

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council - FAO: Rachel Richardson
FROM:	WSSC – Highways Authority
DATE:	9 May 2025
LOCATION:	Central Education Ltd Barclay Court Market Place Haywards Heath West Sussex RH16 1DB
SUBJECT:	DM/25/1107 Discharge of planning conditions 3, 4, 5, 6, 7, 8, 9, 10,11, 12, 16, 17, and 18 relating to planning reference DM/23/3230.
RECOMMENDATION:	More Information

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on discharge of conditions on approval DM/23/3230 (conversion education to 10 x flats)

CONDITION 5 – CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (CEMP)

- the anticipated number, frequency and types of vehicles used during construction,

Panel vans, skip lorries, ready mix lorry, muck away lorry, flat bed lorry. HGV vehicle trip generation of 6 two-way movements per day. Para. 4.3.1 states a peak of 15 deliveries per day and thus it is presumed this is separate from the HGV movements.

Avoiding peak hours – total 30 two way movements per day.

- the method of access and routing of vehicles during construction,

Using existing access to site and proposed pitlane on Market Place. Wider arrival routing via B2272/B2028/B2112 and departing via Boltro Road/Paddockhall Road to B2272 thus avoiding local residential roads where possible.

- the parking of vehicles by site operatives and visitors,

None on site – use public car parks.

- the loading and unloading of plant, materials and waste,

Phases involve loading on Market Place – this is shown as a pit lane on the public highway and would also require footway to be closed for short periods of time. The Local Highways Area Office have been consulted on these proposals and provide the following comments:

- Drawing 2024-6806-002 does not appear to be in accordance with Safety at Street works and Roadworks – a code of practice. There is no coned taper on the drawing as shown on page 41/42 of the CoP.
- I think we need to understand how long they propose holding pedestrians at the pit lane whilst deliveries are being made. We don't want a situation whereby pedestrians take it upon themselves to walk into the road and around the pit lane, especially given the reduced carriageway width at the southern end. Perhaps we should stipulate that works stop to accommodate pedestrians rather than the other way round.
- I would suggest we advise that they liaise with MSDC regarding the parking of delivery vehicles on the existing DYLS. It sounds like multiple vehicles can fit into the pit lane and hence some may not be classed as 'loading/unloading' whilst simply parked in the lane.
- I don't think any further licences are required.

Swept path tracking shows workability of the pit-lane for all anticipated HGV/vehicles and has considered neighbouring accesses and bus movements. The pitlane will result in narrowing of Market Place (which is one-way only) meaning one lane will remain. With maximum 3 HGV movements (6 two-way) per day the impact to vehicles on Market Place is considered negligible.

Visibility from crossing south of site for pedestrians has been checked. Existing visibility is below Manual for Streets requirement for 30mph. Presence of pitlane will result in increase visibility for pedestrians considering measurement would be taken to far side lane.

- the storage of plant and materials used in construction of the development,

Waste storage area is shown; welfare would be within retained building. It is presumed that plant/material storage areas would depend on phase of development though this would be useful to indicate on the plan/depending on phase.

- the erection and maintenance of security hoarding,

Shown on plans.

- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),

Wheel washing at site access.

CMP confirms that to enable the construction operation, the following highway Temporary Traffic Orders (TTO), licensing and indemnities required:

- i. Road Space Application - for provision of the pit lane facility
- ii. Scaffold License - to place scaffold on the public highway
- iii. Mobile Crane - for crane over sail of the public highway (only required for 2 days)

CONDITION 16 – CYCLE PARKING

Covered and secure store shown for 8 x cycles in 2 x locations (total 16). The plans and details pertaining to condition 16 are acceptable.

CONDITION 17 – EV PARKING

It looks as if all spaces are provided with facility for electric vehicle charging and thus the plans and details pertaining to condition 17 are acceptable.

CONCLUSION

Further information is required with respect to condition 5, as summarised by red text above. Please ask applicant for this and re-consult.

Katie Kurek
West Sussex County Council – Planning Services