



RIDGE

TRANSPORT ADDENDUM NOTE

**LAND WEST OF GATESMEAD
CREST NICHOLSON OPERATIONS LTD**

August 2026

Land West of Gatesmead

Transport Addendum Note

Project Number:	5029426	Client:	Crest Nicholson Operations Ltd
Date And Issue:	18/08/2026	Prepared By:	R Cox
Report Reference:	P02.0	Approved By:	S Matthews

1 INTRODUCTION

1.1.1 This Technical Note has been prepared by Ridge on behalf of the applicant in response to the comments raised by West Sussex County Council (WSCC) dated 2 July 2026, in its capacity as Local Highway Authority, on planning application DM/26/1315 for the proposed development of 49 homes at Land West of Gatesmead, Wickham Way, Haywards Heath.

1.1.2 The scope of this note covers:

- A summary of the changes to the **Travel Plan comments**
- Responses to the **Stage 1 Road Safety Audit comments**
- A summary of changes and responses to the **internal layout comments**

2 TRAVEL PLAN COMMENTS

2.1.1 It is understood that a monitoring fee of £1,765 will be secured by legal agreement for 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.

2.1.2 The Travel Plan, to be secured by legal agreement, has been updated to include:

- Details of TP Coordinator.
- Car sharing to be promoted through Residents Welcome Pack.
- Residents Welcome Pack to include public transport timetables/routes, promote journey planning resources, provides cycle and walking routes/paths maps.
- Commitment to investigate travel arrangements with local schools and the college within Haywards Heath that have a travel plan in place and are within walking and cycling distance of the site.
- £150 voucher to be offered to each home, which can be used for:
 - a season ticket for the local bus service
 - a rail season ticket or network card
 - a contribution towards the purchase of a new bicycle and/or equipment
 - Bikeability training up to 4 members of the household (further details and course costs are available at <https://www.westsussex.gov.uk/roads-and-travel/road-safety/one-to-one-cycle-training/>)
 - 12 months free membership to any local Car Club (including joining fee)

3 STAGE 1 RSA COMMENTS

8.1 Problem – Item A1.13

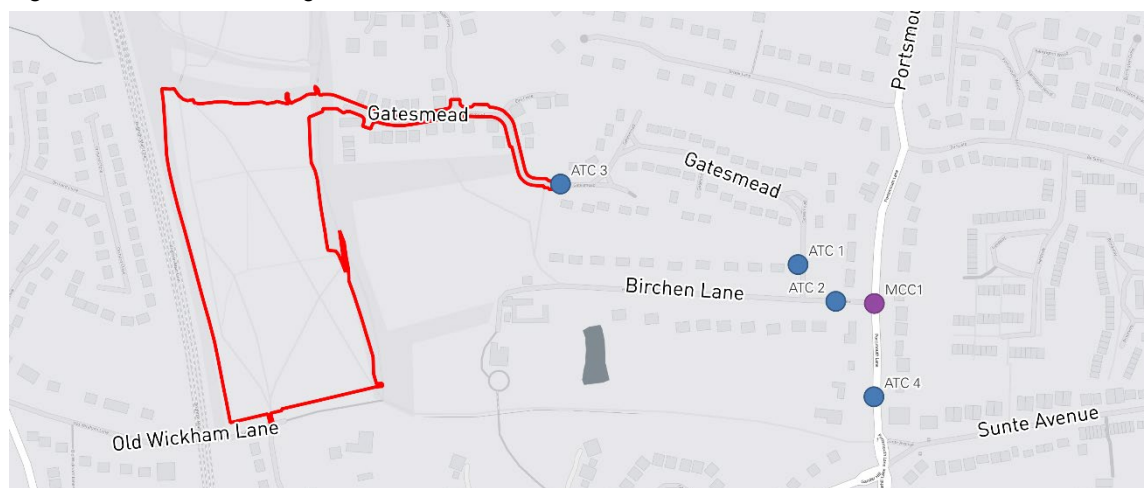
WSCC Comments

- 3.1.1 *“Embankments adjacent footways/carriageway with no safety margin to prevent falls. Auditor recommends providing safety margins. Designer states they will consider this at detailed design stage as form of separation (horizontal margin, grading, or barriers) will need considering depending on RPAs. Whilst the LHA agree details can be provided and agreed at detailed design, we advise designer to check and demonstrate that there is sufficient width to provide this at this stage.”*

Ridge Response

- 3.1.2 Traffic surveys were undertaken in June 2025, including speed surveys ATC 1: Gatesmead and ATC 3: Gatesmead. The approximate location of the traffic surveys undertaken are shown in **Figure 3.1**.

Figure 3.1 – Traffic Survey Locations



- 3.1.3 A summary of the traffic survey data results is provided in **Table 3.1**. The raw traffic survey data is provided within the Transport Assessment.

