



Land at North Colwell Farm, Lewes Road, Haywards Heath Transport Assessment

Client: Miller Homes

i-Transport Ref: MG/BC/AT/AH/ITL19597-001A R

Date: 09 January 2025

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Quality Management

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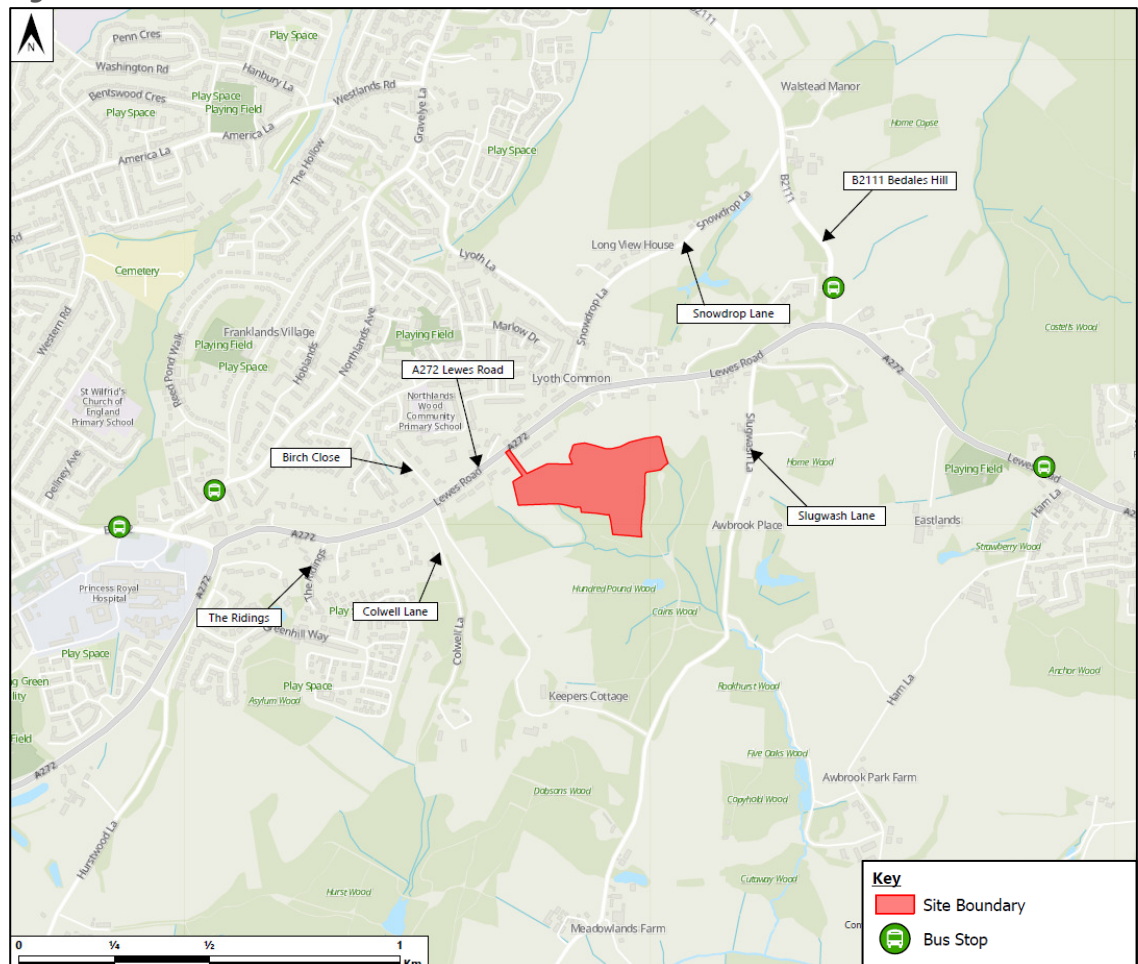
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SECTION 1 Introduction

1.1 Background

- 1.1.1 Miller Homes has appointed i-Transport LLP to provide highways and transport advice in relation to a proposed residential development on Land at North Colwell Farm, Lewes Road, Haywards Heath. The development comprises up to 80 new homes.
- 1.1.2 The site is located to the south of the Lewes Road (A272), approximately 2.5km to the south east of Haywards Heath town centre. The site is bound to the north by existing residential dwellings, and agricultural land and woodland surrounds the rest of the site. The site location is illustrated on **Figure 1.1**.

Figure 1.1: Site Location



- 1.1.3 The local planning authority is Mid Sussex District Council (MSDC), whilst the local highway authority is West Sussex County Council (WSCC).

1.2 Scoping

1.2.1 This Transport Assessment has been prepared to consider the transport impacts that may arise from the proposed development, and to consider it against the relevant transport planning policy considerations. The assessment has been produced in accordance with guidance contained in the National Planning Practice Guidance and, where necessary, other local and national transport planning guidance.

1.2.2 Pre application discussions have taken place with the local highway authority, WSCC. In summary, WSCC's position at pre-application stage is as follows:

- WSCC are supportive of the proposals including site access (subject to a Stage 1 Road Safety Audit, included within this Transport Assessment).
- WSCC confirmed that the site falls within Parking Behaviour Zone 3 for parking standards.
- The site being in a sustainable location close to local facilities with a good network of paths and footways for pedestrians to access a range of amenities within a reasonable walk distance.
- There is a good provision of bus services in the general area. The nearest bus stop has a good provision of real information, seating and shelter.
- The trip impact/scope of capacity assessments and parameters for the Transport Assessment were agreed.
- Following advice from WSCC highways, traffic from the following two strategic developments have been included in the traffic impact assessments:
 - Scamps Hill (DM/15/4457) for 200 new homes.
 - Hurst Farm (DM/22/2272) for 375 new homes and a two-form entry primary school.

1.2.3 Additional options were explored and shared with WSCC Highways for their view during the pre-application, including a potential section of footway on the southern side of Lewes Road towards Public Right of Way Footpath 29CU and a potential signal pedestrian crossing across Lewes Road at the site access. Both options were deemed not technically feasible or necessary for the development. An uncontrolled pedestrian crossing to the existing footway on the northern side of Lewes Road towards Footpath 29CU has been included in the site access design, this has gone through a Stage 1 Road Safety Audit, included within this Transport Assessment.

1.2.4 A Framework Travel Plan has also been prepared (*report ref: ITB19597-006*). The primary purpose of the Travel Plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport to reduce the demand for travel by less sustainable modes.

1.3 **Report Structure**

1.3.1 The remainder of this Transport Assessment is structured as follows:

- Section 2 – Policy Context;
- Section 3 – Proposed Development;
- Section 4 - Existing Highway Network Conditions;
- Section 5 – Proposed Site Access Arrangements;
- Section 6 – Opportunities to Promote Sustainable Transport Modes;
- Section 7 – Transport Impact; and
- Section 8 – Summary and Conclusions.

SECTION 2 Policy Context

2.1 Introduction

2.1.1 This section provides an evaluation of the national, and local transport policy and guidance against which this proposal is to be assessed. The following documents have been reviewed:

National

- National Planning Policy Framework (December 2024);

Local

- Adopted Mid-Sussex District Plan 2014-2031 (March 2018);
- Submission Draft Mid Sussex District Plan 2021 – 2039 (Regulation 19 – December 2023)
- West Sussex Transport Plan (April 2022);
- West Sussex Active Travel Strategy (2024 to 2036); and
- West Sussex County Council: Guidance on Parking at New Developments (September 2020)

2.2 National

National Planning Policy Framework (December 2024)

2.2.1 The National Planning Policy Framework (NPPF) sets out the Government’s planning policies for England and how these are expected to be applied.

2.2.2 Promoting sustainable transport is covered in Section 9 of the NPPF (paragraphs 109 – 118). Paragraphs 115 – 118 consider development proposals.

2.2.3 Paragraph 115 states that:

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

2.2.4 Paragraph 116 states that:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

2.2.5 Paragraph 117 states that:

Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.2.6 Paragraph 118 states that:

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

2.3 Local

Adopted Mid-Sussex District Plan 2014-2031 (March 2018)

2.3.1 MSDC adopted its District Plan 2014 - 2031 on 28th March 2018.

2.3.2 One of the strategic objectives identified in the current District Plan is to ensure that development is accompanied by the necessary infrastructure in the right place at the right time that supports development and sustainable communities.

2.3.3 Policy DP21 is in relation to Transport.

Policy DP21: Transport

2.3.4 Decisions on development proposals will take into account of whether;

- *The scheme is sustainably located to minimise the need for travel;*
- *Appropriate opportunities to facilitate and promote the increased use of alternative means of transport to the private car, such as the provision of, and access to, safe and convenient routes for walking, cycling and public transport, including suitable facilities for secure and safe cycle parking, have been fully explored and taken up;*
- *The scheme provides adequate car parking for the proposed development taking into account the accessibility of the development, the type, mix and use of the development and the availability and opportunities for public transport; and with the relevant Neighbourhood Plan where applicable;*
- *Development which generates significant amounts of movement is supported by a Transport Assessment/ Statement and a Travel Plan that is effective and demonstrably deliverable including setting out how schemes will be funded;*
- *The scheme provides appropriate mitigation to support new development on the local and strategic road network, including the transport network outside of the district, secured where necessary through appropriate legal agreements;*
- *The scheme avoids severe additional traffic congestion, individually or cumulatively, taking account of any proposed mitigation; • The scheme protects the safety of road users and pedestrians; and*
- *Where practical and viable, developments should be located and designed to incorporate facilities for charging plug-in and other ultra-low emission vehicles.*

Policy DP22: Rights of Way and other Recreational Routes

2.3.5 This policy is in reference to Strategic Objective 15 which aims to create places that encourage a healthy and enjoyable lifestyle by the provision of first class cultural and sporting facilities, informal leisure space and the opportunity to walk, cycle or ride to common destinations.

2.3.6 Access to the countryside will be encouraged by:

- *Ensuring that (where appropriate) development provides safe and convenient links to rights of way and other recreational routes;*
- *Supporting the provision of additional routes within and between settlements that contribute to providing a joined up network of routes where possible;*
- *Where appropriate, encouraging making new or existing rights of way multi-functional to allow for benefits for a range of users. (Note: 'multi-functional will generally mean able to be used by walkers, cyclists and horse-riders).*

Submission Draft Mid Sussex District Plan 2021 – 2039 (Regulation 19 – December 2023)

2.3.7 The Regulation 19 submission draft District Plan 2021 – 2039 contains an updated vision, strategy, site allocations and policies and will supersede the 2018 District Plan upon its adoption.

2.3.8 This District Plan includes the following four policies on Transport related to the proposed development:

- DPT1: Placemaking and Connectivity. Development must provide appropriate infrastructure to support the vision and objectives of the West Sussex Transport Plan 2022-2036 and meet the requirements of the NPPF.
- DPT2: Rights of Way and Other Recreational Routes. Development must provide appropriate infrastructure to support the vision and objectives of the West Sussex Transport Plan 2022-2036 and meet the requirements of the NPPF.
- DPT3: Active and Sustainable Travel. Development will be required to help remove barriers to active and sustainable travel and create a healthy environment in which people choose to walk, wheel and use sustainable transport.
- DPT4: Parking and Electric Vehicle Charging Infrastructure.

West Sussex County Council Documents

2.3.9 A summary of relevant aspects of the following documents are provided at **Appendix A**:

- West Sussex Transport Plan (April 2022);
- West Sussex Active Travel Strategy (2024-2036); and
- West Sussex County Council: Guidance on Parking at New Developments (September 2020).

SECTION 3 Proposed Development

- 3.1.1 An outline planning application (with means of access being determined at outline stage) is being submitted.
- 3.1.2 The proposals are for up to 80 new homes along with supporting infrastructure including public open space, play areas, informal kickabout area, strategic landscaping and sustainable drainage.
- 3.1.3 The following plans are provided at **Appendix B**:
- Site location / red line plan;
 - Parameter plan; and
 - Illustrative masterplan.
- 3.1.4 An extract from the illustrative masterplan is provided at **Image 3.1**.

Image 3.1 Extract from Illustrative Masterplan



Source: The Core Design & Consultancy drawing number 02.38(01)02.

- 3.1.5 Access to the site is proposed via an all-purpose access from the A272 Lewes Road. Further details on the site access arrangements are provided in Section 5 of this Transport Assessment.

SECTION 4 Existing Highway Network Conditions

4.1.1 This section of the Transport Assessment provides a review of the site location and the existing highway network conditions in the vicinity of the site.

4.2 Site Location

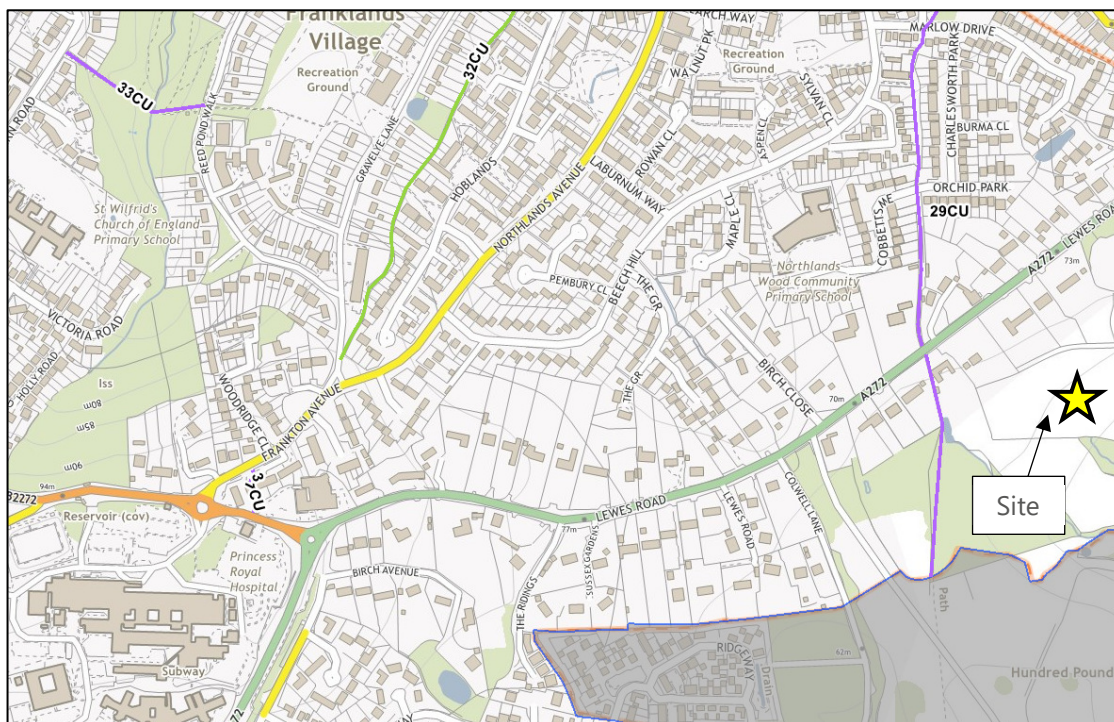
4.2.1 The site is located to the south of the Lewes Road (A272), approximately 2.5km to the southeast of Haywards Heath town centre. The site is bound to the north by existing residential dwellings, and agricultural land and woodland surrounds the rest of the site. The site location is illustrated on **Figure 1.1**.

