

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Joanne Fisher
FROM:	WSCC – Highway Authority
DATE:	6 January 2024
LOCATION:	Hollyrood House Ardingly Road Lindfield Haywards Heath West Sussex RH16 2RA
SUBJECT:	DM/24/2922 Removal of outbuildings and alterations to the existing buildings and hard surfaces to allow for a change of use from Class C2 (residential institution) use to a Class C3 (dwellinghouse) use to provide 3 no.1-bed flats, 14 no. 2-bed flats, and 2 no. 3-bed two storey dwellings (and retaining Holy Rood Cottage as a 3-bed dwelling), together with 37 no. car parking spaces, private and communal amenity spaces, landscaping, bin and cycle stores. Alterations to existing access points onto and from Ardingly Road and Park Lane.
DATE OF SITE VISIT:	3 January 2025
RECOMMENDATION:	More Information Required

This is the first WSCC Highways response to the above planning application seeking removal of outbuildings and alterations to the existing buildings and hard surfaces to allow for a change of use from Class C2 use (residential institution) to a Class C3 use (dwellinghouse) to provide 3 no.1-bed flats, 14 no. 2-bed flats, and 2 no. 3-bed two storey dwellings (and retaining Hollyrood Cottage as a 3-bed dwelling), together with 37 No. car parking spaces, private and communal amenity spaces, landscaping, bin and cycle stores plus alterations to existing access points at Ardingly Road and Park Lane.

Site location and access.

The site is located on the outskirts of the village of Lindfield and is situated approximately 2.75 kilometres to the south of the village of Ardingly and 3.0 kilometres to the north-east of Haywards Heath town centre. The site is positioned between the B2028 Ardingly Road and Park Lane, with the site being situated to the east of Ardingly Road and to the west of Park Lane.

Ardingly Road (B2028) runs broadly N-S and is predominately rural in nature where it passes the site. It provides a main route between Lindfield and Haywards Heath, continuing northwards to Ardingly, Turners Hill and Crawley Down.

Park Lane (to the east of the site) is also rural in nature and provides access to the B2028 Ardingly Road approximately 300 metres to the south of the site. It provides access to Horsted Keynes (to the north-east of the site) via Keysford Lane.

Ardingly Road is a single carriageway road, which is subject to a 60mph speed limit in the vicinity of the site. The carriageway at this point is approximately 6.0 metres wide and has (in places) verges on both sides of the carriageway.

Park Lane is a rural single carriageway lane in nature and, like Ardingly Road, is also subject to a 60mph speed limit. Park Lane, in the vicinity of the site access, has a carriageway width of approximately 5.0 metres and has, in places, verges on both sides of the carriageway.

The site has two separate access points – one to Ardingly Road and the other to Park Lane.

The Transport Statement (TS) that accompanies the planning application, describes the main access as being from Ardingly Road and says that it currently measures approximately 4.4 metres wide (dimension taken between existing wooden edgings), and then opens-out towards Ardingly Road. Within the site, the TS says that the access widens to approximately 5.0 metres wide. The TS also states that the Ardingly Road access provided the main access to the care home for residents and visitors when it was in use.

Other than a very short section of footway on the northern side of the junction of Ardingly Road with Park Lane, no other bespoke or separate pedestrian provision is available on either road, nor is there any such access to the site. Therefore, pedestrian access is shared with the vehicular access points mentioned above.

Proposed access arrangements.

To inform the design of the site accesses and the associated visibility splays, the applicant has provided speed traffic surveys on Ardingly Road and Park Lane. The TS says that Automatic Traffic Counters (ATCs) were positioned on Ardingly Road and Park Lane (within the vicinity of the existing accesses). The TS continues by saying that the ATCs were in place for a one-week period from Monday 9th September 2024 to Sunday 15th September 2024.

A copy of the results of the ATC surveys can be found in Appendix B in the TS that accompanies the planning application. A summary of the average weekday traffic flows and surveyed speeds, taken from the results of the ATCs, are found within Tables 3.1 and 3.2 below (taken directly from the TS):

(Please see overleaf):

Ardingly Road	Direction of Travel	
	Northbound	Southbound
Average Speed	43.0 mph	41.1 mph
85 th Percentile Speed	49.4 mph	49.2 mph
Average Weekday Traffic Flow (0700-1900)	2504	2437

Table 3.1 – Summary of Traffic Survey (Ardingly Road)

Park Lane	Direction of Travel	
	Northbound	Southbound
Average Speed	31.7 mph	32.2 mph
85 th Percentile Speed	36.5 mph	37.1 mph
Average Weekday Traffic Flow (0700-1900)	263	354

Table 3.2 – Summary of Traffic Survey (Park Lane)

The TS states that the results of the traffic survey and the 85th percentile speeds have been used to inform the design of the proposed site accesses and associated visibility splays.