Table 3.1 – Summary of ATC Survey Data (Average Weekday)

LOCATION	NO. OF VEHICLES		85% PERCENTILE SPEED (MPH)	
	AM (08:00–09:00)	PM (17:00–18:00)	AM (08:00–09:00)	PM (17:00–18:00)
Gatesmead (northbound)	11.8	20.4	20.9	21.1
Gatesmead (southbound)	33.0	18.4	21.2	21.8
Birchen Lane (eastbound)	28.0	23.7	20.1	21.5
Birchen Lane (westbound)	27.0	29.0	22	22.5
Gatesmead (eastbound)	24.2	11.2	16.6	14.3
Gatesmead (westbound)	7.2	12.4	12.2	17.1
Portsmouth Lane (northbound)	347.8	339.6	30.5	31.8
Portsmouth Lane (southbound)	371.0	324.8	27.5	29.1

- 3.1.4 This shows 85th percentile speeds are well below 20mph on Gatesmead and would be expected to be similar at the proposed access. The existing traffic calming feature similarly slopes down from the road, see **Figure 3.2**.
- 3.1.5 Generally the proposed access road is <0.5m higher than the existing ground (shown in the cross-section drawings provided in the Transport Assessment), except at the culverts, where barriers could be installed.

Figure 3.2 – Image of Existing Gatesmead Traffic Calming Feature



Source: Google Maps

3.1.6 There is no available space to increase the embankments beyond their current extents without impacting the identified root protection areas (RPA). On this basis, two potential options are currently proposed:

- Option 1 – Provide a fence on the embankment. Due to slope, the fence would be expected to be taller in height.
- Option 2 – Provide a 0.5m flat safety margin adjacent to the footway/carriageway, with a reinforced embankment at a gradient of 1:2.5.

Note: The option will be decided at detailed design stage and influenced by the impact on the RPAs (physical and permeability of air and water to the roots).

3.1.7 Please see **Drawing 5029426-RDG-XX-XX-DR-H-PL001-P07** in **Appendix A**, which shows the updated access with an indicative fence line.

3.1.8 Any fence would likely be made of timber, with the detailed specification to minimise obstruction to visibility. The proposed fencing should be similar in style to the fence shown in **Figure 3.3**, which has been installed further east along Gatesmead.

3.1.9 The final arrangement, including the fence type, embankment gradient, safety margin and visibility requirements, will be confirmed through the detailed design process.

Figure 3.3: Timber Fence Type to be Considered at Detailed Design Stage



8.2 Problem – Item A2.1

WSCC Comments

- 3.1.10 *“Narrowing on inside bend – no visibility splays showing vehicles approaching narrowing can see opposing vehicles on inside bend in both directions. Auditor advises providing forward visibility splays over adopted land. Designer states blue visibility splay line shows 25m SSD (for 20mph) to carriageway narrowing in both directions in advance of give way lines. This will be further reviewed at Detailed Design stage. Whilst LHA agree, designer should confirm that land this passes through will be adopted highway/ applicant maintained.”*

Ridge Response

- 3.1.11 The land through which the visibility splay passes, is proposed to be adopted. **Drawing 5029426-RDG-XX-XX-DR-H-PL007-P01** in **Appendix B** indicates the minimum extent of land proposed for adoption, which includes the visibility splays.

8.3 Problem – Item A2.1

WSCC Comments

- 3.1.12 *“Forward visibility splay on Gatesmead for vehicles approaching from east appears to extend to private land. Auditor advises splay amended so does not extend through private land. Designer has clarified that splay passes through land under the applicant control thus ongoing maintenance can be given. Whilst LHA agree, it would be useful for extent of adopted highway land for adjoining site to be provided.”*

Ridge Response

- 3.1.13 The visibility splays are within land under the applicant’s control or within the carriageway of existing Gatesmead. The existing sections of Gatesmead are currently subject to the adoption process, and the proposed extent of this adoption, together with the land within the applicant’s control, is shown on **Drawing 5029426-RDG-XX-XX-DR-H-PL007-P01** in **Appendix B**.

8.4 Problem – Item A4.2

WSCC Comments

- 3.1.14 *“Pedestrian crossing points without visibility splays, those shown are not to standard (X distances 0.8m and 1.2m) which will result in inadequate visibility of oncoming vehicles for pedestrians crossing. Auditor advises appropriate visibility splays demonstrated where these can be maintained. Designer has stated that splays have been demonstrated at ‘x’ distance of 1.2m yet auditor has already stated this is not to standard. A minimum 1.5m ‘x’ distance should be used. Please amend splays and response accordingly.”*

Ridge Response

- 3.1.15 Pedestrian visibility splays have been reviewed and amended to apply a minimum ‘x’ distance of 1.5m at the relevant uncontrolled crossing points. These are shown on revised **Drawing 5029426-RDG-XX-XX-DR-H-PL006-P05** which are in **Appendix C**. The revised arrangement demonstrates the visibility available between pedestrians waiting to cross and approaching vehicles.

