

Mermaid Cottage
Fox Hill
Haywards Heath
West Sussex
RH16 4QY
18th May 2025

Planning application DM/25/0827

Dear Case Officer

Objections to proposed development.

Stantec has produced a Transport Assessment, the content of which is solely for their clients' satisfaction and should not be relied upon by third parties as indicated in their disclaimer. Sadly, the Transport Assessment is flawed and lightweight, lacking sufficient detail in order to satisfy the Highway Authority.

To their credit, Stantec has observed the Elephants that have long been in the room by including the Northern Arc, DM/18/5114, as cumulative development unlike other applications relating to large-scale developments submitted to Mid Sussex.

Northern Arc effects

The inescapable fact is that traffic congestion has increased noticeably since development of phase 1, comprising 925 units commenced, and is due to complete in 2025. That prompted an in-depth analysis of documents pertaining to DM/18/5114 and DM/18/0509. The previously mentioned elephants, a mother and calf being DM/18/5114 and DM/18/0509 respectively, have for far too long failed to be recognised collectively by the Mid Sussex Planning Department, from the top down, with regard to the significant influence upon the wider traffic network from vehicle movements arising as a result of planning applications DM/18/5114 when recommending permission for other large-scale development near or adjacent to the A272.

The comprehensive and informative Network Diagrams presented with DM/18/5114 modelled traffic growth at various junctions around the Northern Arc for the years 2015, 2018, 2025 and 2037, which are staggering. Junction (21), Table 84 in Transport Assessment Addendum, significantly affecting local residents is where Isaac's Lane connects with the A272 (Traustein Way) and Parkfield Way and where right-turning traffic from Isaac's Lane onto Traustein Way will influence flows at other link junctions in an easterly direction, namely Lower Village, Highbank, Sandrocks, Fox Hill and Lewes Road which all form part of the A272. Traffic flows from the Rocky Lane (Valebridge Road) junction at the Highbank roundabout were modelled by Waterman in 2016 for Base years 2022 and 2024 and can be found in Appendix D of the Transport Addendum. AECOM has indicated that in 2025 7% additional traffic will head north from the junction at Valebridge Road and Janes Lane, some of which will further exacerbate problems anticipated at the Fox Hill roundabout. Inevitably, traffic generated from the Northern Arc, that has been modelled to increase by 52 vehicles between 2018 and 2025 during the AM peak alone, will use Janes Lane in order to approach Haywards Heath from the south via the B2112 that fronts the access to the proposed Lunces Hill development. Two offset junctions in close proximity, accessing a 60 mph carriageway, potentially present serious road safety issues due to traffic flow volume. In order to avoid accusations of scaremongering, recourse to the Mid Sussex Transport Study prepared as part the District Plan review by Systra in January 2022 will confirm that Scenario 3 Report indicates severe congestion at various junction roundabouts as illustrated below.

5.4.6 The 23 junctions with 'severe' impacts are:

- ▣ N8 Turners Hill B2110 / B2028 Turners Hill
- ▣ N11 Crawley A2220 / B2036 (CRAWLEY)
- ▣ N16 Crawley B2036 Balcombe Rd / B2037 Antlands Ln (CRAWLEY)
- ▣ N17 Tandridge Redehall Road / B2037 (TANDRIDGE DISTRICT)
- ▣ C6 Cuckfield B2036 / Ardingly Road, Whitemans Green
- ▣ C7 Ansty A272 / B2036
- ▣ C10 Bolney A23 / A272 Bolney Road
- ▣ C12 Haywards Heath A273 / Isaac's Lane / Traustein Way

☒	C13 Haywards Heath	Haywards Heath - B2112/A272
☒	C14 Haywards Heath	Haywards Heath - A272/Rocky Lane
☒	C15 Haywards Heath	Haywards Heath - B2272/Bolnore Road
☒	C16 Haywards Heath	Haywards Heath - A272/B2272
☒	S2 Burgess Hill	A23 / A2300 Eastern Roundabout
☒	S3 Burgess Hill	A2300 / Cuckfield Road
☒	S4 Burgess Hill	Junction Road / B2113, Burgess Hill
☒	S8 Hassocks	A273 / B2116 Hassocks (Stonepound)
☒	S9 Pyecombe	A23 / A281 Southbound On-Slip
☒	S18 Hassocks	A273 / B2112
☒	S21 Burgess Hill	B2112 / Green Road (LEWES DISTRICT)
☒	S22 Burgess Hill	Valebridge Road / Junction Road / Leylands Road
☒	S26 Burgess Hill	A273 / York Road
☒	S3 Sayers Common	A23 / B2118 Sayers Common
☒	S36 Burgess Hill	Wivelsfield Green (LEWES DISTRICT)

