24/0871/MAO
Your ref: LW/25/0071/MAO

Location: Land East Of Lunce's Hill Haywards Heath East Sussex

Proposal: Erection of up to 130 dwellings, together with the change of use of an existing barn for a flexible community and/or commercial use, along with associated outdoor space and landscaping, drainage infrastructure, hard and soft landscaping, parking, access and associated works (all matters reserved except for access)

Applicant:

Road Name	B2112	Consultation Date	25 March 2025
National Grid Reference	533851 121715	Officer details	Teresa Ford 01273 482254 transportdevelopmentplanning@eastsussex.gov.uk

Recommendation:

No objection		Objection (as detailed) / Objection due to insufficient information	
No objection subject to the imposition of conditions	X	Sustainability/accessibility concerns raised for LPA consideration	

Executive Summary/Updated Comments 1/04/2026

These additional comments are issued in response to additional information/amended plans received from the Planning Officer on 18th January 2026 and further documents direct from the applicant on 14th January 2026, 27th February 2026 and 18th March 2026. These include:-

Updated Road safety Audit
Updated Road Safety Audit Designers Response
Revised Residential Travel Plan

Amended Plan Nos:-

C0105 revision P02 – visibility

C-0102 revision P07 - cross sections and forward visibility

These amendments follow extensive discussions between the applicant, this Highway Authority and highway colleagues at West Sussex County Council since April 2025.

The site lies cross border between East and West Sussex.

Whilst only West Sussex County Council (WSCC) have formally responded with updates since April 2025 East Sussex County Council (ESCC) have been involved with all meetings/discussions and amendments.

Most of the highway issues and accessibility movements would be towards/within West Sussex except for the access itself and southern visibility splay which fall within East Sussex. This Highway Authority is therefore commenting on those aspects with all other aspects covered by WSCC. The applicant has satisfactorily addressed all the highway issues within these amendments. The amendments now include:-

Visibility splays (vertical and horizontal) at the access point

Forward visibility splays (northbound) along Lunces Hill

Repositioning of 30mph to include access point with street lighting

Tracking plans at the access point

Acceptance of bus service contribution

Revised road safety audit for off site highway works and access point together with Designs Response and The Audit Decision Log has also been completed by all parties (including ESCC and WSCC).

The proposal is acceptable to this Highway Authority subject to recommended measures to be secured through the s106 agreement process and highway conditions which can be found at the end of this report.

Response

This application seeks Outline consent for the erection of up to 130 dwellings and change of use of existing building to flexible community use. A new vehicular access is proposed to utilise an existing field gate onto Lunces Hill (B2112) to serve the proposed development. The application is for OUTLINE purposes only with all matters reserved except for access which is to be dealt with at this stage.

Access/Visibility

It is proposed to provide a new vehicular access in the position of an existing field gate via a priority junction onto Lunces Hill (B2112). The access is shown to be 6m wide with 10m junction radii.

Tracking plans showing the swept path of a large refuse vehicle (11.997m) has been provided to demonstrate that this vehicle can enter and leave the site.

Visibility splays of 2.4m x 215m should be provided in accordance with DMRB where there a 60mph national speed limit is in force.

The 30mph has recently been extended (by WSCC) northwards to be just south of the proposed access point. As the visibility splay to the south falls outside East Sussex the splay to the south has been accepted by WSCC.

The applicant has carried out a speed surveys at points approximately 215m to north and south of the proposed access point. This revealed that the 85%ile speed for northbound vehicles was 49mph, thus in accordance with DMRB 160m should be provided. Whilst these speeds were untaken at the end of alluded splays, given the proposed extension to the 30mph to encompass the proposed access point speeds are likely to be even lower (in the future) at the access than that which warrants a 160m splay. Thus the visibility splays of 2.4m x 160 to the south (within East Sussex) as shown on the submitted plans is acceptable in this instance.

The RSA raised several Problems one of which relates to ESCC.

Problem 3.1 - Site Access Junction - Insufficient visibility may lead to pull-out type vehicle collisions.

Recommendation:- An adequate visibility splay should be provided with vegetation cleared within the splay envelope.

The applicant has addressed the issue as illustrated on plan Nos.C-0105 revision P02 & C-0102 revision P07. These show both the vertical and horizontal visibility splays and forward visibility along the B2112 (Lunces Hill) together with 2 trees to be grubbed out and highway bank made good/graded and are annotated on the drawings in accordance with ESCC's requirements with details to be agreed through the S278 Agreement.

The stagger distance within Design Manual for Roads and Bridges requires 50m distance between major access points. The proposed access position of 35m from the access road serving Spring Bank (a new development of 20 dwellings) opposite does not meet that recommended standard. However, given the number of dwellings that Spring Bank serves; limited number of right turn vehicles and; that the site access proposals include the access being within a 30mph speed limit with street lighting this distance is deemed acceptable at this location.

Thus a satisfactory Road Safety Audit has been carried out on the access (and other off site highway works).

Thus the access position and visibility is acceptable subject to detailed design through the S278 process.

Improvements to footways are shown to be provided to the north towards Haywards Heath town and extending into the site with the new footway links; together with a new signalised controlled crossing on Lunces Hill as shown illustratively on plan No.

The proposal also include the proposed extension to the 30mph which will likely require further street lighting along Lunces Hill encompassing the site to ensure safety/design issues are met. A Traffic Regulation Order (TRO) will be required for the extended 30mph speed limit will need to cover the recently extended 30mph which is not currently street lit. A TRO fee of £5400 is sought towards the administrative costs of processing the TRO.