8.5 Problem – Item A4.2

WSCC Comments

- 3.1.16 *“No footway on northern side between footpath and northern footway. Auditor states pedestrians will walk along verge/carriageway rather than cross road twice and advise an additional length of footway to link up (from PROW to northern side footway on Gatesmead). Designer states it is not feasible to provide footway on northern side in this location as this would require embankment widening which would encroach into woodland buffer and root protection areas. LHA advise further information and consultation with the LPA is undertaken on this point – what is the extent of the woodland buffer and root protection areas, what mapping has been used to ascertain that an embankment widening/footway here is not achievable?”*
- 3.1.17 *It is also noted that tactile paving at uncontrolled crossing east of build out (on Gatesmead) may not be sufficient depth (3 rows of tactile) to be compliant for visually impaired. Designer is advised to review this and all tactile paved crossing points to ensure these are of suitable dimensions for visually impaired.”*

Ridge Response

- 3.1.18 There is no available space to increase the footways and embankments beyond their current extents without impacting the identified root protection areas (RPA). The existing traffic feature at Gatesmead has footway on one side, switching sides with a crossing, no recorded accidents (see Transport Assessment), and traffic speeds are recorded below 20mph (see ‘8.1 Problem – Item A1.13’).
- 3.1.19 To minimise the likelihood of pedestrians continuing along the verge, fencing is proposed at the footway termination point to guide pedestrians towards the proposed crossing point. Please see **Drawing 5029426-RDG-XX-XX-DR-H-PL001-P07** in **Appendix A**.
- 3.1.20 Any fence would likely be made of timber, with the detailed specification to minimise obstruction to visibility. The proposed fencing should be similar in style to the fence shown in **Figure 3.3**, which has been installed further east along Gatesmead.
- 3.1.21 The tactile paving provision has been reviewed and updated where necessary to provide suitable tactile paving depths at the uncontrolled crossing points.

The final arrangement, including the fence type will be confirmed through the detailed design process.

4 INTERNAL LAYOUT COMMENTS

4.1 Internal Layout

4.1.1 The following changes have been made and are shown in **Drawing 5029426-RDG-XX-XX-SK-H-0011-P01** in **Appendix D**:

- A review of locations within site that require uncontrolled crossings (dropped kerb/tactile paving) has been carried out, and the following changes have been made:
 - Tactile paving introduced at the northern 3 arm junction
 - Tactile paving introduced at the crossing to the segregated footway running north-south through the development (at its northern end), and at each crossing point along its length.
 - Narrowed bellmouth at the shared surface access road on the east side of the development and tactile paving at the crossing (note: width available for refuse access into and out of shared surface access road)
- A review of the spine road (straight section) and build out location has been carried out and a new build out introduced which:
 - Avoids driveways and access locations
 - Avoids impacting on swept path requirements for refuse vehicles (see **Drawing 5029426-RDG-XX-XX-SK-H-0011-P01**:
- A review of internal footpaths that connect to PROW and Old Wickham Lane to ensure suitable width/LTN1/20 compliant. This confirms:
 - Footways are 2m wide across the site.
 - Cycling will be on-road, as the on-site streets are proposed to be quiet 20mph streets (with no 'through' traffic). Connections to Old Wickham Lane are footpaths only, therefore there is not the opportunity to provide formal cycle paths to the south of the site.

4.2 Car Parking

4.2.1 Accessible units are not proposed following confirmation from Mid Sussex District Council that they are not a requirement on this site; therefore, additional access aisle hatching/markings for disabled/accessible parking bays are not required.

4.3 Masterplan Swept Path Analysis

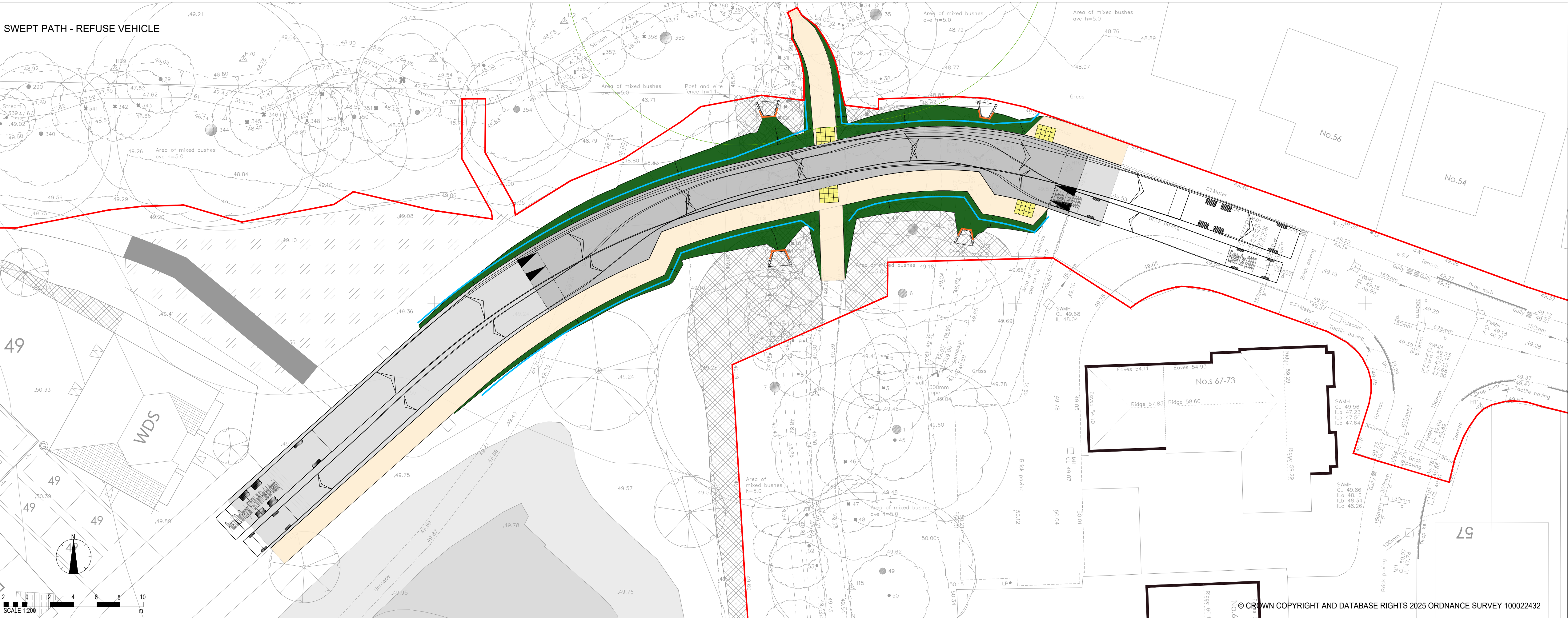
4.3.1 Following the updates to the proposed site masterplan, the refuse vehicle and fire tender swept path analysis has been updated. The updated tracking is shown on Drawings **5029426-RDG-XX-XX-DR-H-PL002-P04** and **5029426-RDG-XX-XX-DR-H-PL003-P04**, contained within **Appendix E**. The vehicle swept paths demonstrate that the refuse vehicle and fire tender can manoeuvre around the site without issue.