From scrutiny of the submitted access drawings found in Appendix 'D' in the TS, the splays shown at the access to Ardingly Road appear to be based on MfS2, whereas because they exceed 60kph, the Highway Authority considers that DMRB should be the design standard used. Applicant to provide a plan demonstrating how any visibility splays proposed meet the DMRB design standard.

Park Lane site access splays do appear to follow MfS guidance based on the recorded speeds (being less or fractionally over 37mph). However, a plan should be provided showing what forward visibility splays are available at this location.

Traffic generation.

The TS provides an assessment of the likely traffic impact generation of the development proposals using TRICS.

The trip rates that have been used to quantify traffic attributable to the existing dwelling (Hollyrood Cottage) have also been relied on to quantify the traffic attraction associated with the three houses that are proposed. On this basis the same trip rates per dwelling (as set out with Table 5.2 found in the TS) have been relied on. The trip rates have been applied to the proposed residential development, of three houses, and total trip generation (for the proposed three houses) is set out within Table 5.4 below (LGV trips in brackets).

To assess the traffic attraction associated with the proposed apartments a TRICS assessment has been carried out to quantify the vehicular trips that are likely to be generated by a development of 17 private flats. The TRICS database has been interrogated and sites have been selected based on the following search criteria:

- Land Use: Residential
- Sub Land Use: Flats Privately Owned
- Regions: South-East and South West
- Site Locations: Edge of Town Centre and Neighbourhood Centre
- Parameter Range: Up to 100 dwellings

- Data Range: January 2016 onwards (default).

A copy of the TRICS outputs has been provided as Appendix F, found in the TS. A summary of the trip rates has been set out within Table 5.5 below, taken directly from the TS. The trip rates have been applied to a development of 17 flats and total daily trip generation is shown within the table below (LGV trips in brackets).

Apartments	Arrivals	Departures	Total
Daily Trip Rate (per flat)	1.554 (0.081)	1.554 (0.081)	3.108 (0.162)
Total Daily Trips (17 flats)	26 (1)	26 (1)	53 (3)

Table 5.5 - Residential trip rates (flats) and predicted daily traffic generation for 17 flats
[Nb. Rounding errors occur]

Table 5.6, below, combines the trip predictions associated with the proposed houses and the proposed apartments to establish a level of trip attraction associated with the development proposals in their entirety i.e. 3 houses and 17 apartments (LGV trips shown within brackets).

Land Use	Arrivals	Departures	Total
3 Houses	9 (2)	9 (1)	18 (3)
17 Flats	26 (1)	26 (1)	53 (3)
Proposed Development (in total)	35 (3)	35 (2)	71 (6)

Table 5.6 – Daily traffic attraction associated with the proposed development
[Nb. Rounding errors occur]

The TS states that it can be seen from Table 5.6 that the proposed residential land use would be likely to result in circa 35 arrivals and 35 departures, with a total of 71 vehicular trips across the course of a typical day, of which circa 6 trips would represent trips associated with servicing/deliveries.

To consider the net impact of the development proposals, the trip predictions that have been set out within Tables 5.3 and 5.6 have been compared. The net traffic impact arising from the development proposals is set out within Table 5.7 overleaf:

Development Scenario	Arrivals	Departures	Total
Existing (baseline)	52 (7)	49 (7)	101 (14)
Proposed (residential)	35 (3)	35 (2)	71 (6)
Net Impact	-17 (-4)	-14 (-5)	-30 (-8)

Table 5.7 – Net traffic impact associated with the development proposals

The TS states that it can be seen from Table 5.7 that the development proposals would be likely to result in a material decrease in vehicular trips to the site on a daily basis, with a circa 30% decrease in vehicular trip attraction being identified (when compared to the baseline scenario). Furthermore, the TS states that the development proposals would also result in a reduction of servicing trips associated with the site.

However, peak-period traffic flows are not provided. Applicant to provide for both existing and proposed scenarios.

Additionally, an up-to-date TRICS assessment should be provided for the houses in order to compare trips.

And finally, an assessment of traffic impact of the development at the junction of Ardingly Road with Park Lane should also be provided.

Access by sustainable transport.

Walking and cycling – The site is located in a rural location where there are no nearby footways, nor any bespoke cycle lanes/paths, thereby placing reliance on access to and from the site by car or similar.

