

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

<b>TO:</b>	Mid Sussex District Council FAO: Joanne Fisher
<b>FROM:</b>	WSSC – Highways Authority
<b>DATE:</b>	12 <sup>th</sup> June 2025
<b>LOCATION:</b>	Land At Foxhole Farm Foxhole Lane Bolney West Sussex
<b>SUBJECT:</b>	DM/25/1129 Outline application (appearance, landscaping, layout and scale reserved), for the erection of up to 200 residential dwellings, including affordable housing; a community building (use class F1) encompassing land for education provision, together with associated access, ancillary parking and landscaping; the creation of a vehicular access point from the A272 Cowfold Road, and pedestrian and cycle only access to The Street; and creation of a network of roads, footways, and cycleways through the site; together with the provision of countryside open space, children's play areas, community orchard, and allotments; sustainable drainage systems and landscape buffers.
<b>DATE OF SITE VISIT:</b>	11 <sup>th</sup> June 2025
<b>RECOMMENDATION:</b>	More Information

### Background

WSSC in its role of Local Highway Authority (LHA) has been consulted on the proposals for highway safety, capacity and access.

The proposals are for Outline consent for 200 dwellings. The site has a draft allocation for 200 dwellings in the Mid Sussex Regulation 19 District Plan. The site is located in the village of Bolney, within the boundary of Mid Sussex, c.7km to the east of the town of Haywards Heath, c.6.5km northwest of Burgess Hill and c.13km south of Crawley (distances measured at the crow flies from the centre of the site). The site lies directly in between The Street and Foxhole Lane and to the west of the A23, which runs between Crawley and Brighton.

The proposals will be accessed for vehicles from the A272 (Cowfold Road) which in this location is subject to a 40-mph speed limit. The site will have a pedestrian access point onto Foxhole Lane and two pedestrian accesses onto The Street although the detail of the pedestrian access points is a matter for a later reserved matters application. In addition, the applicant proposes a suite of off-site highway works to improve connectivity along The Street.

The LHA has previously undertaken pre-application discussions with the applicant in 2021 with the applicant's Transport Consultant this involved the access strategy and

consultation for up to 100 homes at the site. The accompanying Transport Assessment (TA) dated 28<sup>th</sup> April 2025 incorporates comments and advice from the initial pre-app. The LHA undertook a site inspection on the 11<sup>th</sup> June 2025 between 5/6 pm.

### **Access and Visibility**

The application will result in a new 5.5m wide access with right turn facility provided directly from Cowfold Road. The access will have 6m radii allowing large vehicles to be able to manoeuvre in and out of the access easily. A separate 2m wide footway will be provided into the site providing safe access for pedestrians. The works for the access would be subject to a Section 278 Agreement with the LHA's Highway Agreements Team. A speed survey has been undertaken in November 2023 with 8<sup>th</sup> percentile speeds of:

- 38.9 mph eastbound
- 40.6 mph westbound

The TA has demonstrated (drawing ITB16634-GA-017) that visibility splays of 2.4 metres x 120 metres to the west and splays of 2.4 by 105 metres, these would be in line with the posted speed limit (40 mph) and standards within Design Manual for Roads and Bridges (DMRB). The LHA has reviewed the most recently available accident data for this stretch of Cowfold Road and there have not been any recorded road traffic collisions within the immediate vicinity of the proposed point of access.

The proposed RED high friction surface proposed is noted, we would recommend that BUFF colouring is employed as it has a more sustained visual impact. However, the proposed red surfacing is accepted where used as eyebrows to highlight terminal/roundel locations.

A separate crossing point along Cowfold Road is proposed east of the propose point of access. Tactile paving will be provided to allow crossing to the footways on the southern side of Cowfold Road. There will be the relocation of the signalised crossing 25m to the west of its current position to facilitate the introduction of the ghost island right turn lane.

In terms of servicing delivery, refuse and deliveries will take place from on-site and an internal turning area will be provided to allow access and egress the site in a forward gear.

In terms of the new access, we would not foresee any specific issue with its proximity to Foxhole Lane/Bolney Chapel Road crossroad or the proposed location of the signals. The operational performance of the junction is commented on later in this response.

### **Contribution towards Highway Improvements**

The Road Safety Group (RSG) are currently in the early stages of a route study investigation along the A272 from Buckbarn to Bolney which would include the Foxhole Lane junction. As part of the route study, Foxhole Lane and Bolney Chapel Road junctions will likely receive treatment to ensure consistency across all junctions along the route. Improvements may include a reduced speed limit (30mph) through the more developed section, review of signage and lining, possible surface treatment and we will be evaluating the iRAP countermeasures to reduce risk. Given the application site will be in close proximity to these works, the LHA would request a contribution from the applicant for these works. The exact figure can be discussed in due course.

### **Stage 1 Road Safety Audit (RSA)**

The TA states that an RSA has been undertaken and signed off by the LHA on the access strategy. As outlined above the LHA has held discussions with the applicant on the access strategy. However, within the TA there is no evidence of the RSA undertaken and confirmation that it is the access as proposed within this TA. This will need to be provided for clarity.

### **Technical Review of Right Turn Lane (Design Audit)**

A Design Audit (in line with CD123 parameters) should be prepared outlining the proposed access arrangements and right turn lane. This will be reviewed by the LHA's Highway Design Project Manager.

### **Off Site Highway Improvements**

The LHA has considered the mitigation measures put forward within Section 6A of the TA and has some additional recommendations of localised improvement.