APPENDIX A

VISIBILITY ASSESSMENT



SWEPT PATH - REFUSE VEHICLE



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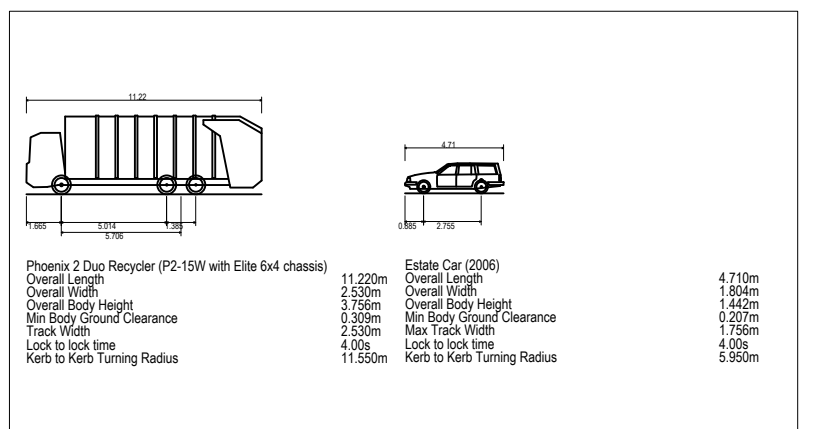
KEY

- APPLICATION BOUNDARY
- PROPOSED TACTILE PAVING
- 25m FORWARD VISIBILITY, MANUAL FOR STREETS 20MPH
- INDICATIVE FENCE LINE - SUBJECT TO DETAILED DESIGN. ASSUME FENCE TO BE PLACED ON 1:3 SLOPE OR ON 0.5m SAFETY MARGIN WITH STEEPER EMBANKMENTS.
- INDICATIVE BARRIER AROUND CULVERT - SUBJECT TO DETAILED DESIGN

NOTES:

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P07	Updated Layout	18/08/2026	RC	SM
P06	Updated Layout	13/05/2026	RC	SM
P05	Updated Layout	28/04/2026	RC	SM
P04	Updated following comment	15/04/2026	RC	SM
P03	Update Layout	08/04/2026	RC	SM
P02	Update Layout	30/03/2026	RC	SM
P01	First issue	25/03/2026	RC	SM
REV	DESCRIPTION	DATE	BY	CHKD
ORIGINATOR: www.ridge.co.uk				

RIDGE

PROJECT NUMBER: 5029426

CLIENT: CREST NICHOLSON OPERATIONS LTD

IN ASSOCIATION WITH:

PROJECT: LAND WEST OF GATESMEAD HAYWARDS HEATH

TITLE: PROPOSED ACCESS ARRANGEMENT VISIBILITY AND SWEPT PATH ASSESSMENT

DRAWN BY: RC CHECKED BY: SM APPROVED BY: SM

SCALE @ A1: 1:200 DATE OF REVIEW: 25/03/2026

ISO 19650 STATUS: FOR PLANNING

DRAWING No: 5029426-RDG-XX-XX-DR-H-PL001-P07.dwg

PROJECT: 5029426 ORG: RDG FUNCTION: XX SPATIAL: XX FORM: DR DISCIPLINE: H NUMBER: PL001 REV: P07

APPENDIX B



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- KEY
- APPLICATION BOUNDARY
 - PROPOSED TACTILE PAVING
 - 1.5m x 25m PEDESTRIAN VISIBILITY SPY, MANUAL FOR STREETS 20MPH
 - VISIBILITY TO SEE VEHICLE ON NARROWING 25M IN ADVANCE OF STOPPING POSITION. 25M SSD AT 20MPH MANUAL FOR STREETS
 - INDICATIVE FENCE LINE - SUBJECT TO DETAILED DESIGN
 - AREA OF LAND WITHIN CLIENTS CONTROL
 - PROPOSED EXTENTS OF ADOPTION ON EXISTING GATESMEAD, BASED ON ARDENT DRAWING 14719-3700IC8! S38 HIGHWAYS ADOPTION PLAN
 - INDICATIVE EXTENTS OF ADOPTION FOR GATESMEAD ACCESS