Accessibility

A residential Travel Plan has been submitted and WSCC have commented on this aspect as most of the trips (car borne and non-car modes of transport) will be associated with a likely northbound movement towards Haywards Heath and local facilities.

The nearest bus stops are known as Fox & Hounds Stops which are approximately 180m to the north of the site access point, whilst some of the northeastern parts of the

of the site are likely to be around 600m most of the site would be within the 400m recommended walking distance of bus stops/services.

The bus stops are served by the commercial Metro bus routes 271 & 272. In combination, they currently provide combined hourly Monday to Saturday links to Haywards Heath, Burgess Hill and Brighton, with a 2 hourly daytime only service on Sundays.

Bus route 166 operated by Compass runs along Lunces Hill linking to Haywards Heath, Wivelsfield Green, Plumpton Green and Lewes (it has no evening or Sunday service). The Saturday service on route 166 was introduced in 2023 using the Government's Bus Service Improvement Plan funding.

Children of secondary school age residing on the site would be entitled to free school transport to the nearest appropriate school (Chailey School). It should be noted that school service 149 (which has to be funded by ESCC) has currently no spare capacity, so a separate service may be required at significant daily cost. Alternative secondary school provision is available at Cuckfield Warden Park School, which bus service 166 additionally serves on schooldays but the bus is again near to capacity. The nearest primary school is located at Wivelsfield Green, which is understood to be an unsafe walking route from the development site due to the lack of footways.

Bus service contribution of £1430 per dwelling ($£1430 \times 130 = £185,900$) is sought to maintain/improve existing and/or new services serving the site and surrounding area and/or towards school transport for children residing at the proposed development site.

It should be noted ESCC and WSCC will both be required to be party to the s106 Agreement and s278 Agreement. ESCC would expect WSCC to take the lead on the Agreements here.

Mitigation Measures to be secured through S106 Agreement within WSCC and/or ESCC

- Provision of new access from Lunces Hill (B2112) and new road markings etc as indicated on plan Nos. Nos.C-0105 revision P02 & C-0102 revision P07.
- Bus service contribution of £1430 per dwelling ($£1430 \times 130 = £185,900$) is sought to maintain and/or improving existing and/or new services serving the site and surrounding area and/or towards school transport for children residing at the proposed development site.
- Travel Plan
- Travel Plan Audit Fee £6,000
- Traffic Regulation Order (TRO) Fee of £5400 for the administration works of progressing a TRO for the extension of the 30mph to be extended southwards to encompass the site access point on Lunces Hill.
- New footway improvements along Lunces Hill to the north of the site together with a new signalised crossing on Lunces Hill.
- A vision led monitoring strategy document.

Conditions

1. No development shall be occupied until the vehicular access serving the development has been constructed in accordance with the approved drawing Nos. Nos.C-0105 revision P02 & C-0102 revision P07.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

2. The development shall not be occupied until a visibility splay of 2.4m x 160m to the south is provided and maintained thereafter. The splay must also be cleared of all obstructions between 600mm and 2.1m in height and kept clear thereafter.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.

3. The development shall not be occupied until the parking areas have been provided in accordance with details to be submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the area[s] shall thereafter be retained for that use

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

4. The proposed parking spaces shall measure at least 2.5m by 5m (add an extra 50cm where spaces abut walls or fences). Disabled spaces shall measure at least 3.6m X 5m

Reason: To provide adequate space for the parking of vehicles and to ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

5. The development shall not be occupied until cycle storage has been provided in accordance with details to be submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the area[s] shall thereafter be retained for that use.

Reason: In order that the development site is accessible by non- car modes and to meet the objectives of sustainable development

6. No development shall take place, including any ground works or works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to in full throughout the entire construction period. The Plan shall provide details as appropriate but not be restricted to the following matters:

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access, egress, turning and routeing of vehicles
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision and utilisation of wheel washing facilities and other works required to mitigate the impact of construction on the public highway (including the provision of temporary Traffic Regulation Orders),
- temporary diversion or protection of public rights of way
- arrangement of holding areas for construction vehicles
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

7. The new estate road[s] shall be designed and constructed to a standard approved by the Planning Authority in accordance with Highway Authority's

standards (ESCC and WSCC) with a view to their subsequent adoption as a publicly maintained highway.

Reason: In the interest of highway safety and for this benefit and convenience of the public at large

8. The development shall not commence until revised plans and details incorporating the recommendations given in the Stage 1 Road Safety Audit and accepted in the Designers Response have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason: In the interests of road safety

Informatives

This Authority's requirements associated with this development proposal will need to be secured through a Section 278 Legal Agreement between the applicant East Sussex County Council and West Sussex County Council. The applicant is requested to contact the Transport Development Planning Team transportdevelopmentplanning@eastsussex.gov.uk to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

The applicant is advised of the requirement to enter into discussions with and obtain the necessary licenses from the Highway Authority to cover any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works may include, the placing of skips or other materials within the highway, the temporary closure of on-street parking bays, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, the provision of cranes over-sailing the highway. The applicant should contact East Sussex Highways (0345 6080193)

The applicant is advised that the erection of temporary directional signage should be agreed with East Sussex Highways (0345 6080193) and/or West Sussex Highways prior to any signage being installed.

On behalf of the Highway Authority
For Director of Communities, Economy and Transport (sent by email)

<<<END OF REPORT TJF 09/04/2026>>>

Previous comments dated 15 April 2025

Holding Response

I refer to the above application which is for a major development where a Transport Assessment has been submitted and which requires time to check and verify. Other departments within Highways have also been consulted and their views will need to be received to enable the Highway authority to provide a complete response to your consultation received on 25th March 2025. Please accept this as a holding response. It is estimated that a response will be made in the next 2-4 weeks.