4.3 Public Rights of Way

4.3.1 Public Rights of Way (PRoW) are shown on **Image 4.1**. Footpath 29CU routes in a north/south direction to the west of the site. It intersects Lewes Road A272. It continues northbound from Lewes Road to Orchid Park and further north connecting with Lyoth Lane. Other PRoW close to the site include:

- 31CU – A short section of public footpath which connects Franklynn Road to Frankton Avenue. This can be used as a short-cut for those using the bus stops on Frankton Avenue.
- 32CU – A bridleway which starts at Graveley Lane (north of junction with Franklands Avenue/Northlands Avenue) north eastwards to the junction of Northlands Avenue/Lyoth Lane.
- 33CU – A public footpath through Haywards Heath Cemetery and Gardens from Reed Pond Walk to Eastern Road.

Image 4.1: Public Rights of Way



Source: West Sussex County Council online Public Rights of Way Map.

4.4 Local Highway Network

A272 Lewes Road

- 4.4.1 The A272 Lewes Road is a single carriageway, two-way road running in a general east to west direction – it provides access to Haywards Heath town centre / the A23 to the west and North Chailey / the A22 / A26 to the east. At its western end it meets Rocky Lane and the B2272 at The Birch Hotel Roundabout. Each approach arm of the roundabout includes a flared two-lane approach.
- 4.4.2 Within vicinity of the site, Lewes Road includes a footway on the northern side of the carriageway between the junctions with Birch Close and Snowdrop Lane. Either side of these junctions, the footway terminates on the northern side but continues along the southern side of the carriageway. The footways are approximately 1.7 metres wide with street lighting present. Along the site frontage, Lewes Road is subject to a 40mph speed limit – this reduces to 30mph around 145m to the west of the site.

The Birch Hotel Roundabout

- 4.4.3 Lewes Road meets the Birch Hotel Roundabout at its most western end. Uncontrolled pedestrian crossings are found on all arms of the roundabout which all feature dropped kerbs and pedestrian refuge islands. Tactile paving is provided on the Rocky Lane approach arm crossing.

- 4.4.4 Road markings indicate cyclists to divert of the carriageway are found on the approaching arms of Lewes Road (westbound) and Franklynn Road (eastbound). A shared footway / cycleway encompasses the roundabout then continues westwards along the southern side of Franklynn Road for approximately 70 metres.

Franklynn Road (B2272)

- 4.4.5 The B2272 forms the 100-metre connecting road between the Birch Hotel Roundabout to the Princess Royal Hospital Roundabout.
- 4.4.6 West of the Princess Royal Roundabout, the B2272 is known as Franklynn Road. It runs in a general east to west direction into the centre of Haywards Heath. It has a general carriageway width of circa 7.5 metres, is street lit and subject to a 30-mph speed limit.
- 4.4.7 The section of Franklynn Road between the Birch Hotel Roundabout and Princes Royal Hospital Roundabout features a shared footway/cycleway only on the southern side of the carriageway (for circa 70 metres). West of Princess Royal Hospital Roundabout, footways are located on both sides of the carriageway which are between circa 1.2 and 2.5 metres wide and continue into the centre of Haywards Heath.
- 4.4.8 Princes Royal Hospital Roundabout features uncontrolled crossings with dropped kerbs and pedestrian refuge islands. A controlled signal pedestrian crossing with dropped kerbs and tactile paving is located approximately 80 metres west of the Princess Royal Hospital Roundabout.

Frankton Avenue / Northland Avenue

- 4.4.9 Frankton Avenue runs north-eastwards of the Princess Royal Roundabout for approximately 200 metres before becoming Northlands Avenue. It has an approximate carriageway width of 6 metres, is street lit and subject to a 30mph speed limit.
- 4.4.10 Frankton Avenue includes footways on both sides of the road which are circa 2 metres wide. This provides pedestrian access to the bus stops on either side of the road. When Frankton Avenue becomes and Northland Avenue, the corridor widens, and the footways become separated from the carriageway by a grass verge.

4.5 Road Safety Review

- 4.5.1 Road accident data has been acquired from Sussex Police which covers 5-years of their records (01/10/18 - 30/09/23)¹. The study area comprises of a section of Lewes Road, from The Ridings to Oldfield Drive. The raw data is included at **Appendix C**.
- 4.5.2 A total of three accidents have occurred in the last 5-years, two of which are of slight severity and one which was of serious severity.
- 4.5.3 The first slight accident occurred in February 2020 at 17:24 at the junction with Loyth Lane. It involved a car giving way at the junction which pulled out onto Lewes Road into the path of an oncoming (speeding) vehicle.
- 4.5.4 The second slight accident occurred in April 2021 at 15:37 at the junction with Snowdrop Lane. It involved a vehicle colliding with the rear of slow moving traffic and causing a multiple vehicle shunt.
- 4.5.5 The serious accident occurred in December 2021 at 09:16 approximately 120 metres to the east of the junction with Loyth Lane. It involved the driver suffering from a medical episode and veering off the carriageway into the hedge row.
- 4.5.6 Whilst any accident is unfortunate, none of the accidents involved pedestrians or cyclists and there are no obvious trends that would highlight a road safety problem within vicinity of the site or where the site access is proposed. Therefore, it is unlikely that the proposed development would materially deteriorate the safety of the local highway network.

4.6 Traffic Surveys

- 4.6.1 To establish existing traffic volumes on the adjoining road network a number of traffic surveys were undertaken and are summarised below.

Traffic Volumes and Speeds

- 4.6.2 An Automatic Traffic Counter (ATC) survey for a seven-day period, during December 2023 was undertaken along the A272 Lewes Road close to the proposed site access.
- 4.6.3 The average weekday traffic flows recorded on the A272 Lewes Road are provided in **Table 4.1**.

¹ This data has been compared to the latest five years' worth of data available from Crashmap, which confirms no additional accidents have been recorded in the study area.

Table 4.1: A272 Lewes Road Average Weekday Traffic Flows

Time	Eastbound	Westbound
08:00-09:00	465 (46)	577 (57)
17:00-18:00	528 (31)	434 (25)
00:00-24:00	5,970 (587)	6,106 (628)

Source: Innovise Data Survey's (2023)

- 4.6.4 The average weekday peak hour speeds, as well as the average daily weekday speeds, recorded on Lewes Road at the proposed access point are provided in **Table 4.2**.

Table 4.2: A272 Lewes Road Average Weekday Speeds (mph)

Time	Eastbound	Westbound
08:00-09:00	36.5	38.4
17:00-18:00	35.9	37.3
00:00-24:00	37.1	38.5

Source: Innovise Data Survey's (2023)

- 4.6.5 Lewes Road adjacent to the site is subject to a 40mph speed limit. The data recorded and provided in the table above indicates, on average, vehicles travel along Lewes Road are within the speed limit.

- 4.6.6 The 85th percentile speeds have also been extracted from the ATC data; these are detailed in **Table 4.3**.

Table 4.3: A272 Lewes Road Weekday 85th Percentile Speeds (mph)

Time	Eastbound	Westbound
08:00-09:00	41.3	42.5
17:00-18:00	40.1	41.2
10:00-12:00 & 14:00-16:00	41.1	42.5

Source: Innovise Data Survey's (2023). Note: 10:00-12:00 & 14:00-16:00 for visibility calculation.

Junction Turning Counts

- 4.6.7 A classified vehicle turning count survey was undertaken at The A272 Lewes Road/Rocky Lane/B2272 Birch Hotel Roundabout on a neutral weekday, Thursday 7 December 2023. The junction was surveyed between the hours of 07:00-10:00 and 16:00-19:00. The network peak hours derived from the Birch Hotel Roundabout survey are identified as 08:00-09:00 and 17:00-18:00, these correspond with the peak hours of the proposed development. The base surveyed traffic flow diagrams for the AM and PM network peaks are included in Figures TF 1 and TF 2 respectively.

SECTION 5 Proposed Site Access Arrangements

5.1 Multi Modal Trip Generation

5.1.1 The trip generation for the proposed development has been calculated using trip rates derived from the industry standard TRICS trip rate data base (version 7.10.3). Survey sites have been identified and selected which share similar characteristics to the proposed development site, location, and accessibility.

5.1.2 The following site selection has been used to identify site with similar characteristics to the proposed development site in accordance with best practice:

- Multi-modal survey.
- Residential – Houses privately owned.
- Surveys undertaken within the last nine years.
- Survey sites in England only (excluding Greater London).
- Sites in Edge of Town and Suburban locations only.
- Sites between 50 to 250 units.
- Weekday, Tuesday to Thursday surveys only.

5.1.3 The review indicates 18 suitable sites, the TRICS output report is included at **Appendix D**. Sites have been removed due to being undertaken during the covid-19 pandemic or being incomparable to the site in terms of accessibility and parking provision. This ensures that robust trip rates are utilised for assessment.

5.1.4 Using the site selection criteria above, the resultant total person trip rates and calculated person generation resulting from 80 residential units is provided in **Table 5.1**. The site selection and associated trip rates are the same as presented within the TA scoping Note submitted to WSCC Highways.

Table 5.1: Total Person Trip Rates and Trip Generation

Time Period	All Mode Trip Rate (per 1 unit)			Person Trip Generation (80 units)		
	In	Out	Two-Way	In	Out	Two-Way
AM Peak Hour (08:00-09:00)	0.188	0.728	0.916	15	58	73
PM Peak Hour (17:00-18:00)	0.546	0.255	0.801	44	20	64

Source: TRICS (version 7.10.3) and i-Transport calculations. Errors due to rounding.

5.1.5 In order to provide an accurate representation of the potential modal split of the proposed residential development during peak periods, local Census data has been used. The site is located within the Mid Sussex 008 Middle Super Output Area (MSOA), which includes the areas of Walstead and Lindfield.

5.1.6 The resulting modal split and calculated multi-modal trip generation is presented in **Table 5.2**.

Table 5.2: Residential Multi-Modal Trip Generation

Main Mode of Travel	TRICS Mode Split (%)	Trip Generation (80 units)					
		AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
		In	Out	Two-Way	In	Out	Two-Way
Single Vehicle Occupants	43.9%	7	26	32	19	9	28
Multi Vehicle Occupants	40.4%	6	24	30	18	8	26
<i>Total Vehicles</i>		<i>10</i>	<i>31</i>	<i>41</i>	<i>28</i>	<i>12</i>	<i>40</i>
Bus Passengers	1.4%	0	1	1	1	0	1
Rail Passengers	0.4%	0	0	0	0	0	0
Pedestrians Walking	12.1%	2	7	9	5	2	8
Cycling	1.6%	0	1	1	1	0	1
Total	100%	15	58	73	44	20	64

Source: Census Travel to Work data for Mid Sussex 008 MSA with TRICS total person trip generation.

5.2 A272 Lewes Road – All Purpose Access

5.2.1 The proposed access from the A272 Lewes Road will take the form of an all-purpose simple priority junction. Key aspects of the junction design include:

- 5.5m wide access road;
- 6m junction radii on the east side of the access with Lewis Road and a compound curve 9m junction radii on the west side of the access with Lewes Road; and
- 2m wide footway on the western side of the access road leading to an uncontrolled dropped kerb crossing of Lewes Road (to the north side footway) west of the site access.

5.2.2 The access design was reviewed by WSCC Highways as part of the pre-application stage and found acceptable subject to a Stage 1 Road Safety Audit (see below).

5.2.3 Visibility splays are shown at the Lewes Road site access as follows:

- 2.4m x 112m to the east (to a 0.3m off set); and
- 2.4m x 108m to the west (to a 0.3m off set).

5.2.4 Visibility splays for the site access are shown achievable for the recorded 85th percentile speeds along Lewes Road (via an ATC undertaken in December 2023). These visibility splays are shown on the site access drawing **ITL19597-GA-004**. The visibility splay from the site access to the east includes a slither outside of the highway and red line plan – Miller Homes has an existing agreement to use this land for visibility purposes. It is suggested that the visibility splays are controlled by a condition of any planning permission on the site.

5.2.5 Pedestrian visibility splays with a 1.5m setback distance have been shown achievable from the proposed uncontrolled crossing across Lewes Road adjacent to the site access and are shown on the site access drawing **ITL19597-GA-004**.

5.2.6 A vehicle swept path analysis of the Lewes Road site access is provided at **Appendix E**. In summary:

- A refuse vehicle can manoeuvre in and out of the proposed site access – the refuse vehicle does not over run the centre line of the A272 Lewes Road. It is acknowledged that the refuse vehicle does overrun the centre line of the access road when turning in / out - however given the very infrequent nature of a refuse vehicle and light / slow traffic flow on the minor arm and the need to balance highway design matters with minimising the impacts on the character of this section of Lewes Road the access is acceptable; and
- A fire tender can access the site satisfactorily.

Stage 1 Road Safety Audit

- 5.2.7 An independent Stage 1 Road Safety Audit (RSA) of the proposed A272 Lewes Road site access has been undertaken – see **Appendix F**.
- 5.2.8 The RSA raised three items, two are related to the access junction and the other related to non-motorised user provision.
- 5.2.9 A designer's Response Report was prepared following the RSA; this is included within **Appendix F** for information. The drawing submitted with the application is the drawing that takes on board the RSA and Designer's Response. We invite WSCC Highways to comment as overseeing organisation.

Potential Relocation of the existing 30mph / 40mph speed limit change on Lewes Road to the east of the proposed site access road

- 5.2.10 As noted above, the proposed Lewes Road site access and visibility splays are based on existing observed speeds and therefore the proposed access is not dependent on a speed limit change.
- 5.2.11 Notwithstanding the above, through the pre application process WSCC note that there is general support to try and achieve a relocation of the existing 30mph / 40mph speed limit change on Lewes Road to the east of the proposed site access road. Miller Homes recognises the wider public benefits of relocating the speed limit change and are content to make an appropriate financial contribution for such provision secured in any S106 Agreement.