NOTES:

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P01	First issue	18/08/2026	RC	SM
REV	DESCRIPTION	DATE	BY	CHKD
ORIGINATOR: www.ridge.co.uk				

RIDGE

PROJECT NUMBER: 5029426

CLIENT: CREST NICHOLSON OPERATIONS LTD

IN ASSOCIATION WITH:

PROJECT: LAND WEST OF GATESMEAD HAYWARDS HEATH

TITLE: PROPOSED ACCESS ARRANGEMENT LAND BOUNDARIES ASSESSMENT

DRAWN BY: RC CHECKED BY: SM APPROVED BY: SM

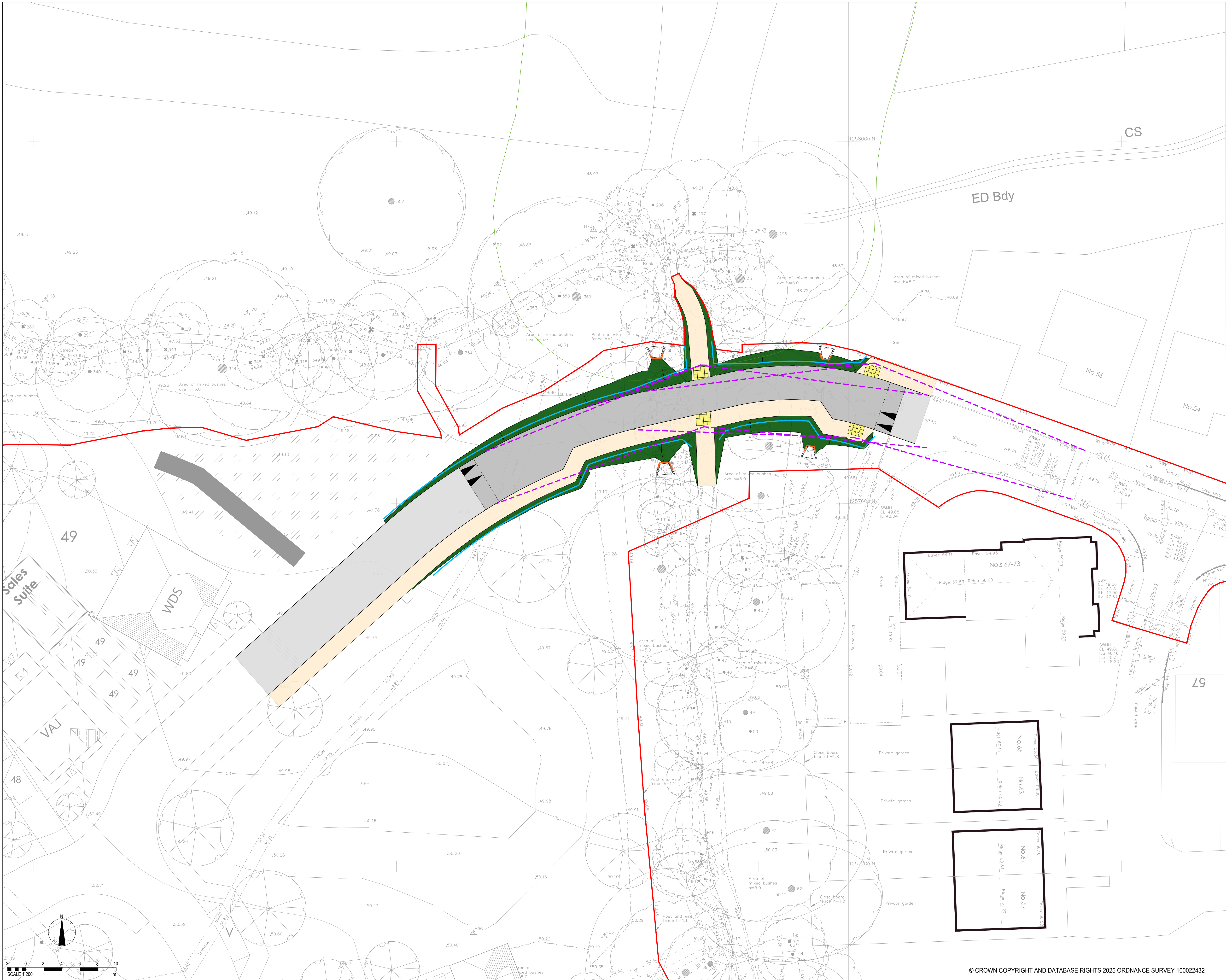
SCALE @ A1: 1:200 DATE OF REVIEW: 18/08/2026

ISO 19650 STATUS: FOR PLANNING

DRAWING No: 5029426-RDG-XX-XX-DR-H-PL007-P01.dwg

PROJECT: 5029426 ORG: RDG FUNCTION: XX SPATIAL: XX FORM: DR DISCIPLINE: H NUMBER: PL007 REV: P01

APPENDIX C



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P04	Update layout	13/05/2026	RC	SM
P04	Update layout	13/05/2026	RC	SM
P03	Update layout	28/04/2026	RC	SM
P02	Update following comment	15/04/2026	RC	SM
P01	First issue	08/04/2026	RC	SM
REV	DESCRIPTION	DATE	BY	CHKD
ORIGINATOR:	www.ridge.co.uk			