Public Transport (Bus) - There are existing bus stops that are located within Ardingly Road immediately adjacent to, and opposite, the site's principal access. The TS states that the bus stops on Ardingly Road are within a 100 metre walk from the proposed apartments/dwellings using the internal private driveway. The bus stops on Ardingly Road provide access to bus service 270 and 272, which are operated by Metrobus.

Bus service 270 provides an hourly Monday to Sunday service to a range of local destinations including East Grinstead (including rail station), Ashurst Wood, Forest Row, Wych Cross, Lindfield, Haywards Heath (including rail station), Burgess Hill, Hassocks and Brighton.

Bus service 272 provides a Monday to Sunday service to a range of local destinations including Crawley (including rail station), Copthorne, Wakehurst, Lindfield, Haywards Heath (including rail station), Wivelsfield, Burgess Hill (including rail station), Hassocks, Pyecombe, Patcham and Brighton.

The TS concludes by saying that the site is well-located for access to regular bus services that provide access to a wide range of local destinations, including town centres, schools and mainline rail stations (East Grinstead, Crawley, Haywards Heath and Burgess Hill).

As part of the proposals, the applicant is offering to provide an area of hardstanding for the bus stop on the eastern (site) side of Ardingly Road. The existing bus stop pole is obscured from view from the road and as such, alongside the new hardstanding, vegetation should be cleared to provide better visibility and space for users to wait clear of the highway. Any hardstanding should be kerbed and include provision to assist users crossing Ardingly Road to reach either side. Additionally, the applicant should look to see whether a similar improvement could be achieved on the western side of the road. It is observed that a section of hardstanding is apparent on that side but it is overgrown with vegetation and needs to be cleared. Shelters, real time passenger information and lighting should also be considered.

These improvements will need Safety Auditing. As such, a Stage 1 Road Safety Audit should be provided with an accompanying Road Safety Decision Log (the latter in Microsoft WORD format to enable the Highway Authority to add its sections). Please also see further comments about Road Safety Audit found elsewhere in this response.

Public Transport (Rail) - Haywards Heath railway station is located approximately 3.0 kilometres to the south-west of the site and is accessible from the site by bus using the bus stops on Ardingly Road that are located directly adjacent to the site access, with a journey time of circa 10 mins. Additionally, Haywards Heath rail station can be accessed from the site by cycling, with the site being located approximately 3.6 kilometres cycle distance from Haywards Heath rail station.

Haywards Heath mainline rail station provides direct rail services to London Victoria (circa 45 minutes) and London Bridge as well as a range of destinations including Brighton, Preston Park, Hassocks, Burgess Hill, Wivelsfield, Littlehampton, Balcombe, Three Bridges, Gatwick Airport, East Croydon, Clapham Junction, Stevenage, St Albans, Luton, Luton Airport and Cambridge. The station provides 312 secure cycle parking spaces, whilst the station car park has 1069 car parking spaces (including 12 accessible spaces).

Parking and servicing.

Car parking (existing) - The site includes areas of hardstanding that could accommodate car parking for approximately 30 vehicles, with further areas of hardstanding associated with servicing, on-site turning and access.

Car parking (proposed) - The redeveloped site will be provided with a total of 39 car parking spaces, secure cycle parking and electric vehicle charge points.

An assessment of the proposed levels of car parking provided for the residential land use is set out in detail below.

As set out within Section 2 of this Transport Statement, the parking standards for Mid Sussex are set out within West Sussex County Council's 'Guidance on Parking at New Developments'. The guidance outlines the County Council's approach to parking at new developments and has been used to determine the level of car parking.

West Sussex County Council's parking guidance sets out expected levels of parking demand taking into account the location of development and dwelling size. The guidance defines 'parking behaviour zones' with differing standards applied on a zonal basis. The site falls within the parking behaviour zone 1 (PBZ1).

With respect to visitor parking, West Sussex County Council's car parking guidance sets out that *"that no special provision should be made for visitors where at least half of the parking provision associated with the development is unallocated. In all other circumstances it may be appropriate to allow for additional demand for Visitor parking of 0.2/spaces per dwelling"*.

The TS says that the site layout has been designed to incorporate a mixture of allocated and unallocated car parking spaces. The layout accommodates a total of 39 car parking spaces, which is consistent with West Sussex County Council's car parking guidance (including an allowance for visitor parking).