5.3 Site Layout

- 5.3.1 The residential site layout is illustrative with detail subject to a reserved matter planning application. Either a loop or vehicle turning heads will be provided within the residential site for refuse vehicles, emergency, and delivery vehicles. The illustrative site layout (see **Appendix B**) shows that vehicle turning heads are possible with a combination of:

- Carriageway (5.5m wide) with footways (2m wide);
- Shared surfaces; and
- Private courtyard parking/drives.

5.3.2 The access roads within the site will be designed having regard to WSCC's guidance including emergency access where a fire tender will be able to get within 45 metres of all parts of each dwelling in line with Building Regs. The indicative site layout shows appropriate turning heads for delivery, servicing and emergency vehicles.

5.3.3 Following the WSCC pre-application advice, the car parking provision on the site would be provided having regard to West Sussex County Council guidance in parking at new developments for Parking Behaviour Zone 3. Car parking on the residential site will include both active and passive provision for charging electric vehicles.

5.3.4 WSCC guidance sets out cycle parking requirements as follows:

- Houses up to 4 rooms – 1 space per unit;
- Houses with 5 or more rooms – 2 spaces per unit;
- Flats up to 3 rooms – 0.5 space per unit (if communal storage); and
- Flats with 4 or more rooms – 1 space per unit.

5.3.5 Both car and cycle parking (including electric vehicle charging points) would be detailed as part of a reserved matter planning application following outline planning consent.

5.4 **Summary**

5.4.1 In summary safe and suitable access to the site from the A272 Lewes Road is achieved for all users.

SECTION 6 Opportunities to Promote Sustainable Transport Modes

6.1 Core Local Amenities and Services

6.1.1 The site has been assessed with regard to access to core local amenities/facilities, including education, employment, retail and health facilities.

6.1.2 The core local amenities and services are presented in **Figure 6.1** (along with walking catchment isochrones) - the core facilities are listed below:

- Primary school – the main primary school is Northlands Wood Primary Academy to the north west, circa 840m from the centre of the site. Other primary schools include, Saint Wilfrid's C of E Primary School, St Joseph's Catholic Primary School and Warden Park Primary Academy.
- Secondary school – the main secondary school one is Oathall Community College (11 – 16). There is also Haywards Heath College (16 plus).
- Supermarket or local grocery shop (selling fresh food) – Tesco Express at Walnut Park is the closest at circa 790m from the centre of the site. The Shell petrol garage sells some food items, a Co-Op is located on B2272, with an Iceland and M&S in the town centre.
- Doctors surgery – Northlands Wood Practice, at Walnut Park, with a Pharmacy (Kamsons) adjacent, these are circa 800m from the centre of the site.
- Employment – Princess Royal Hospital is to the west of the site and Haywards Heath Town Centre a bit further along the B2272.
- Leisure / Recreation – Walnut Park and Forest Fields Play area is the closest to the site to the north west. Other nearby leisure includes the Snowdrop inn pub to the north east, St Francis swimming pool, Rangers football club and bowls club to the south west of the site.

Key

- Red Boundary
- Bus Stop
- Town Centre
- Haywards Heath Train Station
- Education
- Northlands Wood Primary Academy
- Greenwood House Montessori Nursery
- Teetote Day Nursery
- Primrose House Montessori Nursery
- St Wilfred's C of E Primary School
- St Paul's Pre School
- St Augustine's C of E Primary School
- Warren Park Primary Academy
- St Joseph's Catholic Primary School
- Great Walstead School
- Duffell Community College
- Haywards Heath College
- Leisure
- Snowdrop Inn Pub
- Walton Park and Forest
- Haywards Heath Scout Hall
- Saynes Hill Recreation Ground
- St Francis Swimming Pool
- St Augustine's Church
- Satch Nymph
- Hanbury Stadium
- St Francis Rangers Football Club
- St Francis Social and Sports Club
- St Francis Bowls Club
- Tesco Express
- The Co-op
- Sainsbury's Local
- Parade of Shops on South Road and St. Josephs Way
- Marks and Spencer
- Shell Petrol Garage
- Island
- Health
- Princess Royal Hospital and Emergency Room
- Northlands Wood Practice
- Kamsons Pharmacy
- Boots
- 32 Dental
- Newton Heath Centre
- Employment
- Princess Royal Hospital
- Hay Lane Businesses
- Walking footpaths
- 0.5 km
- 1 km
- 3.2 km
- Swich Gym

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i-Transport

Basingstoke: 01256 690 366
Leeds: 0113 280 5805
London: 020 4531 3660
Manchester: 0161 830 2172
Solihull: 0121 6300366

www.i-transport.co.uk

Title: Local Facilities Plan

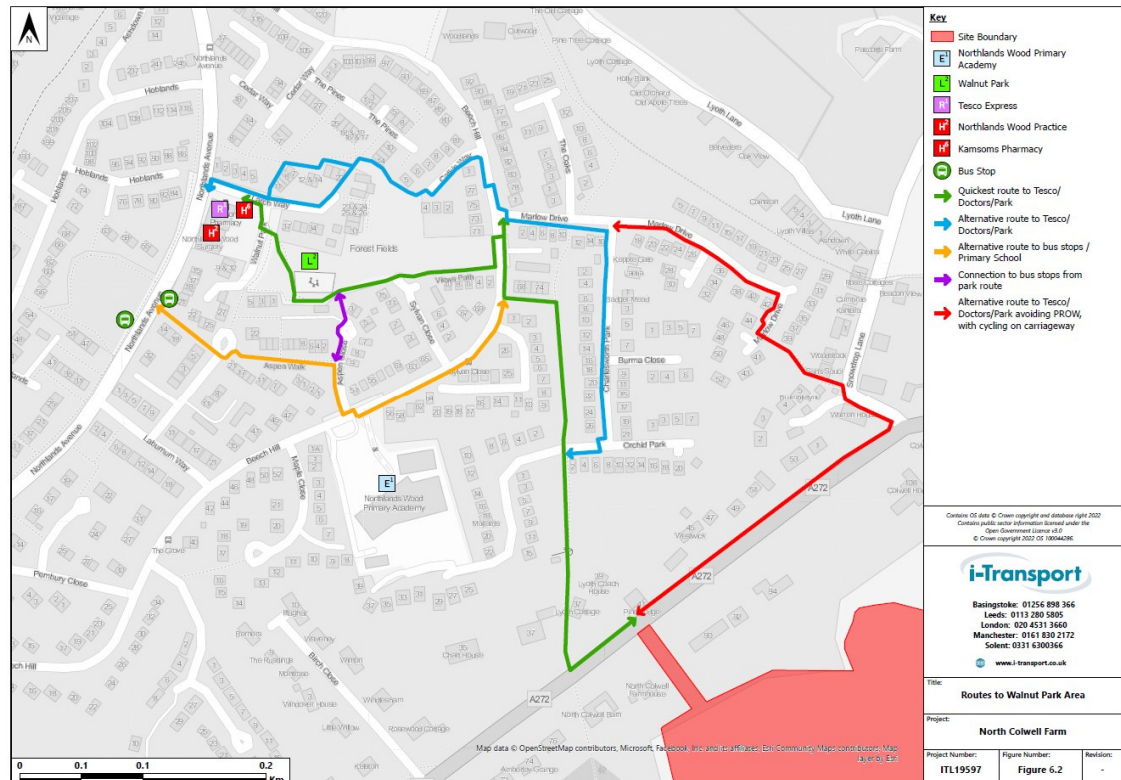
Project: North Colwell Farm

Project Number: ITL19597 **Figure Number:** Figure 6.1

6.1.4 As part of the scoping exercise, routes to/from the site and the local facilities within the Walnut Park area were identified, these routes are shown in **Image 6.1**. The green route routes along footpath 29CU immediately to the north of Lewes Road and as such is only available to pedestrians.

³ The National Travel Survey identifies that the average distance travelled by bike is 4.4km.

Image 6.1: Routes to Walnut Park Area



6.2 Off-Site Highway Improvements

6.2.1 Following the route review to Walnut Park area, a number of potential improvements to the routes are possible to provide an improved pedestrian experience, these are presented on **Figure 6.2** and detailed below:

- An uncontrolled crossing with dropped kerbs and tactile paving across Lewes Road at the Birch Close junction, this improvements with appropriate visibility splays is shown on **Drawing ITL19597-GA-011**. The crossing is within the existing 30mph speed limit, albeit circa 50m east Lewes Road increases to 40mph, therefore additional visibility splays to the east are shown achievable to the recorded vehicle speeds at the site access.
- Removal of existing layby along Lewes Road A272 (near junction of Snowdrop Lane) with footway construction.
- An uncontrolled crossing across Orchard Park with dropped kerbs and tactile paving linking existing Footpath CU29.
- An uncontrolled crossing across Orchard Park with dropped kerbs and tactile paving for pedestrians onto Charlesworth Park.

- Adding tactile paving to the existing crossing at the Marlow Drive/Charlesworth Park junction.
- Adding tactile paving to the existing crossing at the Beech Hill/Marlow Drive junction.
- An uncontrolled crossing with dropped kerbs and tactile paving for pedestrians routing between Marlow Drive and Catkin Way.
- An uncontrolled crossing with dropped kerbs and tactile paving for pedestrians routing between Marlow Drive and Views Path.
- Adding tactile paving to the existing crossing at the Northlands Avenue/Larch Way junction.
- Adding tactile paving to the existing crossing at the Beech Hill/Aspen Close junction.
- An uncontrolled crossing with dropped kerbs and tactile paving for pedestrians across Rowan Close for pedestrians routing between Aspen Walk and Northlands Avenue.

6.3 Public Transport

Bus

- 6.3.1 The nearest bus stops to the site are located on Northlands Avenue (via Footpath 29CU) circa 1km walk distance from the centre of the site. The Northlands Avenue stops offer an hourly service from bus routes 31/31A. The southbound bus stop (towards Hayward Heath town centre and beyond) includes a shelter with seating, timetable information and real time information indicating arrival times of the next bus, this is a good level of existing provision. A signal pedestrian crossing exists adjacent to the bus stop to provide safe access to the northbound bus stop.
- 6.3.2 Further bus stops with additional services are located on Bedales Hill (B2111), the B2272 Lewes Road and on Franklynn Road, circa 1.3km to the east and 1.4km to the west of the site access respectively. In total there are over ten bus services available most of which are available from the B2272 bus stops outside the Princess Royal Hospital, the westbound bus stop (towards Haywards Heath town centre) includes two shelters with seating, timetable information and real time information indicating arrival times of the next bus, this again is good existing provision.
- 6.3.3 A summary of local bus services is presented in **Table 6.1**.

Table 6.1: Summary of Local Bus Services

Route		Typical Frequency (shown for one direction)		
		Mon-Fri	Sat	Sun
3	Slaugham - Haywards Heath	1 return service per day (Fridays only)	-	-
30	Haywards Heath (Ridgeway) - Lindfield (Circle)	06:27 then up to every hour from 08:10-17:41	08:26 then up to every hour from 09:08-17:10	-
31	Uckfield – Haywards Heath	Around every hour from 06:14-18:26	07:41 then hourly from 08:16 to 18:16	-
31A	Uckfield - Cuckfield	Every 2 hours from 09:16-15:16	Every 2 hours from 09:16-17:16	-
33	Hurstpierpoint - Haywards Heath	07:23 then hourly from 08:34-17:34	Hourly from 08:34-16:34	-
33A	Hurstpierpoint - Warden Park School	One return service per day	-	-
39	Haywards Heath (Ridgeway) - Princess Royal via Bolnore	06:14, 07:14, 08:00 then every hour from 08:30-14:30, and 16:00-18:00	08:10 then every hour from 08:30-14:30, and 16:00-18:00	-
62	Haywards Heath – Cuckfield – Balcombe – Pound Hill - Crawley	Tuesdays & Thursdays, every couple of hours	-	-
89	Princess Royal Hospital / Franklands to Horsham	09:45, 12:00, 14:15, 15:20, 17:30	-	-
149	Scaynes Hill – Haywards Heath – Wivelsfield Green	15:20	-	-
166	Lewes - Haywards Heath	08:09, 10:06, 12:53, 15:03, 17:45	10:06, 12:53, 15:03, 17:41	-
270	Brighton Churchill Square - East Grinstead Station	Around every hour from 06:14-18:26	Around every hour from 08:00-20:19	09:44, 12:29, 14:29, 17:22
271	Royal Sussex County Hospital - Crawley Bus Station	Services every 1-2 hours between 06:48 and 23:11	Around every 2 hours between 08:45 and 16:39	09:33, 11:33, 14:03, 16:03
272	Royal Sussex County Hospital - Crawley Bus Station	Services every 1-2 hours between 06:31 and 21:30	06:13 then every hour from 09:40-15:40	-
STP1/STP2	Haywards Heath / Cowfold - St Pauls Catholic College	One return service (each) per day	-	-

Source: bustimes.org accessed December 2024.

- 6.3.4 The above table demonstrates that there is a regular bus service available providing access to the key destinations with approximately six buses per hour on weekdays and Saturdays then one bus per hour on Sundays.

Rail

- 6.3.5 Haywards Heath rail station is located circa 2.6 km (straight line distance) north-west of the site. The station itself features step free access to all four platforms, 312 cycle parking spaces and 1,069 car parking spaces. The services that run to this station are summarised in **Table 6.2**.

Table 6.2: Summary of Haywards Heath Rail Services

Destination	Duration	Peak Frequency	Off-Peak Frequency
Bedford	2hrs 3mins	2 per hour	2 per hour
Brighton	14-21mins	6 per hour	6 per hour
London Victoria	45-49mins	6 per hour	5 per hour
Cambridge	2hrs 10mins	2 per hour	2 per hour
Littlehampton	57-69mins	3 per hour	2 per hour
Ore	1hr 22mins	1 per hour	1 per hour
Eastbourne	39-43mins	2 per hour	2 per hour

Source: Trainline – December 2024.

- 6.3.6 There are up to 12 services leaving the Haywards Heath rail station in the peak hours of the day and 10 in the off-peak hours.
- 6.3.7 The station is accessible for future residents on bike, by bus or by car.

6.4 Framework Travel Plan

- 6.4.1 A Framework Travel Plan has been prepared separately as part of the planning application and includes the following measures:
- A resident's travel pack - Information provision to residents on walking, cycling and public transport.
 - Promotion of cycling clubs and a Bicycle User Group.
 - Car sharing - [Join a car sharing scheme - West Sussex County Council](#).
 - Sustainable travel voucher – available for either cycling equipment, towards a bicycle or towards bus/rail tickets.