PROJECT NUMBER: 5029426

CLIENT:

CREST NICHOLSON OPERATIONS LTD

IN ASSOCIATION WITH:

PROJECT:

LAND WEST OF GATESMEAD
HAYWARDS HEATH

TITLE:

PROPOSED ACCESS ARRANGEMENT
PEDESTRIAN VISIBILITY
ASSESSMENT

DRAWN BY: RC CHECKED BY: SM APPROVED BY: SM

SCALE @ A1: 1:200 DATE OF REVIEW: 08/04/2026

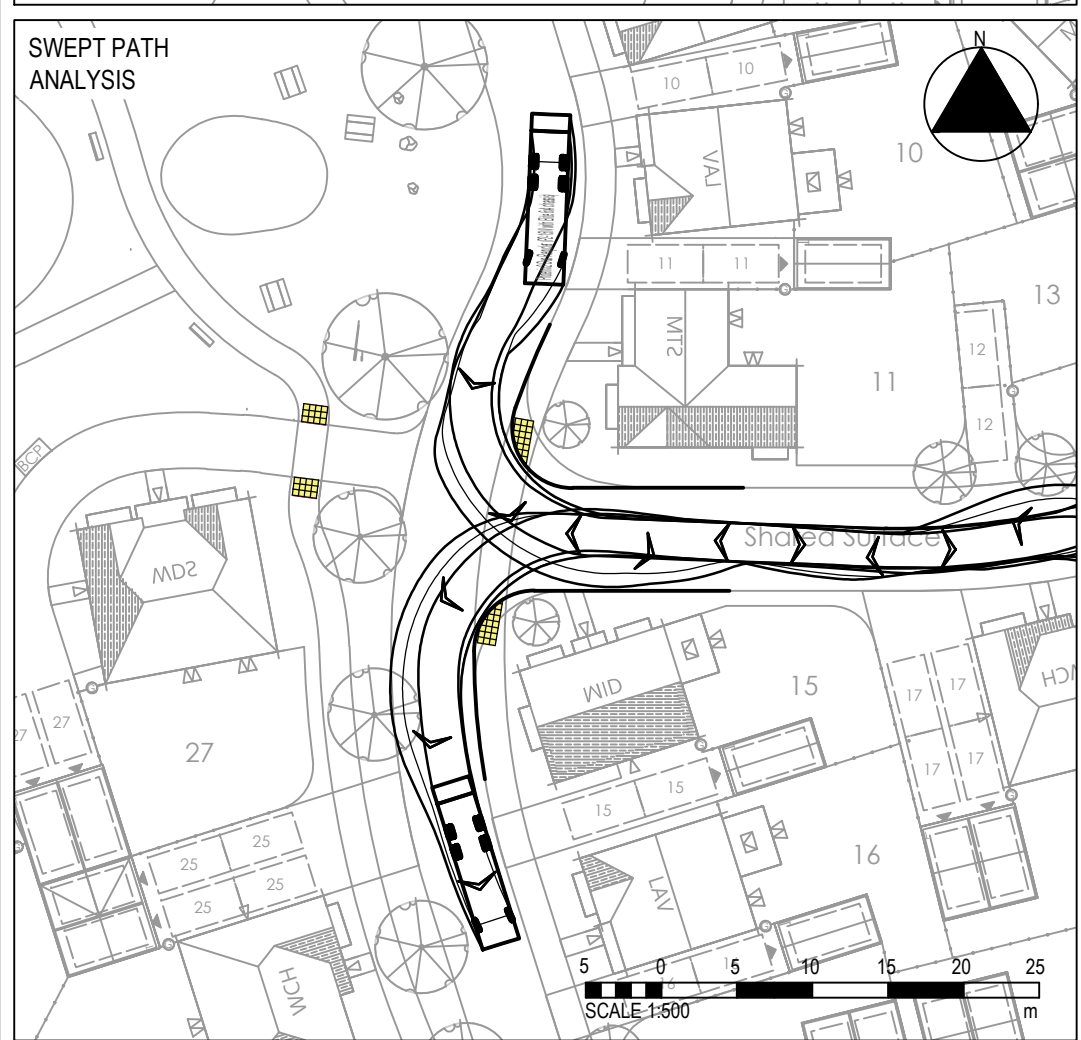
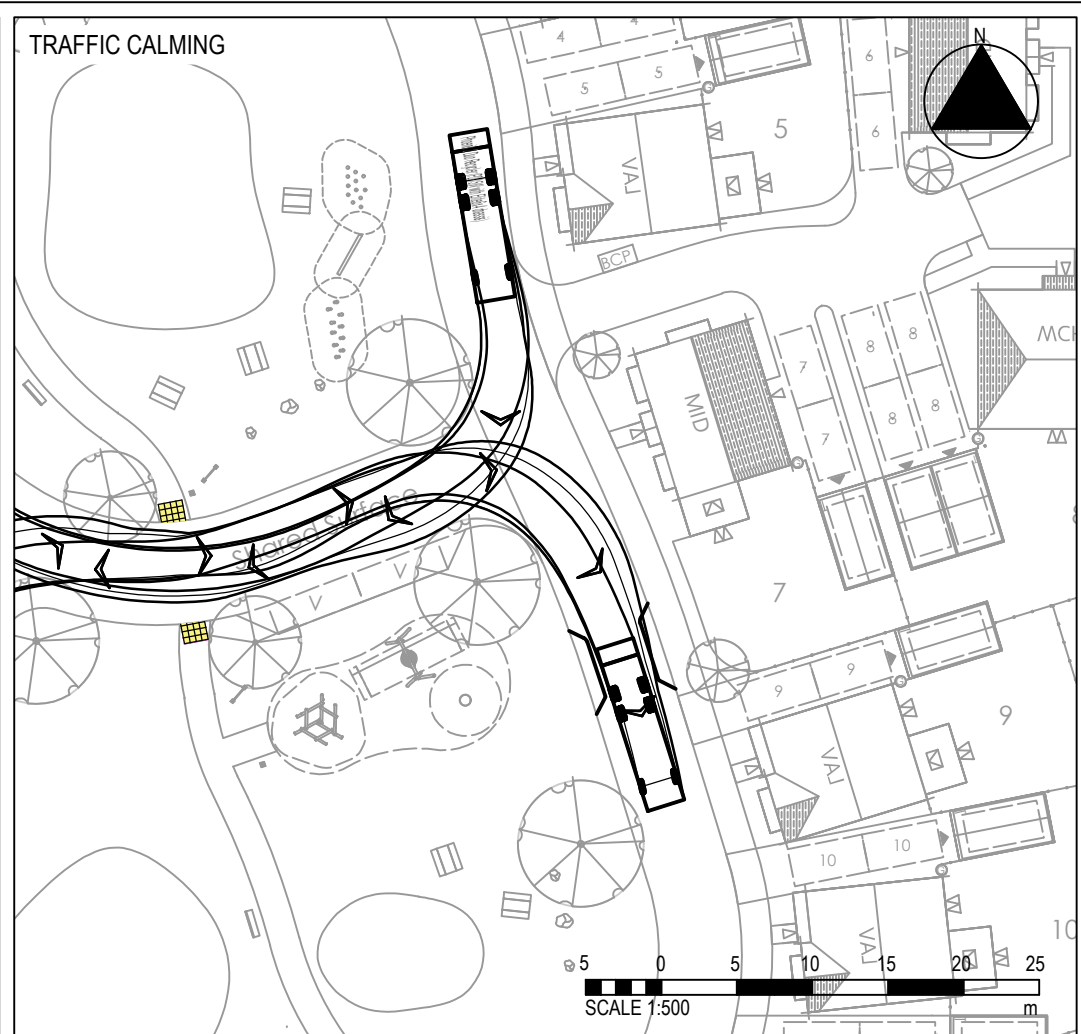
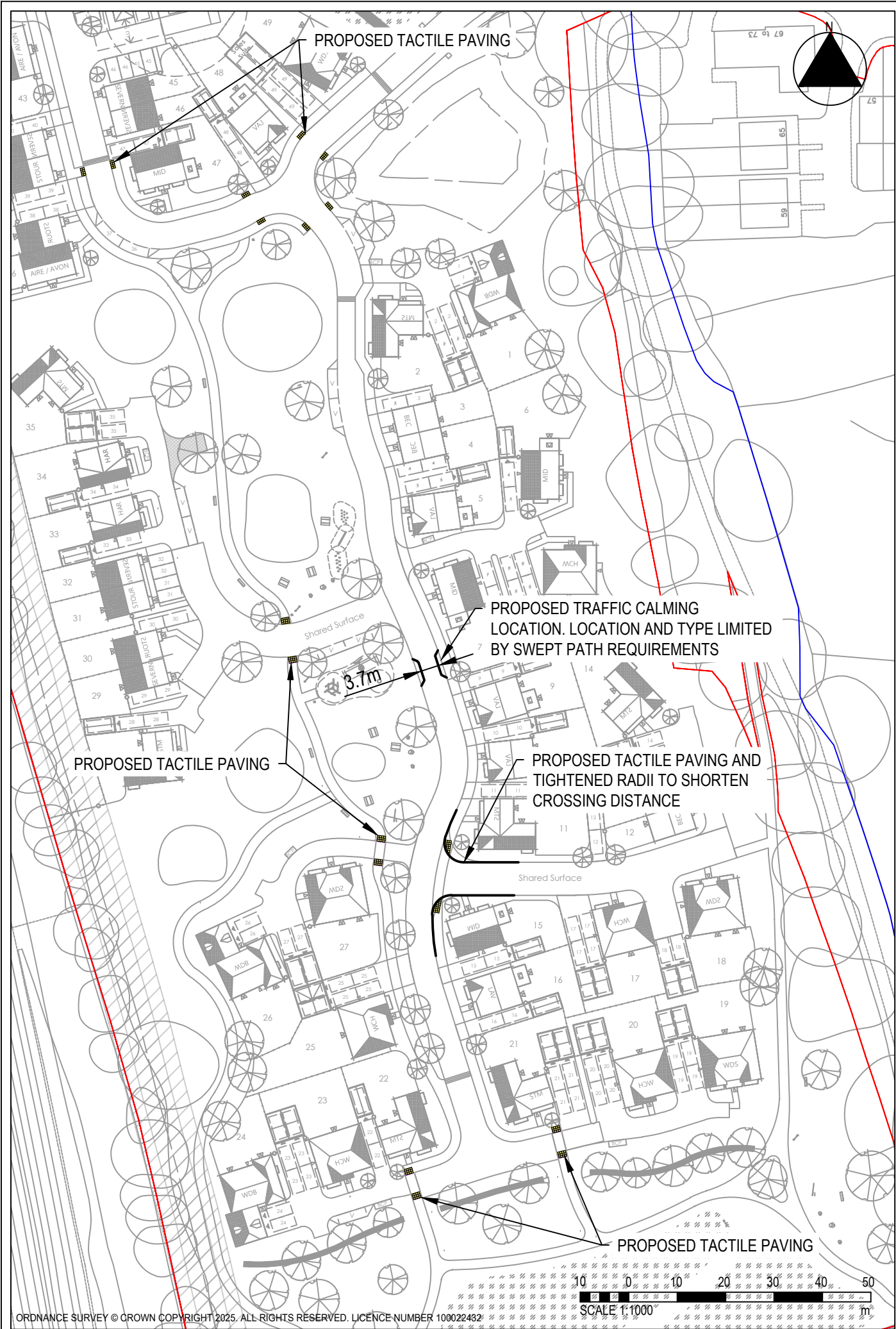
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APPENDIX D



