

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Joseph Swift
FROM:	Stephen Gee WSCC – Highways Authority
DATE:	5 June 2025
LOCATION:	Burgess Hill Northern Arc, Land N And NW Of Burgess Hill, Between Bedelands Nature Reserve In The East And, Goddard's Green Waste Water Treatment Works In The West
SUBJECT:	DM/25/1128 Second phase of the Western Bridge and Link Road, comprising the construction of a two-lane single carriageway road, with 3m shared surface (cyclist/pedestrian) on the west side of the highway, and a segregated 5m cycleway/footway on the east side. Connecting to the first phase of WBLR at the roundabout junction on the A2300. Provision of Western Bridge, spanning 71m, carrying the highway and cycleway/footway over the River Adur and floodplain, connecting with future phases at the eastern extent. Includes provision of access to future residential areas, signalised crossing points, earthworks, surface water and foul drainage infrastructure, utilities corridors, lighting and landscaping.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection

The application is for the provision of the second phase of the Western Bridge Link Road serving the Brookleigh development (DM/18/5114). The road would connect into the existing A2300 junction to the south and into the proposed central section currently being considered under planning ref DM/25/0446 at its northern extent. Pre application discussions and meetings have taken place with the applicants.

The development consists of:

- A connection to the northern arm of the new roundabout on the A2300;
- A 6.5m wide single carriageway new highway link between the A2300 and the end of the bridge over the River Adur;
- Three side road connections to the future development area;
- Shared access surface for non-motorised users with connection to a Green Super Highway;
- Surface water and foul water drainage infrastructure;
- Street lighting; and
- Landscaping.

Accesses

Three accesses are proposed, two are provided via a crossroads arrangement with a supporting raised table and priority crossings across the side roads. The western one

would serve the public open space and allotments so traffic volumes would be light and limited vehicular crossing movements would occur. Another raised table is provided with the third access and again a priority crossing is to be provided.

Vehicle tracking has been provided direct as part of pre application discussion, the tracking does indicate that large vans and refuse vehicles would over run the centre line when entering and exiting the development parcel accesses however this is balanced against the tighter kerb radii helping to reduce speeds and provide pedestrian and cyclist priority.

Pedestrian and Cycle connections

As indicated above pedestrian crossings are provided at the raised tables along the carriageway.

A Segregated cycleway/footway is provided on the eastern side of the carriageway with a minimum width of 5m (3m cycle way and 2m footway)

A 3m shared use facility is provided on the western side of the carriageway (increasing to 3.7m over the bridge)

A toucan crossing is to be provided at the southern extent of the scheme, previously this had been identified as an Pegasus crossing but has been changed to a Toucan due to the lack of bridleway connections (equestrians would be able to utilise the future green circle route that passes under the bridge).

All other route connections for pedestrian, cyclists and equestrians in the area would be provided by the future development parcels.

Public Transport

A pair of bus stops and shelters are to be provided along the spine road, no details other than the overhead layout have been provided, it is recommended that a condition is included to detail and agree the provision of the shelter, seating and real time information provision at the stops.

Road Safety Audit

A stage 1 Road Safety Audit has been undertaken and the designers response has been provided within the application documents.

Departures from Standards relating horizontal curvature, road restraint systems, forward visibility and junction visibility have all been considered by WSCC and accepted.

Construction Management Plan

The provision of a construction management plan is secured via the outline application.

Conclusion

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

Condition

To provide and agree details of the bus stop infrastructure including shelters, seating and real time information.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

INFORMATIVES

Structures Check

The applicant is advised that the proposed structures will be required to be subject to the Technical Approval process as specified within BD 2/12 of the Design Manual for Roads and Bridges. The applicant should contact the WSCC Structures team to commence this process. The applicant should note that the failure to obtain TA may prevent the future adoption of the structure as public highway or incur additional works to bring the works up to a suitable standard.

Provision of Adoptable Highway

The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the proposed adoptable on-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that any works commenced prior to the S38 agreement being in place are undertaken at their own risk.

Stephen Gee
West Sussex County Council – Planning Services