6.5 Summary

- 6.5.1 The site has been assessed with regard to access to core local facilities/amenities. It has been shown that there are a good number of local facilities/amenities within a reasonable walk distance of the proposed homes – including food shopping, a primary school, doctors / pharmacy and Princess Royal Hospital.
- 6.5.2 The site has access to existing bus services on Northlands Avenue, Bedales Hill, B2272 and Franklynn Road, in total there are over ten bus services available. Bus stops closest to the site include shelters with seating, timetable information and real time information indicating arrival times of the next bus, this is a good existing provision, and hence limited upgrades are currently required.
- 6.5.3 Haywards Heath rail station is located circa 2.6km north-west of the site. It is within a reasonable cycle distance and five minutes by car. Frequent rail services to London and the south coast run from the station.
- 6.5.4 The site therefore has a good level of accessibility to everyday facilities and services by a choice of modes of transport. The development therefore provides opportunities for the appropriate take up of sustainable transport modes, in line with the objectives of paragraph 115 of the NPPF.

SECTION 7 Transport Impact

7.1 Assessment Scope

7.1.1 Assessments cover the proposed site access and the existing junction of the A272 Lewes Road/Rocky Lane/B2272 Birch Hotel Roundabout, the scope was agreed with WSCC highways during pre-application stage.

7.1.2 Assessments have been undertaken for the following scenarios during the AM (08:00-09:00) and PM (17:00-18:00) peak hours:

- 2023 base traffic flows – taken directly from the traffic surveys;
- 2030 future year baseline traffic flows – calculated as the 2023 observed traffic flows multiplied by the network traffic growth factor to 2030 plus committed development traffic; and
- 2030 with development traffic flows – the 2030 future year baseline traffic flows plus development generated traffic.

7.2 Existing 2023 Traffic Flows

7.2.1 The 2023 traffic flows on the local highway network in the vicinity of the site are provided within Figures TF 1 and TF 2.

7.3 Committed Developments

7.3.1 The following two developments were identified as committed sites through the pre-application process with WSCC:

- Land to the South of Scamps Hill, Scaynes Hill Road, Lindfield (DM/15/4457) allowed at appeal for outline of 200 new homes, country park and land for a primary education facility.
- Land at Hurst Farm, Hurstwood Lane, Haywards Heath (DM/22/2272) outline application for up to 375 new homes and a two-form entry primary school.

7.3.2 The predicted traffic generation from the two above sites have been extracted from Transport Assessments related to the respective planning applications. The traffic associated with the two committed developments on the local highway near to the site are shown on traffic flow diagrams within Figures TF 3 to TF 6.

7.4 Background Traffic Growth

7.4.1 Factors to allow for traffic growth from 2023 (base year when traffic surveys were undertaken) to a future assessment year of 2030 have been extracted from TEMPro software. These factors have been derived from the latest available National Transport Model (NTM) using the NRTP Core Scenario dataset. The geographical 'Super Output Area' (mid layer) of 'Mid Sussex 008', within which the site is located, has been used to calculate the relevant growth factors, and 'A' road type selected. Alternative assumptions have been applied to reduce the future households by up to the level of the Hurst Farm strategic housing allocation to ensure no double counting. No further adjustment has been made to allow for the Land to the South of Scamps Hill development.

7.4.2 The proposed TEMPro growth factors used in the future year assessments are contained within **Table 7.1**.

Table 7.1: TEMPro Local Growth Factors (Mid Sussex 008)

Scenario	2023-2030
AM Peak	1.0419
PM Peak	1.0362

Source: TEMPro Version 8.1, NRTP Core Scenario Dataset.

7.4.3 The growth factors detailed in the table above have been applied to the surveyed 2023 base traffic flows to calculate the future background traffic levels for 2030. Traffic flow diagrams for the future base 2030 with committed developments are provided in Figures TF 7 and TF 8.

7.5 Development Traffic Generation Distribution and Assignment

7.5.1 The vehicular trip rates have been extracted from the same TRICS dataset as detailed in Section 5 and are provided in **Table 7.2** along with the calculated vehicle generation.

Table 7.2: Vehicle Trip Rates and Trip Generation

Time Period	All Mode Trip Rate (per 1 unit)			Trip Generation (80 units)		
	In	Out	Two-Way	In	Out	Two-Way
AM Peak Hour (08:00-09:00)	0.128	0.390	0.518	10	31	41
PM Peak Hour (17:00-18:00)	0.352	0.156	0.508	28	12	40

Source: TRICS (version 7.10.3) and i-Transport calculations. Errors due to rounding.

- 7.5.2** The results in the above table demonstrate that the proposed development (based on 80 residential dwellings) is likely to generate around 40 two-way 'vehicle trips' in the morning and evening peak hours.
- 7.5.3** The proposed development traffic distribution during the peak hours of the local highway network is likely to be primarily related by those commuting to and from work. Therefore, Census 'Travel to Work' data has been used to determine the distribution of development trips.
- 7.5.4** The proposed distribution of vehicle trips associated with the proposed development has been based on 2011 Census 'Travel to Work' data for the local Middle Super Output Area (MSOA) of Mid Sussex 008, in which the site is located. The data for the existing residents of Mid Sussex 008 includes those residing towards the north of Haywards Heath including areas of Walstead and Lindfield.
- 7.5.5** The data from this MSOA has been used to derive the likely workplace destinations for future residents of the site using the 'WU03EW – Location of usual residence and place of work by method of travel to work (MSOA) level' dataset from the 2011 Census outputs. The further afield destinations (beyond Mid Sussex) in which vehicle drivers will take strategic routes to and from the site, have been split below.
- 7.5.6** **Table 7.3** summarises the work destinations (excluding those that work at home) for residents within the Mid Sussex 008 MSOA for car drivers only.

Table 7.3: Journey to Work Destinations – Mid Sussex 008 MSOA Residents

Destination	Proportion (%)
Crawley	13.8%
Haywards Heath Town Centre (Mid Sussex 009)	13.7%
Site location / Walstead / Lindfield (Mid Sussex 008)	6.8%
South Haywards Heath / Ansty (Mid Sussex 011)	6.8%
Brighton and Hove	6.0%
Lewes	4.7%
West Hoathley / Horsted Keynes / Scaynes Hill (Mid Sussex 006)	4.4%
London	4.4%
Horsham	4.0%
Wealden	3.8%
Central Burgess Hill (Mid Sussex 014)	3.1%
Reigate and Banstead	3.1%
West Central Haywards Heath (Mid Sussex 010)	2.6%
South of Burgess Hill Station (Mid Sussex 015)	2.6%
Staplefield / Warninglid / Balcombe / Handcross (Mid Sussex 007)	2.2%
Hickstead / Sayers Common / Hurstpierpoint / Poynings (Mid Sussex 016)	2.2%
Central East Grinstead (Mid Sussex 001)	1.9%
West Burgess Hill (Mid Sussex 012)	1.2%
Tandridge	1.0%
Worthing	0.8%
Copthorne (Mid Sussex 002)	0.7%
West, East Grinstead and East Sunnyside (Mid Sussex 004)	0.7%
Hassocks (Mid Sussex 017)	0.7%
Tunbridge Wells	0.7%
Guildford	0.6%
Adur	0.6%
Mole Valley	0.5%
Other North	2.8%
Other East	1.3%
Other South	0.5%
Other West	1.8%
Total	100%

Source: Census 2011

- 7.5.7** The analysis above demonstrates the most common work destination that residents of Mid Sussex 008 drive to is Crawley (14%), followed by more local areas such as Haywards Heath Town Centre (14%), and residing in the same output area including Walstead / Lindfield (7%) and then the South Haywards Heath / Ansty (7%) areas. These in total make up circa 42% of the total destinations, the remaining destinations that make up 58% are quite spread out which generally have a proportion of 5% or fewer.
- 7.5.8** The quickest (most desirable) routes between the proposed residential development site access and other MSOA and local authority area destinations has been determined using route-planning software and recorded in journey stages through key junctions on the local highway network.
- 7.5.9** The resultant traffic assignment to and from the development site on the local highway network is detailed in **Table 7.4**.

Table 7.4: Proposed Development Traffic Assignment

Route	Assignment (%)
A272 Lewes Road (W)	82%
B2272	61%
A272 Rocky Lane (S)	22%
Rocky Lane (W)	13%
B2112	8%
Wivelsfield Road	1%
A272 Lewes Road (E)	18%
Lewes Road (E)	9%
Bedales Hill	8%

Source: Census 2011 and Consultant's Estimates.

- 7.5.10** Based on the Census traffic assignment in **Table 7.4**, the expected traffic on the local highway network for the development is detailed in **Table 7.5**.

Table 7.5: Proposed Development Traffic Arrivals/Departures Assignment

Peak Hour	Route	Arrivals	Departures
AM	A272 Lewes Road (W)	8	25
	B2272	6	19
	A272 Rocky Lane (S)	2	7
	Rocky Lane (W)	1	4
	B2112	1	2
	Wivelsfield Road	0	0
			11
	A272 Lewes Road (E)	2	6
	Lewes Road (E)	1	3
	Bedales Hill	1	2
PM	A272 Lewes Road (W)	23	10
	B2272	17	7
	A272 Rocky Lane (S)	6	3
	Rocky Lane (W)	4	2
	B2112	2	1
	Wivelsfield Road	0	0
	A272 Lewes Road (E)	5	2
	Lewes Road (E)	3	1
	Bedales Hill	2	1

Source: Census 2011 and Consultant's Estimates

7.5.11 The full traffic assignment calculations are included in Figure TF 9. The development traffic flow diagrams for both AM and PM peak hours are included in Figures TF 10 to TF 13.

7.5.12 Following on from the above estimated vehicle assignment, as part of the TA scoping exercise it was considered necessary to assess the following proposed and existing highway junctions as part of this TA (detailed in next section), this was agreed with WSCC highways:

- Proposed site access onto A272 Lewes Road; and
- Birch Hotel Roundabout.

7.6 Operational Assessments

- 7.6.1 The operation of both the Lewes Road site access and the Birch Hotel Roundabout have been modelled using the industry-standard TRL Junctions software, which is the standard software for modelling priority junctions.

Proposed Site Access onto A272 Lewes Road

- 7.6.2 The proposed site access with the A272 Lewes Road priority junction has been modelled using Junctions software. The full output results for the junction are included in **Appendix G**.
- 7.6.3 A summary of the 2030 base with committed and proposed development scenario for the proposed site access junction are provided in **Table 7.6**.

Table 7.6: Proposed Site Access onto A272 Lewes Road Assessment Results

	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
2030 Assessment with Committed and Proposed Development				
Site Access	0.09	0.1	0.03	0.0
Lewes Road right turn into Site Access	0.02	0.0	0.05	0.1

Source: Junctions software.

- 7.6.4 As shown in the table above, the site access with development traffic in the future year with committed development and proposed development traffic flows can operate well within capacity with no expected queuing on Lewes Road or the site access.

The Birch Hotel Roundabout

- 7.6.5 The existing Birch Hotel Roundabout on the A272/B2272 has been modelled using Junctions software. The full output results for the junction are included at **Appendix H**.
- 7.6.6 The modelled queue results for 2023 have been compared against the observed queues to ensure the model is representative of the current traffic conditions, a comparison table is included at **Appendix I** which shows the model is robust with slightly higher modelled queues compared to the observed queues from the survey. A summary of the 2023, 2030 base with committed and 2030 proposed development scenario for the Birch Hotel Roundabout are provided in **Table 7.7**.

Table 7.7: The Birch Hotel Roundabout Assessment Results

	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
2023 Assessment				
Lewes Road A272 (E)	0.46	0.8	0.32	0.5
Rocky Lane A272 (S)	0.53	1.1	0.36	0.6
Lewes Road B2272 (W)	0.41	0.7	0.49	1.0
2030 Assessment with Committed Development				
Lewes Road A272 (E)	0.51	1.0	0.36	0.5
Rocky Lane A272 (S)	0.58	1.4	0.40	0.7
Lewes Road B2272 (W)	0.45	0.8	0.54	1.2
2030 Assessment with Committed and Proposed Development				
Lewes Road A272 (E)	0.53	1.1	0.37	0.6
Rocky Lane A272 (S)	0.59	1.4	0.40	0.7
Lewes Road B2272 (W)	0.45	0.8	0.55	1.2

Source: Junctions 9.

- 7.6.7** As shown in the table above the Birch Hotel Roundabout operates within capacity in the 2023 base year in both peak hours and will continue to do so in the future year, with the addition of committed and proposed development traffic. The traffic associated with the proposed development is expected to increase the queue on each approach by negligible amounts in both peak periods.

7.7 Summary

- 7.7.1** The results of the assessments indicate that the highway network assessed currently operates within capacity and will continue to do so in the future year allowing for traffic from committed development, traffic growth and with the addition of development traffic. Accordingly, it is concluded that traffic generated by the proposed development does not have a significant impact on the operation of the local highway network and as such highway capacity improvements are not necessary.

SECTION 8 Summary and Conclusions

- 8.1.1 Miller Homes has appointed i-Transport LLP to provide highways and transport advice in relation to the residential development at Land at North Colwell Farm, Lewes Road, Haywards Heath. The proposal comprises up to 80 residential homes.
- 8.1.2 The site is located to the south of the Lewes Road (A272), approximately 2.5km to the southeast of the centre of Haywards Heath. The site is bound to the north by existing residential dwellings, and agricultural land and woodland surrounds the rest of the site.
- 8.1.3 Pre application discussions have taken place with the local highway authority, West Sussex County Council.
- 8.1.4 A road safety review has been undertaken for a stretch of Lewes Road. The data shows that three accidents occurred, two of slight severity and one of serious severity. None of the accidents involved pedestrians or cyclists and there are no obvious trends that would highlight a road safety problem within vicinity of the site or where the site access is proposed.
- 8.1.5 The proposed principal residential access comprises a priority vehicular access junction from Lewes Road, this has been assessed with vehicle swept path analysis and has been subject to a Stage 1 Road Safety Audit. The proposed site access includes a 2m wide footway on the western side to a new uncontrolled crossing point across Lewes Road with dropped kerbs and tactile paving to access the existing north side footway and Footpath 29CU.
- 8.1.6 There are a number of local facilities / amenities within a reasonable walk distance of the proposed homes – including food shops, a primary school, doctors / pharmacy in the Walnut Park area and Princess Royal Hospital.
- 8.1.7 A number of off-site highway improvements are proposed as follows (which will also benefit existing highway users):
- An uncontrolled crossing with dropped kerbs and tactile paving across Lewes Road at the Birch Close junction, to improve the access and connection between the north side and south side footway.
 - Removal of existing layby along Lewes Road A272 (near junction of Snowdrop Lane) with footway construction.
 - An uncontrolled crossing across Orchid Park with dropped kerbs and tactile paving linking existing Footpath CU29.