Electric vehicle provision - West Sussex County Council's Guidance for Parking at New Developments, sets out a minimum requirement of 49% of all parking spaces to be provided with 'active' access to an electric vehicle charge point for sites proposed in 2025 (NOT 20% - as the TS states - which is the figure for developments proposed in 2018). Therefore, the applicant should revisit this part of the proposal and increase it as-per the recommendations contained in the WSCC guidance and/or in accordance with current buildings regulations guidance - whichever is the greater.

Cycle parking - Minimum cycle parking standards are presented within Section 2 of this Transport Statement. West Sussex County Council's Guidance for Parking at New

Developments requires (as a minimum) 0.5 cycle parking spaces (for 1 or 2 bedroom flats, where cycle parking is provided within communal storage areas) and two cycle parking spaces per each of the three-bedroom houses.

The development proposals will deliver a total of 17 apartments (1 & 2 bedrooms) and 3 x three-bedroom houses. On this basis West Sussex County Council's Guidance for Parking at New Developments requires a minimum cycle parking provision of 9 (8.5) cycle parking spaces (for the apartments) and two cycle parking spaces (per house).

The site layout incorporates a communal cycle parking area for the apartments that can accommodate 16 cycles (with electric charging point). Furthermore, an area is provided adjacent to the cycle store that can accommodate two accessible/cargo bikes. Two further visitor cycle parking spaces are also provided (to the front of the apartments). Each of the proposed houses is provided with a secure cycle parking store that can accommodate a minimum of two cycles.

Although some of the cycle parking appears to use Sheffield Stands (or similar), it is not clear whether the larger communal cycle parking areas does. This should be clarified with all cycle parking being such that it uses Sheffield Stands or similar.

Additionally, all cycle parking should be shown covered.

Servicing – The TS states that swept path analysis has been carried out to inform and design the site layout and the associated accesses. The largest vehicle that is likely to require regular access to the site is a large refuse vehicle, which has been utilised as a 'design vehicle'. Swept path analysis has been attached as Appendix E, found in the TS, which demonstrates that the proposed site layout can accommodate the swept path of a large refuse vehicle and that on-site turning, for a refuse vehicle, can also be accommodated.

From observation of the submitted drawings, the swept path of a service vehicle entering and leaving the Ardingly Road access does cross the opposing traffic lane. Applicant to look to see how this can be minimised. Additionally, this is also shown occurring at the Park Lane access. Also plans do not show the sweep of a refuse vehicle turning left into site off Park Lane. Revised plan to be submitted.

Finally, it is recommended that the case officer should consult the West Sussex Fire and Rescue Service (F&RS) to establish suitability of the access points and internal arrangements for access for fire-fighting purposes and access to a suitable water supply.

Road safety.

Given that changes are proposed to both access points to roads where the speed limits on both roads exceed 30mph, a Stage 1 Road Safety Audit, in accordance with WSCC policy is required. Alongside this, a Road Safety Decision Log should be provided in Microsoft WORD format with the Design Organisation's responses clearly added. Once received, the Highway Authority (the Overseeing Organisation) will add text to its columns.

Additionally, the applicant should provide the latest three-years records of personal injury accidents (PIAs) for both Ardingly Road and Park Lane. It is recommended that the study area also includes the junction of Park Lane with Ardingly Road and extend 250m either-side of both points of access.

Conclusion.

Additional information is required to enable the Highway Authority to consider the proposal further. The details of that is set-out in the main text of this response, with a summary found below:

1. Plan demonstrating how visibility splays onto Ardingly Road meet appropriate Design Standards.
2. Plan showing forward visibility splays at Park Lane access.
3. Trip rates and tables showing peak hour traffic impacts for both existing/previous use and proposed use, and comparisons thereof. To include use of new TRICS-based trip rates for the houses.
4. Provision of traffic impact assessment of the development at junction of Ardingly Road with Park Lane.
5. Plan showing provision of hard standing areas on both sides of Ardingly Road plus consideration of real time passenger information, shelters and lighting at stops (and that these be included in a Stage 1 Road Safety Audit).
6. Plan showing increased EV 'active' provision (to also confirm that remainder will include 'passive' provision).
7. Further swept-path analysis of a service vehicle using the Ardingly Road access point to minimise 'over-sweep'.
8. Swept path of service vehicle turning left into Park Lane access.
9. Clarification about cycle parking stands to be used and confirmation that all will be covered.
10. A Stage 1 Road Safety Audit of both access points (Ardingly Road and Park Lane) plus Road Safety Audit Decision Log.
11. Provision of latest three-years of PIA records.

Please re-consult when the above information is available, at which time the Highway Authority will consider the proposal further.

Thank you.

Tim Townsend
West Sussex County Council – Planning Services