

From: planninginfo@midsussex.gov.uk <planninginfo@midsussex.gov.uk>
Sent: 20 March 2025 09:50:11 UTC+00:00
To: "Joanne Fisher" <joanne.fisher@midsussex.gov.uk>
Subject: Mid Sussex DC - Online Register - Comments for Planning Application
DM/25/0445

Comments summary

Dear Sir/Madam,

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 20/03/2025 9:50 AM.

Application Summary

Address:	Land At Colwell Farm Lewes Road Haywards Heath West Sussex
Proposal:	Outline application with all matters reserved except for access, for up to 80 dwellings with associated landscaping, open space, infrastructure and vehicular and pedestrian accesses.
Case Officer:	Joanne Fisher

[Click for further information](#)

Customer Details

Address:	41 Lewes Road Haywards Heath
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Comments Details

Commenter Type:	Neighbour or general public
Stance:	Customer objects to the Planning Application
Reasons for comment:	
Comments:	This is brief response to a couple of the statements in the WSCC Highways Consultation Response of 19/03/2025. 1) Specifically in response to the "Transport Assessment" undertaken in December 2023 where the results showed 85th percentile speed ("operating speeds") of 41mph eastbound and 42.5 mph westbound. This would "suggest" that transport does not generally drive

significantly in excess of the current 40mph speed limit, which, as a resident on the 40mph section of this road we know is wholly inaccurate.

The recent addition of a 30mph speed warning sign at the Birch Close junction is a "gesture" and not an enforcement. Travelling passed this sign multiple times a day, the vast majority of vehicles are "warned" that they are travelling in excess of 30 mph and then once they know they are in the 40mph zone on the long straight section of the road, they significantly increase their speed with those still travelling slower sometimes overtaken at high speed.

I would echo the observations of many other residents down this road who comment that it is not uncommon for vehicles/motorbikes and lorries to be travelling above 60mph down this stretch of road and it is very rare to find many vehicles travelling at or below the speed limit and I would cast doubt on the WSCC Highways Transport Assessment figures.

Perhaps an independent company who would not stand to benefit from any new development should be invited to carry out an assessment over a set period?

2) In supporting the above comments, there has previously been a local Speedwatch group who based themselves for a number of sessions at Sussex Gardens and near Birch Close.

On 05/11/2021, Stephen Hillier, the County Councillor for Bentswood & Franklands Wards (Haywards Heath East) who was part of the aforementioned Speedwatch group confirmed the following:

"In relation to speeds, I can confirm that when we have done sessions in the 30mph section near Birch Close, the maximum speed we have recorded in the 30mph has been 53mph (!) and this would likely to have been higher, but drivers tend to slow because we were in sight!

On the occasions when we have been able to count the total number of vehicles passing, 8-12% of them have been 5mph or more above the 30 mph speed limit and over 40% have been travelling at over 40mph! (in the 30mph zone). We tend to find we record at least one offender per minute."

As evidenced above - 40% travelling over 40mph in the 30mph zone.....you can then understand how those already travelling at over 40mph in the 30mph zone then increase their speed further and significantly in the straighter 40mph section.

This would appear to cast significant doubt on the figures WSCC Highways have recorded.

3) Regarding the WSCC statement on Off Site Highway Improvements stating that "Numerous options were considered such as a pedestrian crossing on Lewes Road, a shared use cycle path on Lewes Road, and the upgrading of the existing public right of way to a permissive cycle path linking into Walnut Park and local amenities. Unfortunately, most of these options were not feasible due to lack of space in the highway or landownership issues" - surely this presents a significant problem for the development and/or those already residing along this road.

Considering the comments in points 1) and 2) above, the proposal from WSCC Highways to install "an uncontrolled crossing across Lewes Road with dropped kerbs and tactile paving at the Birch Close junction, to improve the access and connection between the north side and south side footway" is extremely worrying and highly irresponsible when there is evidence from Speedwatch that 40% of transport already travels eastbound around the corner to the Birch Close junction over 40mph

Even when NOT looking at the proposed development, the council needs to address lowering the speed limit, legal/fines enforcement for those that exceed the limit down the straight section of road (site of access road for the proposed development), improving the pavements and crossings for those who frequently use the road, improving the lighting at night which is extremely dangerous for such a narrow pavement with speeding vehicles.

Kind regards