- An uncontrolled crossing across Orchid Park with dropped kerbs and tactile paving for pedestrians onto Charlesworth Park.
- Adding tactile paving to the existing crossing at the Marlow Drive/Charlesworth Park junction.
- Adding tactile paving to the existing crossing at the Beech Hill/Marlow Drive junction.
- An uncontrolled crossing with dropped kerbs and tactile paving for pedestrians routing between Marlow Drive and Catkin Way.
- An uncontrolled crossing with dropped kerbs and tactile paving for pedestrians routing between Marlow Drive and Views Path.
- Adding tactile paving to the existing crossing at the Northlands Avenue/Larch Way junction.
- Adding tactile paving to the existing crossing at the Beech Hill/Aspen Close junction.
- An uncontrolled crossing with dropped kerbs and tactile paving for pedestrians across Rowan Close for pedestrians routing between Aspen Walk and Northlands Avenue.

8.1.8 The nearest bus stops to the site are located on Northlands Avenue (via Footpath 29CU) circa 1km walk distance from the centre of the site. The Northlands Avenue stops offer an hourly service from bus routes 31/31A. The southbound bus stop (towards Haywards Heath town centre and beyond) includes a shelter with seating, timetable information and real time information indicating arrival times of the next bus, this is a good level of existing provision. A signal pedestrian crossing exists adjacent to the bus stop to provide safe access to the northbound bus stop.

8.1.9 Further bus stops with additional services are located on Bedales Hill (B2111), the B2272 Lewes Road and on Franklyn Road, circa 1.3km to the east and 1.4km to the west of the site access respectively. In total there are over ten bus services available most of which are available from the B2272 bus stops outside the Princess Royal Hospital, the westbound bus stop (towards Haywards Heath town centre) includes two shelters with seating, timetable information and real time information indicating arrival times of the next bus, this again is good existing provision.

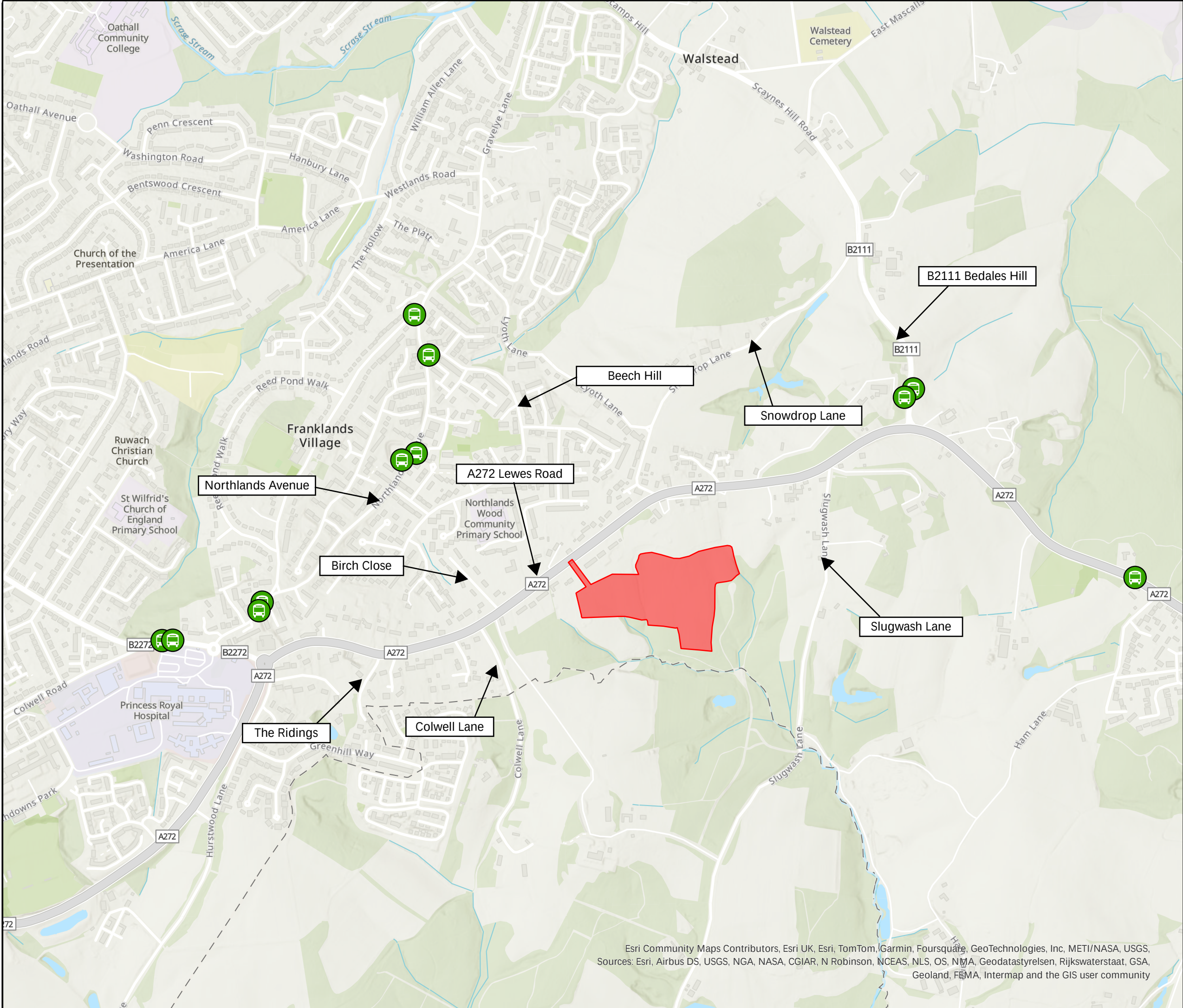
8.1.10 Haywards Heath rail station is located circa 2.6 km north-west of the site. It is accessible on bike, by bus or by car. There are up to 12 services leaving the Haywards Heath rail station in the peak hours of the day and 10 in the off-peak hours.

- 8.1.11 The trip generation for the proposed development has been calculated using trip rates derived from the industry standard TRICS trip rate database. The proposed development (based on 80 residential dwellings) is likely to generate around 40 two-way 'vehicle trips' in the morning and evening peak hours.
- 8.1.12 The distribution and assignment of development related traffic has been based on Census 'Travel to Work' data and route-planning software being recorded in journey stages through key junctions on the local highway network. The most common work destination that residents of Mid Sussex 008 (where the site is located) drive to is Crawley (14%), followed by more local areas such as Haywards Heath Town Centre (14%), and residing in the same output area including Walstead / Lindfield (7%) and then the South Haywards Heath / Ansty (7%) areas.
- 8.1.13 The results of the junction capacity assessments indicate that the local highway network assessed and in the vicinity of the site currently operates within capacity and will continue to do so in the 2030 future year allowing for traffic from committed development, traffic growth and with the addition of development traffic. Accordingly, the traffic generated by the proposed development does not have a significant impact on the operation of the local highway network and as such highway capacity improvements are not necessary.

8.2 Conclusions

- 8.2.1 It is concluded that the proposed development on land at North Colwell Farm:
- Provides safe and suitable access from the A272 Lewes Road for all users.
 - Demonstrates, through the illustrative site layout, that a connected layout is possible with a hierarchy of streets with appropriate vehicle turning heads for servicing, deliveries and emergency vehicles.
 - Provides appropriate opportunities to access a range of local facilities and amenities by a choice of travel modes.
 - Generates traffic movements of around 40 vehicles in a weekday peak hour which will not have a significant impact on the operation of the local highway network (safety or capacity) and as such operational improvements are not necessary.
- 8.2.2 The development proposal is therefore acceptable from a transport and highway perspective.

FIGURES



Key

- Site Boundary
- Bus Stop

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Title:

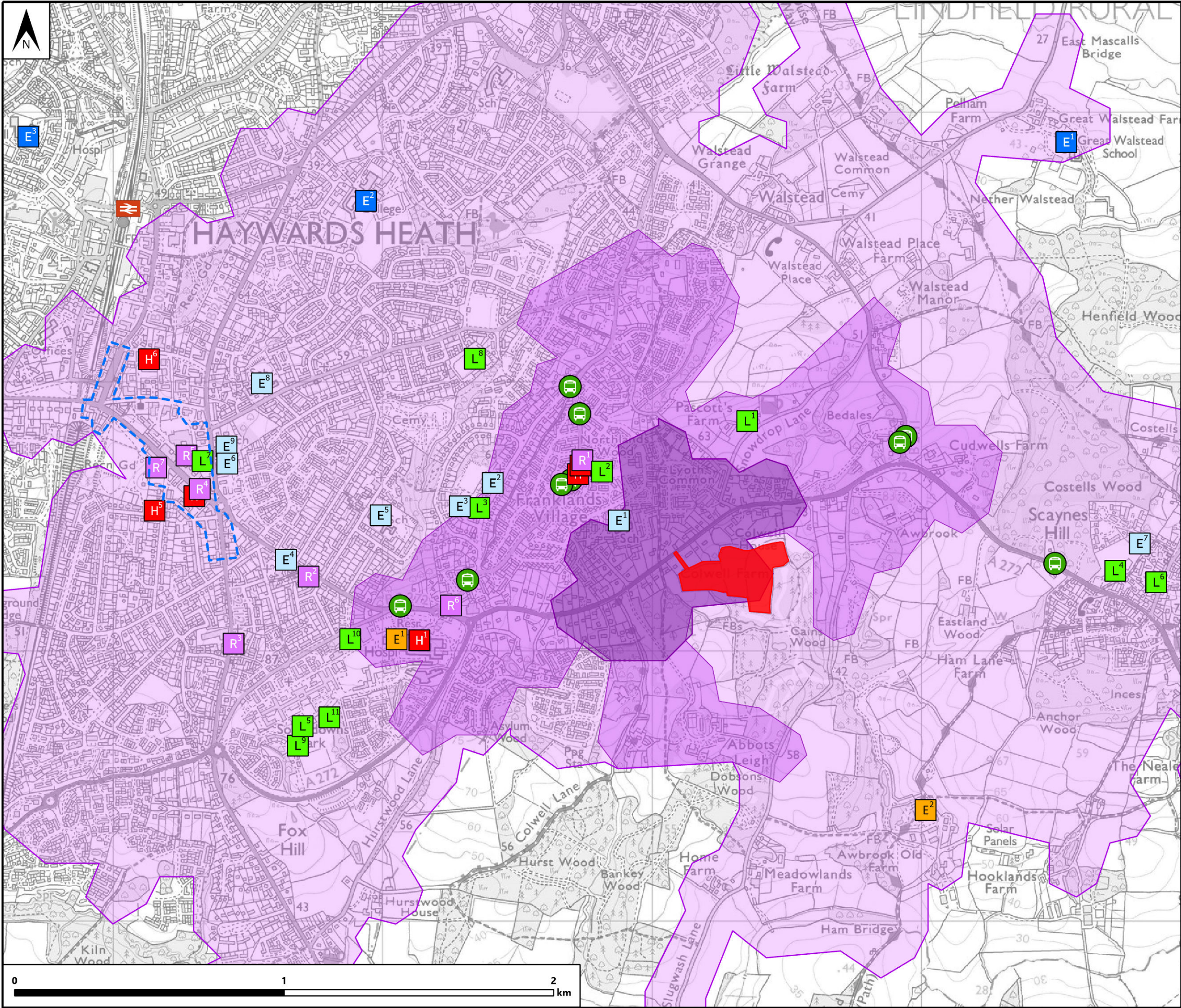
Site Location Plan

Project:

North Colwell Farm

Project Number:	Figure Number:	Revision:
ITL19597	Figure 1.1	-

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Key

- Site Boundary
- Bus Stop
- Town Centre
- Haywards Heath Train Station
- Education
 - E1 Northlands Wood Primary Academy
 - E2 Snowdrop House Montessori Nursery
 - E3 Treetops Day Nursery
 - E4 Primrose House Montessori Nursery
 - E5 St Wilfrid's CoFE Primary School
 - E6 St Paul's Pre School
 - E7 St Augustine's CoFE Primary School
 - E8 Warden Park Primary Academy
 - E9 St Joseph's Catholic Primary School
 - E10 Great Walstead School
 - E11 Oathall Community College
 - E12 Haywards Heath College
- Leisure
 - L1 Snowdrop Inn Pub
 - L2 Walnut Park and Forest Fields Play area
 - L3 Haywards Heath Scout Hut
 - L4 Scaynes Hill Recreation Ground
 - L5 St Francis Swimming Pool
 - L6 St Augustine's Church
 - L7 Swich Gym
- Retail
 - R1 Tesco Express
 - R2 The Co-op
 - R3 Sainsburys Local
 - R4 Parade of Shops on South Road and St. Josephs Way
 - R5 Marks and Spencer
 - R6 Shell Petrol Garage
 - R7 Iceland
- Health
 - H1 Princess Royal Hospital and Emergency Room
 - H2 Northlands Wood Practice
 - H3 Kamsons Pharmacy
 - H4 Boots
 - H5 S3 Dental
 - H6 Newton Heath Centre
- Employment
 - E1 Princess Royal Hospital
 - E2 Ham Lane Businesses
- Walking Isochrones
 - 0.8 km
 - 1.6 km
 - 3.2 km
- Other
 - L8 Hanbury Stadium
 - L9 St Francis Rangers Football Club
 - L10 St Francis Social and Sports Club
 - L11 St Francis Bowls Club