**Option 1**-is illustrated on Drawing ITB16634-GA-007. The improvement includes the addition of two uncontrolled pedestrian crossings in the form of kerbed builds outs with a one-way shuttle working arrangement, acting as a traffic calming feature

**Option 2**-is shown on drawing ITB16634-GA-008 and includes the two pedestrian crossings identified in Option 1 along with a more comprehensive scheme of improvements to the central section of The Street, comprising: • Carriageway widening to accommodate on-street parking. • Kerbed build-out and additional uncontrolled crossing with dropped kerbs and tactile paving. • Relocation of the existing disabled parking bay.

The LHA would have a preference to Option 2 with some further consideration from the applicant on the following points along The Street:

- The Street, northern build out and tactile paving–this provides a means of providing tactile paving for people to cross The Street and access the virtual footway. It could be further improved by extending the actual footway to the build out rather than having a virtual footway in this location. See image below:



- Dropped kerb/tactile paving at the junction of the Street/Paynesfield should be provided. This is to ensure accessible access to the bus stop on the northern side of the junction and the village hall.
- Consider the need for bus stop improvements with Real Time Information on the nearby bus stops/shelters on The Street.

### **Trip Generation/ Distribution / Assignment**

The TRICS database has been utilised to establish that the residential element of the development is predicted to generate 124 AM peak two-way vehicle trips and 126 PM peak two-way vehicle trips.

### **Junction Modelling**

The applicant has tested the capacity of the following junctions via Junctions 11 software:

- Site Access
- A272 Cowfold Lane/The Street
- A272 Cowfold Lane/London Road
- A272 Cowfold Lane/Foxhole Lane
- A272 Bolney Road/ A281
- A281/A272 Station Road
- London Road/A23 Slip Roads
- A272 Cowfold Road/Bolney Road/A23 Slip roads

The information within the TA demonstrates that all junctions in the study area are forecast to operate within capacity in the '2030 Base' scenario and continue to do so in the '2030 Base + Development' scenario, with the exception of the London Road right turn with the A272 but the additional traffic is not considered 'severe' in line with paragraph 116 of the National Planning Policy Framework. The applicant should note that there is a committed development scheme (DM/18/5114) under the 'Northen Arc' development for the signalisation of this junction to mitigate development impacts.

### **Parking**

As the proposals are outline (except for access) no formal parking or layout has been provided at this stage, however the following would be advised for any Reserved Matters (RM) submission:

- Internal plans supported by Swept Path Analysis (SPA).
- A RM application should include SPA diagrams for the internal access roads and turning areas. This should include a refuse vehicle and fire tender.
- Confirmation if the internal roads will be offered for adoption under a Section 38 Agreement.
- Internal layouts should be designed in accordance with Manual for Streets (MfS) parameters with a mix of shared surface and footways. Minimum dimensions of footways should be 1.8 metres.
- Forward visibility splays should be shown at internal junctions and these areas are to be free of any obstruction. The splays shown should be in accordance with the likely design speed of up to 15/20 mph respectively.
- Drainage of the site should be considered. Is the drainage part of a S104 agreement or will surface water be discharged into swales within the site?
- For applications within Mid Sussex any parking provision should be provided in line with the LHA's parking standards (September) 2020.

### **Accessibility**

The site is located within close proximity of bus stops serving the hourly service no 2 and 89 services which link to Burgess Hill and Horsham. Service 273 located from London Road to the east which provides onward connections to destinations such as Crawley and Brighton. Crawley and Brighton both have rail connections which links to Southampton, London Gatwick and London Victoria.

The TA identifies the potential for walking and cycling opportunities. Paragraph 2.22 of DfT document LTN 01/20 Cycle Infrastructure Design considers that two out of every three personal trips are less than 5 miles (or 8km) in length which is achievable for most people. Within Section 5 of the TA there are areas of employment, retail, health and leisure within achievable walking or cycling distance.

Links through the development to the PROW network would be a key consideration in any RM application as the majority of trips by sustainable modes would be southbound to the school and village centre.

### **Vision Led Approach to the TA**

In line with paragraphs 115 and 118 of the National Planning Policy Framework (NPPF) a vision-led transport planning seeks to set out a preferred future in terms of how people will travel and cater for that vision, promoting active and sustainable travel. It seeks to move away from a Predict & Provide approach. Where future travel forecasts are predicated on historical travel data and the assumption that future travel habits will mirror those in the past. The Vision-led approach also incorporates more rigorous monitoring, and potentially additional mitigation, should the monitoring show that forecasts do not

materialise as envisaged at application stage. The LHA requires that Transport Assessment and Statements are taking a vision led approach, as is now required by the NPPF.

The LHA would therefore request some additional clarity from the applicant on the following matters:

- The applicant should demonstrate how the vision led approach has been adopted through the TA.
- Explicit vision and specific targets in the Travel Plan should be provided. It is noted that the standard target of 10% reduction in vehicle trips has been set within the Travel Plan. However, no vision is included and clarification should be provided as to whether additional targets are to be set.
- How will any additional mitigation be provided, if the target and vision isn't met? What form will this additional mitigation take?

### **Travel Plan**

Notwithstanding the points above, the submitted travel plan is noted. The applicant should note that WSCC apply an auditing fee to all new travel plans. The travel plan and associated auditing fee would be secured via a s106 agreement. The Travel Plan auditing fees reflect the amount of local authority officer time required to evaluate the initial plan, assess the monitoring data and participate in on-going review and agreement to any amended plans in the future, including post planning once the development is built out and occupied. The costs have been benchmarked against fees charged by other Local Authorities and are considered to be proportionate and reflective of the costs incurred.

### **Conclusion**

The LHA has considered the information within the TA and would request the following areas of information:

- Stage 1 RSA on the access
- Design Audit on the Right Turn Lane
- Consideration of a financial contribution to the road safety scheme
- TA updated to a Vision Led Approach
- Further consideration to the improvements on The Street (as outlined above)

**Jamie Brown**  
**West Sussex County Council – Planning Services**