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DRAWING NOTES:

Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)

Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

P01	FIRST ISSUE	17.08.2026	RC	SM
REV	DESCRIPTION	DATE	BY	CHKD
ORIGINATOR:		www.ridge.co.uk		

RIDGE

PROJECT NUMBER: 5029426

CLIENT:
CRESTNICHOLSON OPERATIONS LTD

CONTRACTOR CLIENT:

PROJECT:
LAND WEST OF GATESMEAD
HAYWARDS HEATH

TITLE:
MASTERPLAN
POST APP UPDATES

DRAWN BY:	RC	CHECKED BY:	SM	APPROVED BY:	SM		
SCALE:	AS SHOWN	@	A3	DATE:	17/08/2026		
STATUS:	DESCRIPTION: S2 SUITABLE FOR INFORMATION						
MODEL REFERENCE: 5029426-RDG-XX-XX-SK-H-00011							
PROJECT:	ORG:	FUNCTION:	SPATIAL:	FORM:	DISC:	NUMBER:	REV:
5029426	RDG	XX	XX	SK	H	0011	P01

APPENDIX E

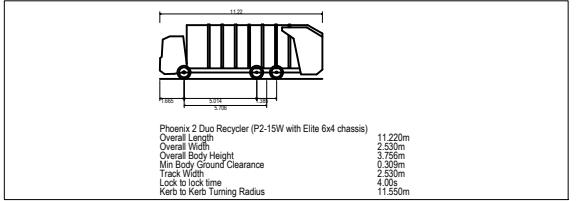


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- KEY
- RESIDENT CARRY DISTANCE MAX 30m, MFS
 - REFUSE COLLECTION CARRY DISTANCE MAX 25m, MFS
 - BIN COLLECTION POINT



P04	Updated layout	18/08/2026	RC	SM
P03	Updated layout	13/05/2026	RC	SM
P02	Updated layout	28/04/2026	RC	SM
P01	First issue	08/04/2026	RC	SM
REV	DESCRIPTION	DATE	BY	CHKD
ORIGINATOR: www.ridge.co.uk				



PROJECT NUMBER: 5029426

CLIENT:

CREST NICHOLSON OPERATIONS LTD

IN ASSOCIATION WITH:

PROJECT:

LAND WEST OF GATESMEAD
HAYWARDS HEATH

TITLE:

MASTERPLAN
REFUSE COLLECTION
SWEEP PATH ANALYSIS

DRAWN BY:	RC	CHECKED BY:	SM	APPROVED BY:	SM		
SCALE @ A3:	1:1000	DATE OF REVIEW:	08/04/2026				
ISO 19650 STATUS:							
FOR PLANNING							
DRAWING No: 5029426-RDG-XX-XX-DR-H-PL002-P04.dwg							
PROJECT:	ORG:	FUNCTION:	SPATIAL:	FORM:	DISCIPLINE:	NUMBER:	REV:
5029426	RDG	XX	XX	DR	H	PL002	P04



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Dennis Sabre Fire Tender (LWB)

Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m

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ORIGINATOR: www.ridge.co.uk				



PROJECT NUMBER: 5029426

CLIENT:

CREST NICHOLSON OPERATIONS LTD

IN ASSOCIATION WITH:

PROJECT:

LAND WEST OF GATESMEAD
HAYWARDS HEATH

TITLE:

MASTERPLAN
FIRE TENDER TRACKING

DRAWN BY: RC CHECKED BY: SM APPROVED BY: SM

SCALE @ A3: 1:1000 DATE OF REVIEW: 08/04/2026

ISO 19650 STATUS:

FOR PLANNING

DRAWING No: 5029426-RDG-XX-XX-DR-H-PL003-P04.dwg

PROJECT:	ORG:	FUNCTION:	SPATIAL:	FORM:	DISCIPLINE:	NUMBER:	REV:
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