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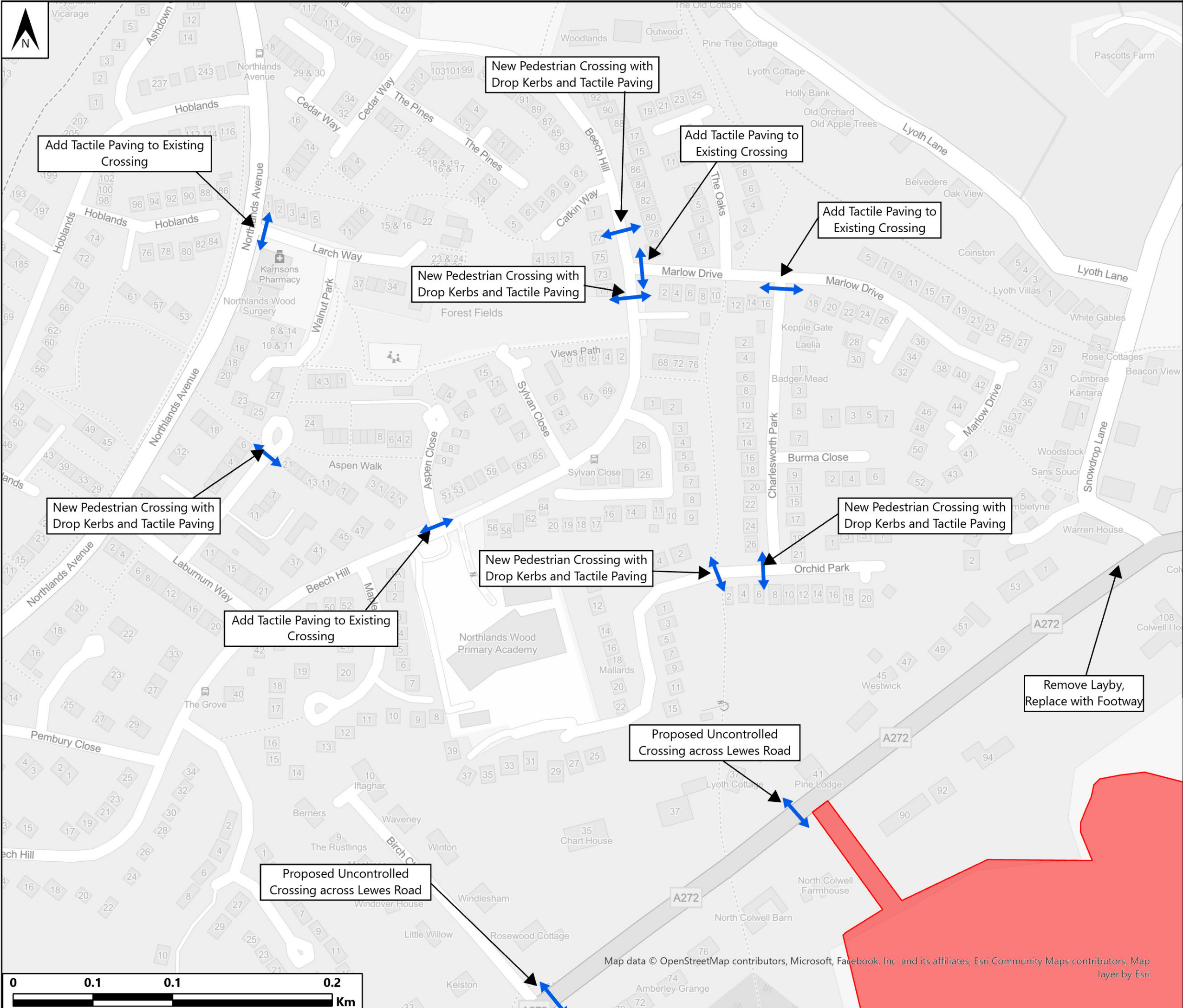
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Title: **Local Facilities Plan**

Project: **North Colwell Farm**

Project Number: ITL19597	Figure Number: Figure 6.1	Revision: -
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Key

Site Boundary

Pedestrian Crossing

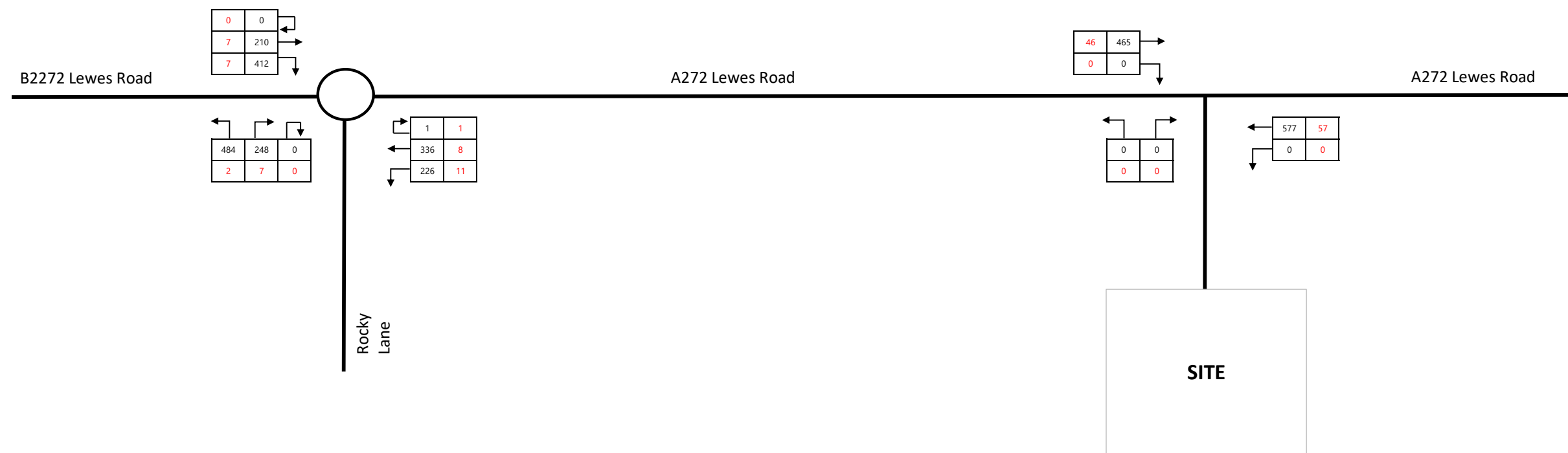
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Title: **Potential Off-site Improvements**

Project: **North Colwell Farm**

Project Number: ITL19597	Figure Number: Figure 6.2	Revision: -
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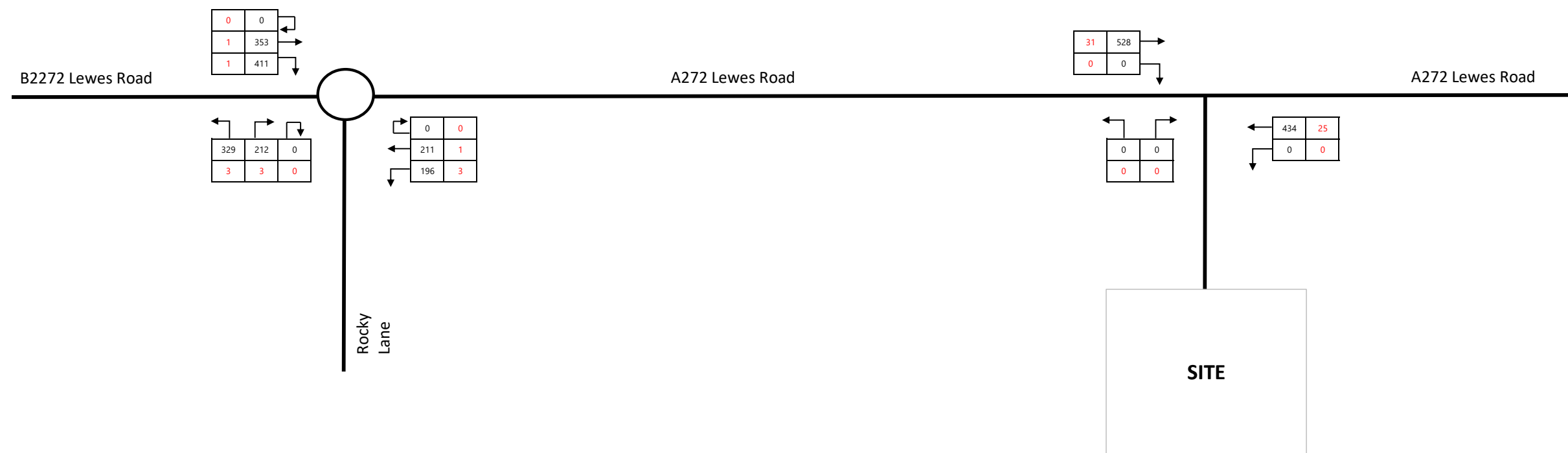
Figure - TF 1

2023 Base Year AM Peak Hour

KEY

500 = TOTAL VEHICLES

25 = HGVs



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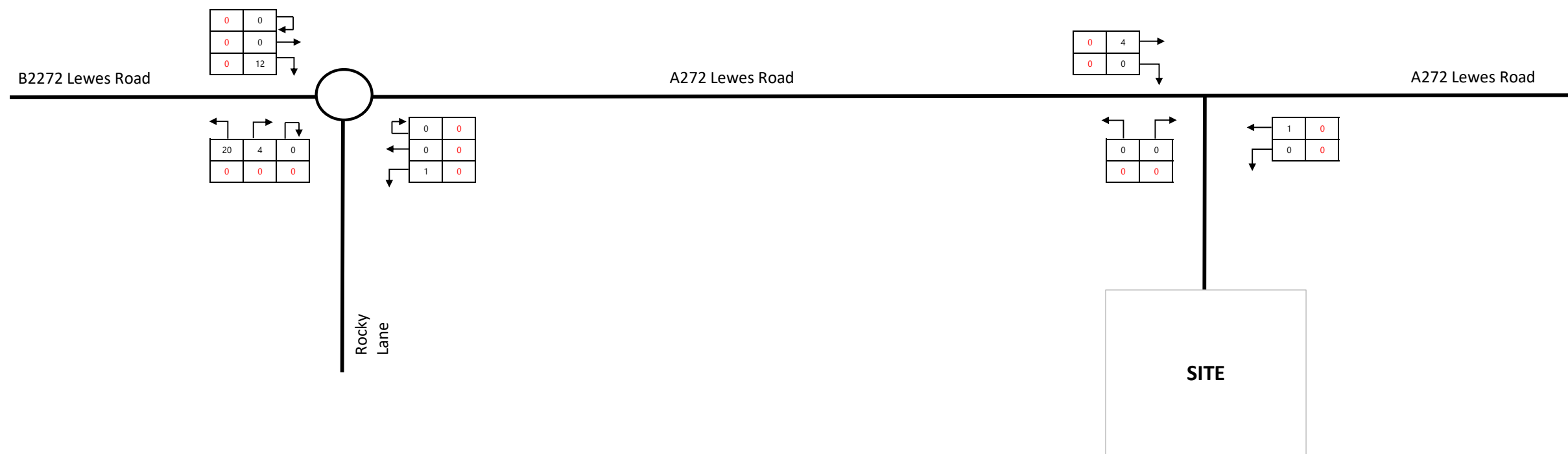
Figure - TF 2

2023 Base Year PM Peak Hour

KEY

500 = TOTAL VEHICLES

25 = HGVs



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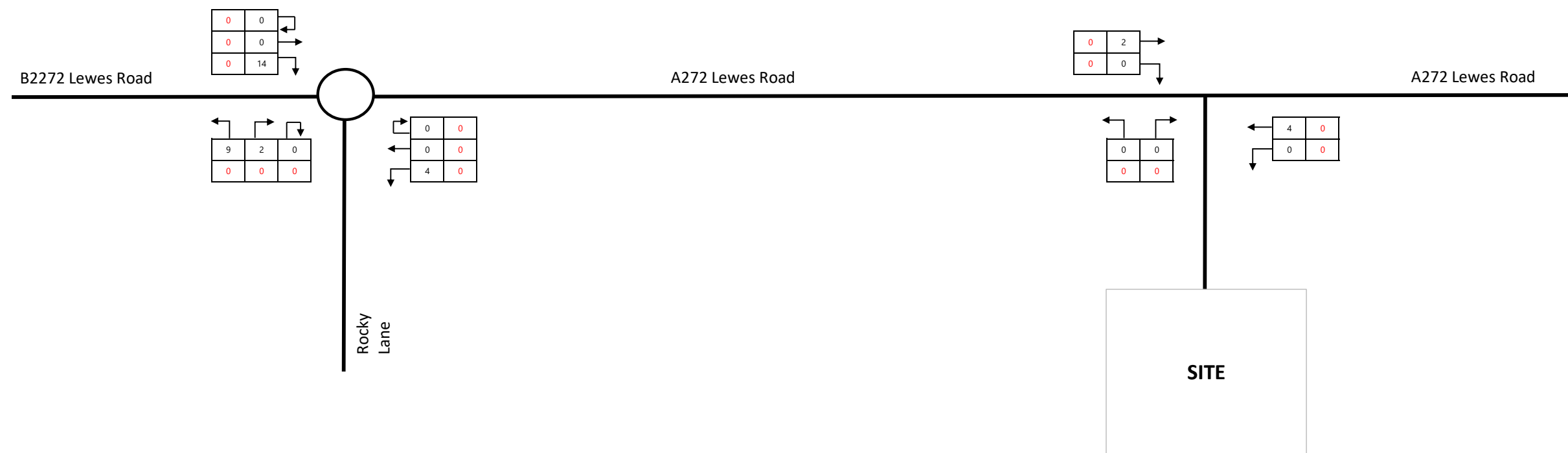
Figure - TF 3

Hurst Farm (345) Committed Developent AM Peak Hour

KEY

500 = TOTAL
VEHICLES

25 = HGVs



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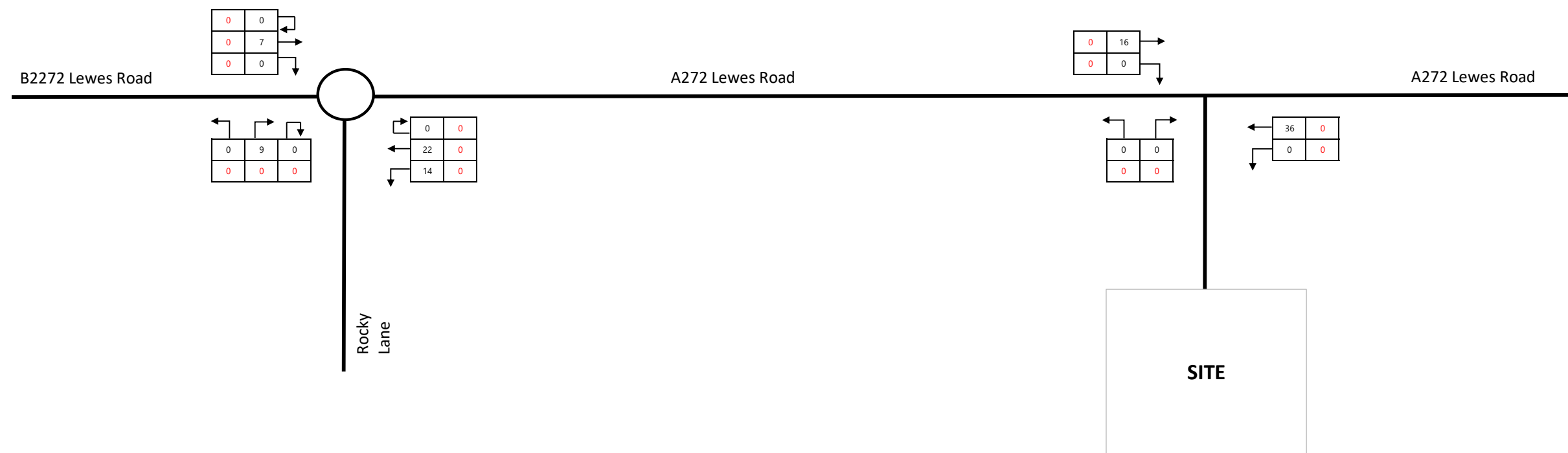
Figure - TF 4

