

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Joseph Swift
FROM:	Stephen Gee WSCC – Highways Authority
DATE:	2 June 2026
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/25/0446 The construction of a single carriageway link road from the tie-in with the proposed Western Bridge and Link Road (WBLR), through to the proposed tie-in with Eastern Bridge and Link Road (EBLR) including tie-ins to the existing B2036 Cuckfield Road. The primary east-west route will typically comprise of a new 6.5m carriageway with one 3m shared footway/cycleway and one 2m wide footway and two 2.75m verges. While the 6.5m wide carriageway will be consistent throughout, some sections of the primary east-west route will diverge from this typical arrangement to complement area specific requirements. The northern link to the B2036 Cuckfield Road from the proposed east-west road will consist of a new 6.5m wide carriageway and single 2m footway. The southern link to the B2036 Cuckfield Road from the proposed east-west road will consist of a new 6.5m wide carriageway and a short extension of the Green Super Highway extending to the driveway entrance servicing the existing Oak Barn Bar & Restaurant carpark. The western end of the east-west road corridor and the southern link to the B2036 Cuckfield Road will both facilitate connections to the Green Superhighway. All will be constructed to an adoptable standard, together with associated crossing points, earthworks and vegetation removal, surface water and foul drainage infrastructure, utilities corridors and diversions, road lighting, soft landscaping, including tree-planting and temporary fencing, on-street parking and provision of in-line bus stops for bus services.
DATE OF SITE VISIT:	Multiple visits to wider development. Site walkover undertaken.

RECOMMENDATION:	No Objection
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Background

The proposals form part of the wider Northern Arc / Brookleigh mixed use development consisting of 3,500 dwellings, three local centres, two primary schools and a secondary school.

The proposals for a new link between the A273 Jane Murray Way and Maple Drive (intersecting with the A2300, B2036 Cuckfield Road and A273 Isaac's Lane) were included within the outline planning application ref DM/18/5114.

The western connections to the proposals are currently being considered under planning application DM/25/1128

The eastern connection to the proposals at Issacs Lane have been substantially completed with a signalised junction provided via planning ref DM/19/3313

The application has been informed by pre application discussions, workshops and site visits.

Application.

The following design parameters have been utilised in developing the proposals for a single carriageway link road and its tie ins with the WBLR, EBLR and Cuckfield Road.

Junctions

All intersections with tertiary roads along the avenue should be priority junctions with priority given to cyclists and pedestrians on the avenue

Pedestrians

The minimum provision along the route is a 2m footway on one side of the carriageway and a 3m shared use facility on the other. Pedestrian crossing points are provided along the road in the proximity of junctions, bus stops and key facilities. Many of the crossing opportunities are provided on raised tables. Copenhagen Crossings are provided across all the accesses to future parcels.

Cycle

A minimum provision of a 3m shared use facility is provided along the route and where there the Green Super Highway is provided alongside this would increase to 4.5m. Cycle priority is provided across all junctions with the provision of Copenhagen crossing.

Public Transport

The central section will be a key public transport corridor serving the wider proposals, A minimum of a 6.5m carriageway is provided to allow two buses to pass and a total of 6 bus stops are proposed along the route to serve key destinations and future residential parcels. The bus stops will be provided with bus cage marking and include flag poles and shelters. The final design is suggested to

be secured via condition which is an acceptable approach. It is recommended that the provision also includes Real Time Passenger Information displays.

Specific areas of the design to note are:

The central section would take priority at the junctions with Cuckfield Road with priority junctions with right hand turn lanes provided.

Revised access to The Squires and Alternative Provision College via a spur road connecting into Cuckfield Road just north of its junction with the Central Section

Pedestrian and Cyclist priority is provided across the tertiary side roads in accordance with LTN1/20.

Visibility splays are provided in accordance with Manual for Streets requirements.

Speed Limits

Several speed limit changes were proposed within the outline application including:

The 40mph section on the B2036 Cuckfield Road (north and south of the Northern Arc avenue) is proposed to change to 30mph; and

The application proposes a 20mph speed limit between Issacs Lane and the western end of the central neighbourhood centre rising to 30mph to the west to meet the A2300.

A 40mph speed limit is proposed to the northern extent of the scheme, the Road Safety Audit and Designers Response agreed action includes the requirement to monitor the speeds and implement further measures if necessary.

Parking

A total of 24 parking spaces are proposed along the central section and would provide supporting parking for future land uses alongside the central section including the central neighbourhood centre, primary school and parkland.

Vehicle Tracking

Tracking along the central section has been provided and shows that two HGVs or buses can pass each other at all times along the route.

Tracking has also been provided for refuse vehicles at the junctions and indicate at that a reuse vehicle would need to cross the centre line of the secondary road to complete the manoeuvre. Given the limited occurrence of the movement and the benefit of reduced kerb radii to pedestrians and cyclists the impact of the movement is acceptable.

Vehicle tracking has also been provided for a max length legal artic at the junctions with Cuckfield Road. The tracking does show considerable over run of the adjoining lane and ghost right hand turn lane on the central section. However, it is anticipated that the number of vehicles undertaking the movements would be low, any vehicles approaching from the east would have the opportunity to

continue on Issacs Lane to reach Burgess Hill and those heading northbound would have the option to utilise the central section if travelling from the west or would be limited in number if travelling from central Burgess Hill.

Road Safety Audit

A stage 1 Road safety audit has been undertaken and a designers response produced. The majority of auditors recommendations have been agreed with, and an exception report produced for those the designer and WSCC as the overseeing organisation do not agree with. These items generally focused on the provision of crossroads, visibility splays in the vicinity of bus stops, level difference between the shared use provisions and building plots and the vehicle tracking identified above.

It is considered that the design approach taken of utilising crossroads would support movements by pedestrians and cyclists, with limited numbers of vehicles crossing between the side roads leading to residential parcels. Impacts on the visibility splays from buses would be limited in time frame and levels differences would be resolved as the future phases are developed.

Traffic Calming along Cuckfield Road, North of Central Section.

Vehicle tracking has been provided for a max length artic and shows that it can navigate the proposed buildouts.

Stakeholder consultation has taken place to inform the provision of the traffic calming and meetings have taken place with businesses effected by the proposals to inform their access requirements.

Junction Modelling

The application has provided junction modelling to assess the suitability of the junctions along the central section. The impact of the wider proposals has been considered as part of the outline application and as such are not revisited. The modelling utilises the same trip generation and distribution parameters as the outline application assessment and is acceptable.

The modelling provided indicates that all of the priority junctions along the central section would operate within capacity and with very limited queueing.

The signalised junction at the eastern end of the scheme at Issacs Lane has been tested as part of the outline applications and would operate within capacity in a future year scenario.

Construction Management

An outline construction management plan has been provided and indicates the proposed routes that would be utilised including the A23, A2300 and Issacs Lane. Further details are secured via requirements of the outline application.

Street lighting

A street lighting design has been provided and will be checked as part of the highway's agreement process.

Conclusion

No objection is raised to the application subject to the following conditions

- Design of the Bus Stops
- Speed Monitoring on 40mph section of Cuckfield Road and scheme of additional measures should they be required.

Stephen Gee

West Sussex County Council – Planning Services