Hurst Farm (345) Committed Developent PM Peak Hour

KEY

500 = TOTAL
VEHICLES

25 = HGVs



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North Colwell Farm

Figure - TF 5

Land South of Scamps Hill (200) Committed Developent AM Peak
Hour

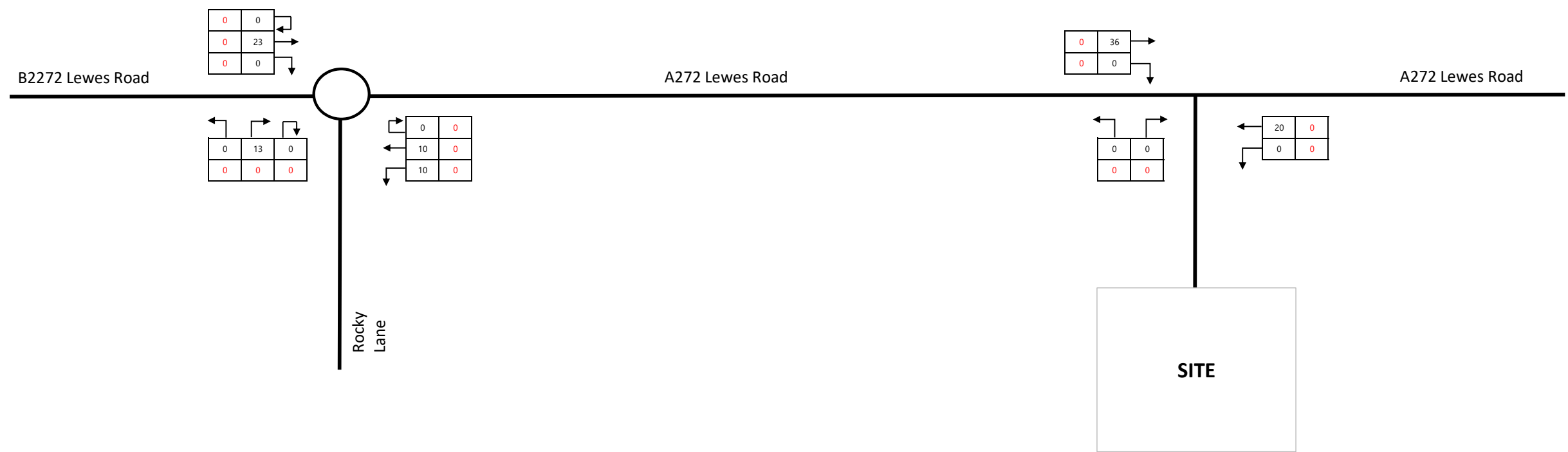
KEY

500

 = TOTAL
VEHICLES

25

 = HGVs



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North Colwell Farm

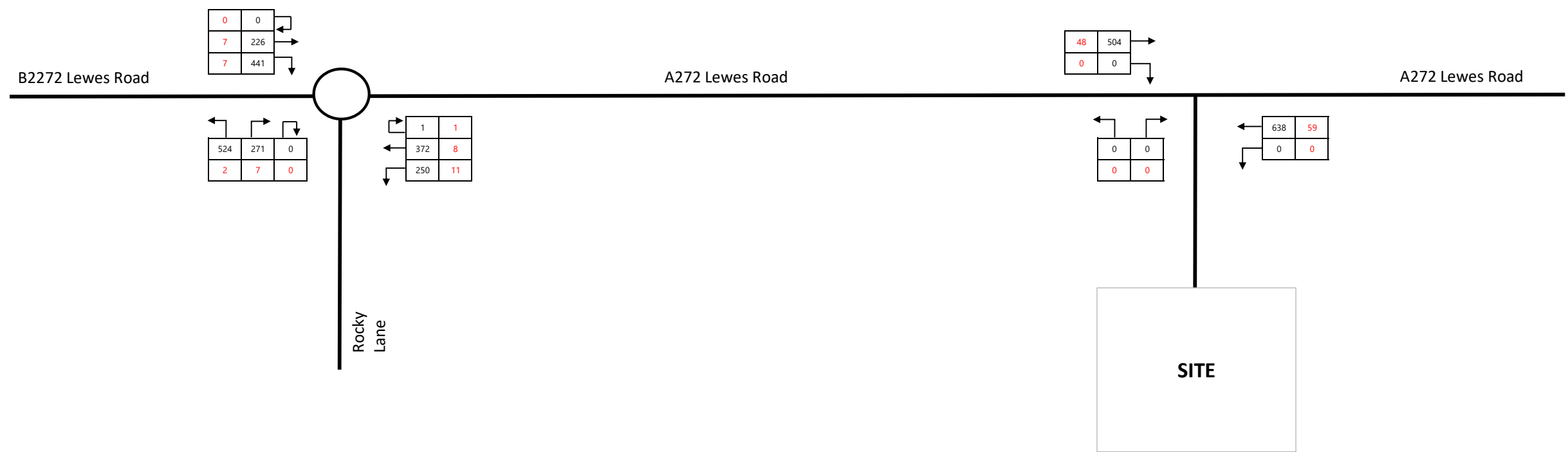
Figure - TF 6

Land South of Scamps Hill (200) Committed Developent PM Peak
Hour

KEY

500 = TOTAL
VEHICLES

25 = HGVs



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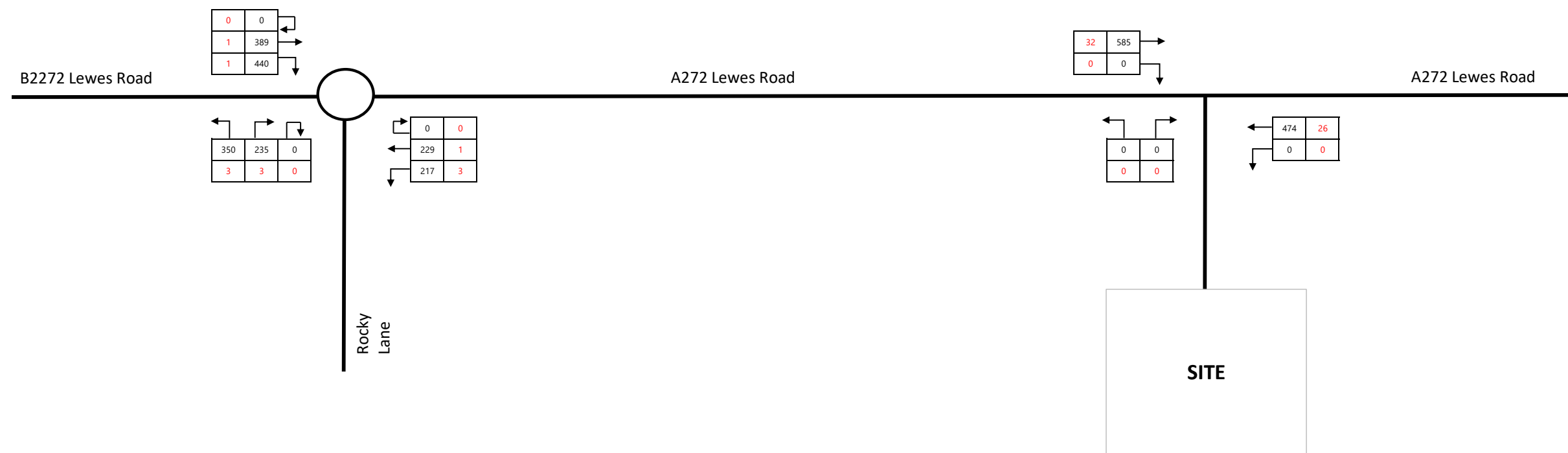
Figure - TF 7

2030 Future Base Year plus Committed Development AM Peak Hour

KEY

500 = TOTAL
VEHICLES

25 = HGVs



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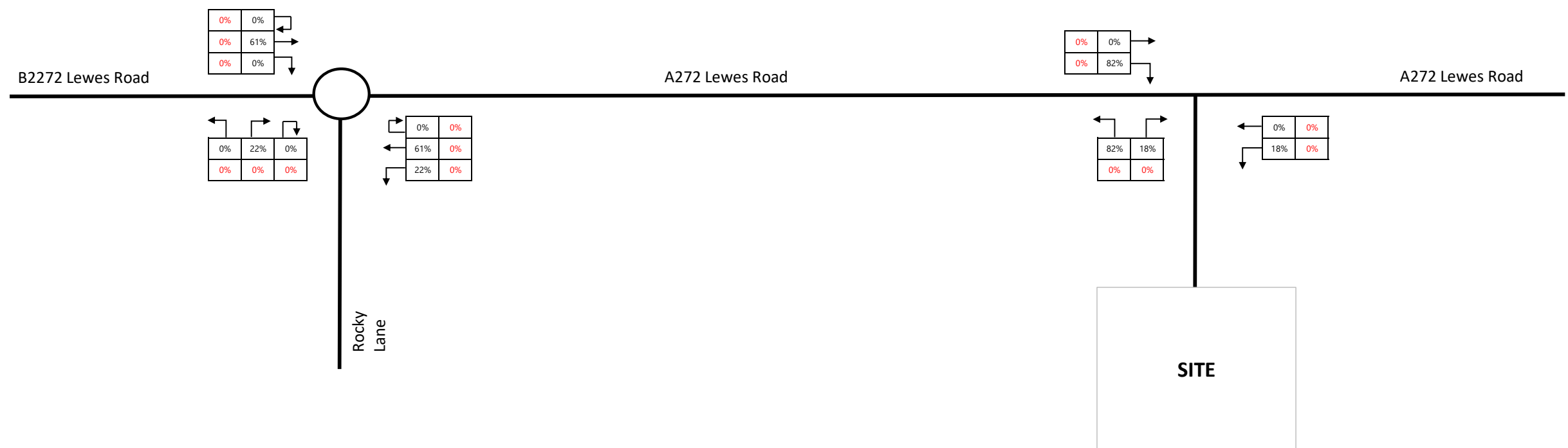
Figure - TF 8

2030 Future Base Year plus Committed Development PM Peak Hour

KEY

500 = TOTAL
VEHICLES

25 = HGVs



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North Colwell Farm

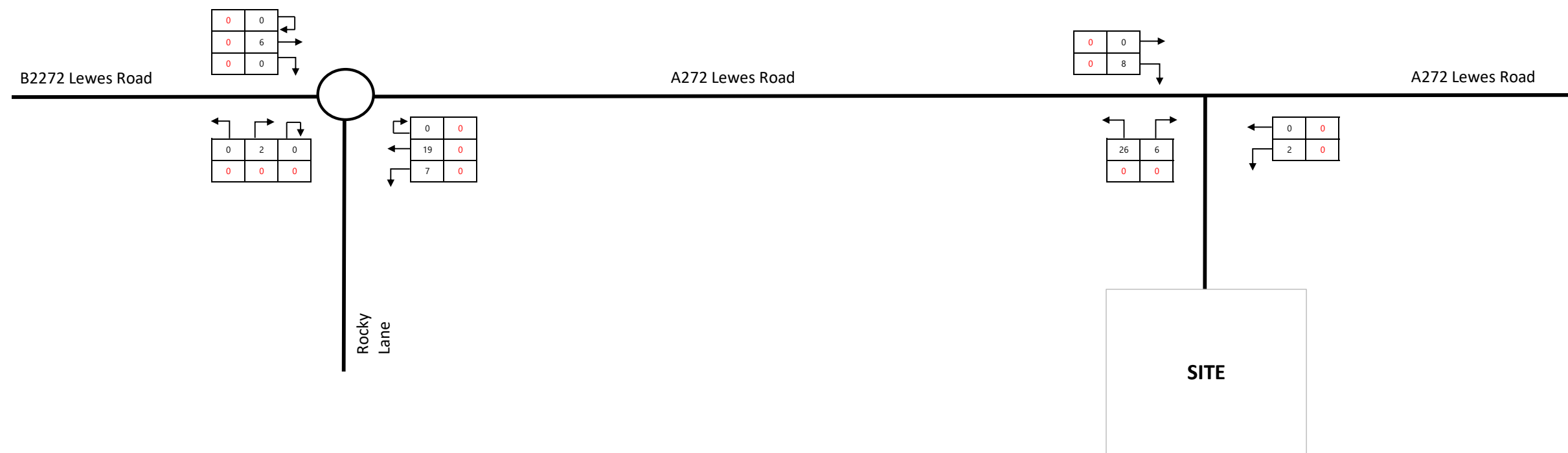
Figure - TF 9

Development Assignment Two-way

KEY

500 = TOTAL VEHICLES

25 = HGVs



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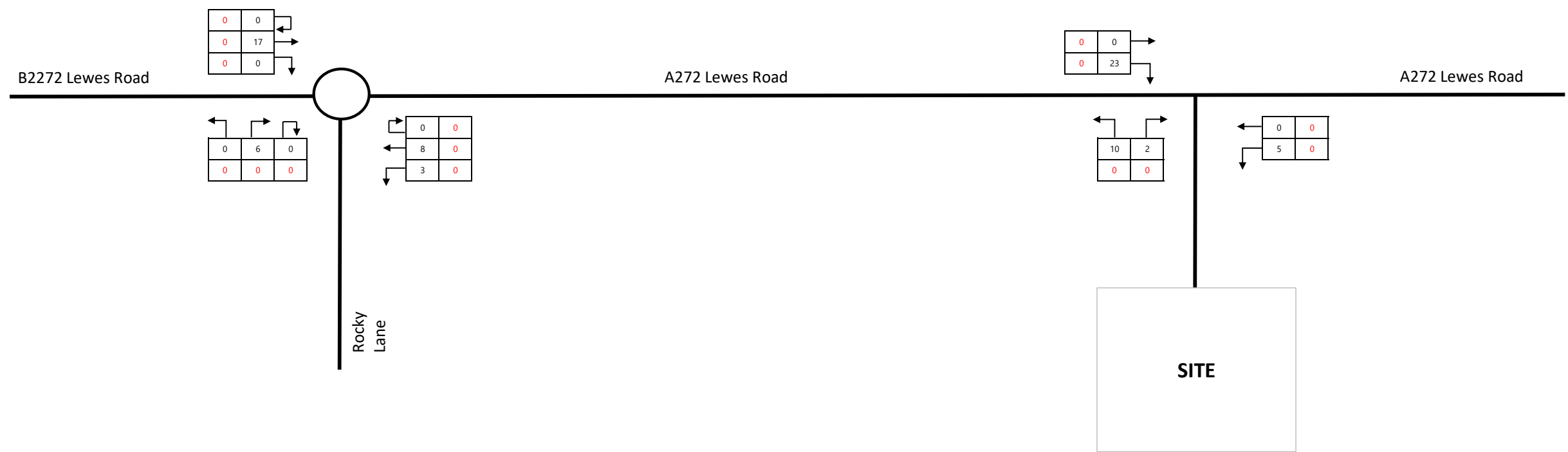
Figure - TF 10

Development Trips AM Peak Hour Two-way

KEY

500 = TOTAL VEHICLES

25 = HGVs



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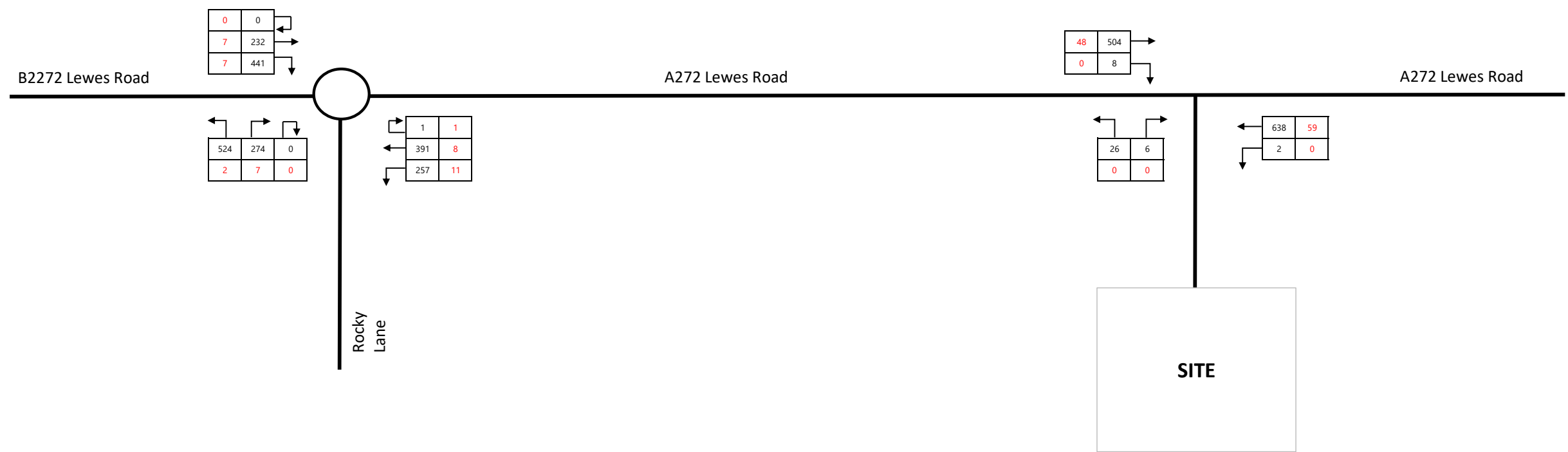
Figure - TF 11

Development Trips PM Peak Hour Two-way

KEY

500 = TOTAL VEHICLES

25 = HGVs



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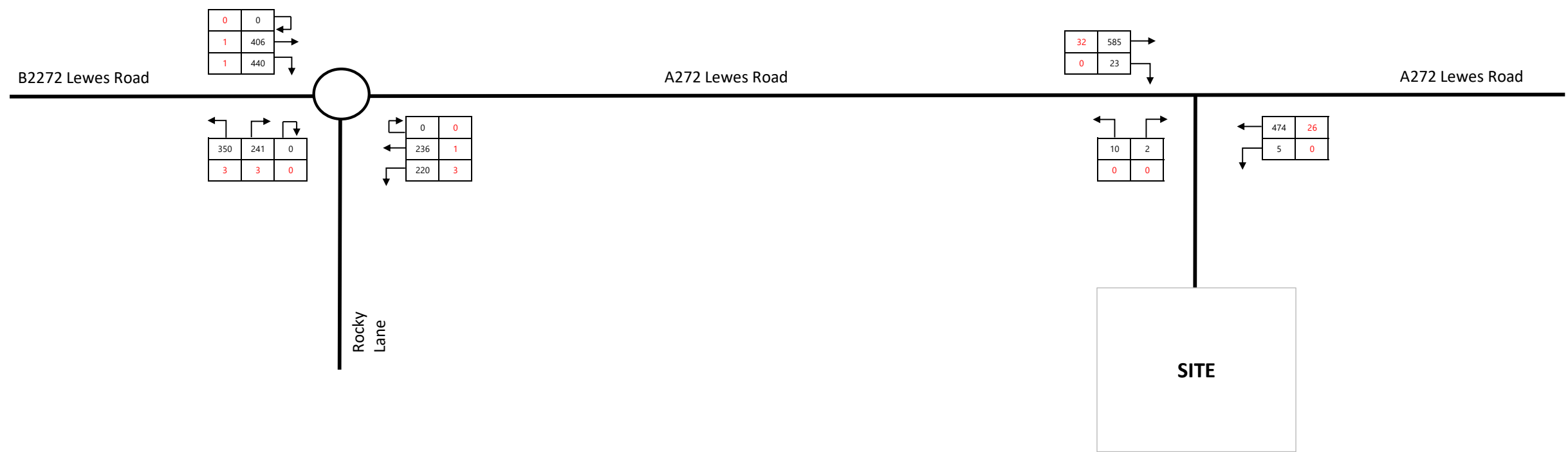
Figure - TF 12

2030 Future Base Year plus Committed Development and
Development AM Peak Hour

KEY

500 = TOTAL
VEHICLES

25 = HGVs



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North Colwell Farm

Figure - TF 13

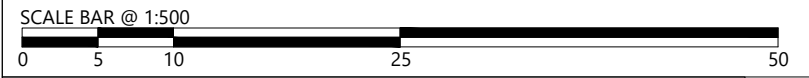
2030 Future Base Year plus Committed Development and
Development PM Peak Hour

KEY

500 = TOTAL
VEHICLES

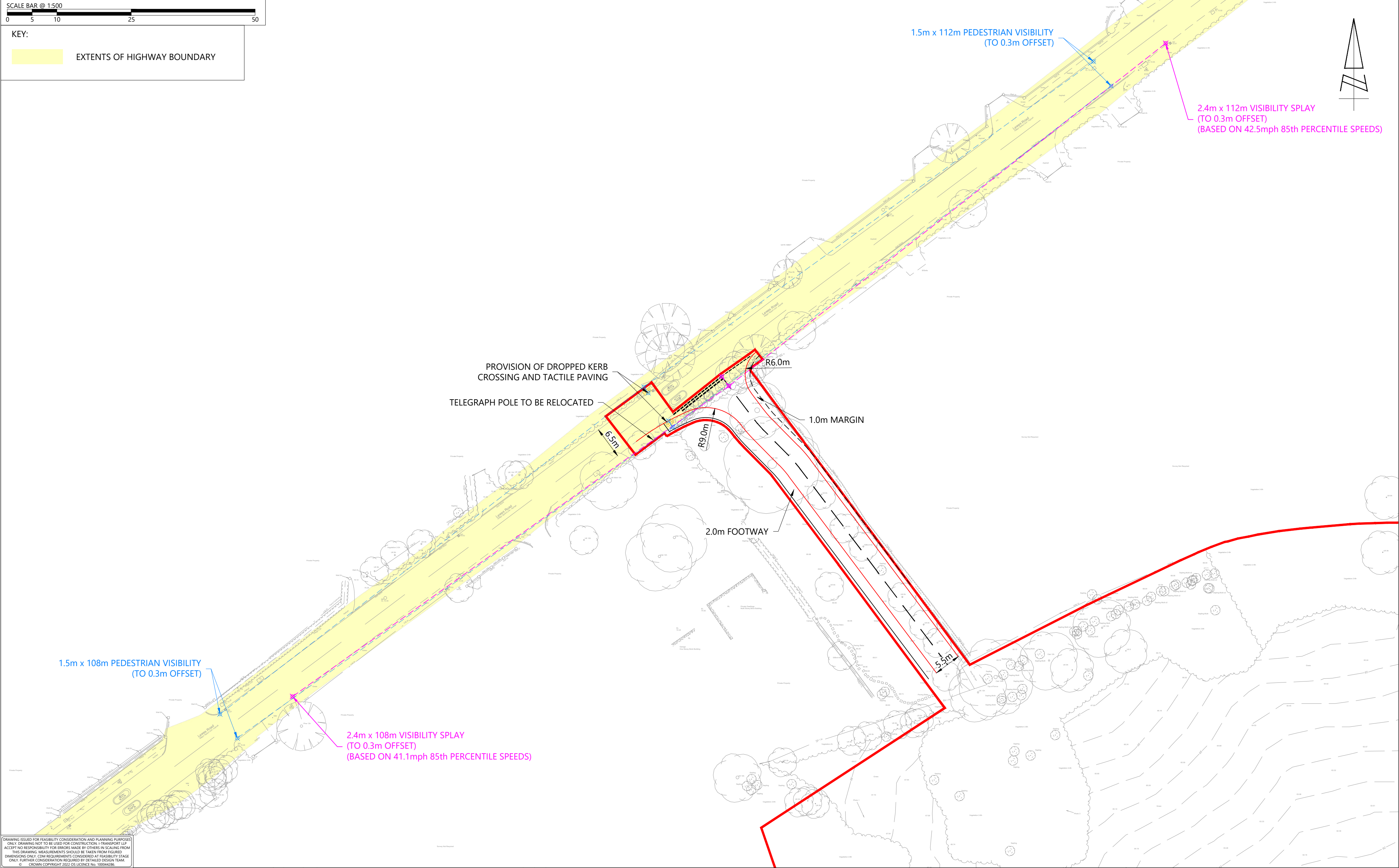
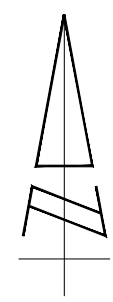
25 = HGVs

DRAWINGS



KEY:

EXTENTS OF HIGHWAY BOUNDARY

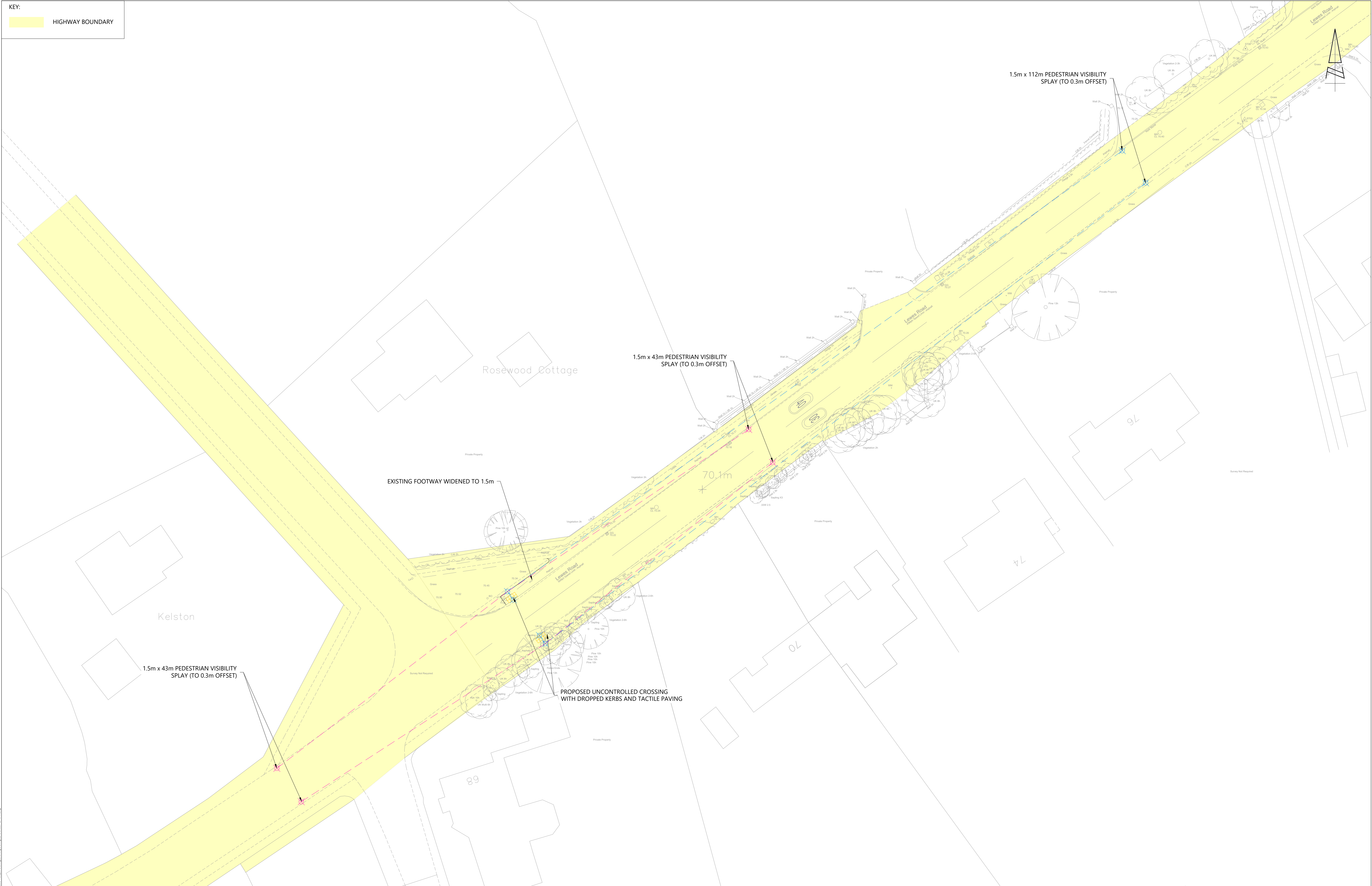


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STATUS: FOR INFORMATION															

DRAWN: SH	CHECKED: BC	APPROVED: VP
PROJECT No: ITL19597	SCALE @ A2: 1:500	DATE: 24.01.24
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STATUS			FOR INFORMATION				

TITLE: PROPOSED UNCONTROLLED CROSSING ACROSS LEWES ROAD

CLIENT: MILLER HOMES

DRAWN: MM	CHECKED: BC	APPROVED: MG
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