Highway authorities and Mid Sussex need to explain, by going into print, when the proposed mitigation measures needed to attain Scenario 5 status will be in place in order to ameliorate the situation as indicated on the map on page 16 of the Transport Study where five junction roundabouts from Fox Hill through Tylers Green, C12, C13, C14, C15 and C16, are indicated as severe under Scenario 3, 2038 is too long to wait for mitigation measures to be implemented. Stantec has stated in the Executive Summary:

8) *"The study area for junction capacity assessments comprised eight junctions. "The majority of junctions assessed are forecast to operate within capacity in 2028, and therefore no mitigation is proposed as part of this application."*

Of the eight assessment junctions referred to above, five appear in the above list, the majority in favour of severe impact, where mitigation measures as detailed on page 9 of the study should be implemented in a timely manner on what, after all, is the Relief Road. Stantec has presented modelling at a fifth junction that indicates the RFC will also be exceeded during AM (1.208, 1.217) and PM (1.126, 1.137) peak periods for Do something scenario 2028 at the roundabout in Wivelsfield where the B2112 connects with Green Road, S21 in the table above, causing considerable queuing. Clearly mitigation is required.

Only time will tell when the old adage regarding a quart and a pint pot being proved due to the cumulative effect upon the Achilles heel in the local network that will result in the South Road roundabout becoming completely gridlocked during the AM peak school run. Observations made in November 2024 revealed that inconsiderate motorists are already causing stationary traffic, generated from other arms of the roundabout, by not leaving sufficient space for traffic in the right-hand lane to exit South Road. Left-hand lane traffic was queuing from Hazlegrove Road, including on and around the bend, into South Road. Traffic flow in Hazlegrove Road was hampered by sets of crossing and junction signal lights that will continue to cause tailbacks due to insufficient quality infrastructure being in place at a roundabout serving St Joseph's Catholic Primary School, Oathall Community College, Bridge Road and elsewhere during the AM peak period.

In order to demonstrate the significance of traffic flows from within the Northern Arc developments, 2025 was considered to be the most appropriate starting point, in view of phase one due to be completed by then. The process starts at the Isaac's Lane junction through to Fox Hill as indicated below in Table 2.

A	B	C	D	E	F	G	H	I	J	K	L	M	N	
AECOM 2025	Traffic	Link		Ratio A/B, B/A	2025 total	HB - RL	Sandrocks	Two way	RL/BW	RL/BW	AECOM	Waterman	WSP 2027	average
Isaac's Lane <	volume		west/east 2024		2024 ratio		2025	vehicles	2024	2025	2025	2024		
IL→LV, AM	689	LV-HB, AM→	1.0372		664	0.5736	1158	2459	0.8942	1295	2506	2119	1782	2136
IL→LV, PM	1138	LV-HB, PM→	1.1385		1000	0.7694	1299		1.1002	1181				
LV←IL, AM	934	HB-LV, AM←	0.8805		1061	0.8155	1301	2803	1.0738	1211	2401	1864	1920	2062
LV←IL, PM	782	HB-LV, PM←	0.8263		946	0.6295	1503		1.2322	1220				
Table 2														
AECOM. 2025 AM and PM Do Something Total Flows -2018 plus BHTM growth, totals are indicated in column K.														
Waterman. 2024 Base + Hurstwood Lane Closure + Committed Developments totals are indicated in column L.														
WSP. 2027 Base + Development + Hurstwood Lane Closure AM and PM peaks, Network Diagrams 2 and 3, totals are indicated in column M														

Explanation.

Column A. Link and direction of traffic flows in the year indicated.

Column B. 2025 traffic flows, derived from AECOM Network Diagrams 21 and 23, between Isaac's Lane (Traunstein Way) and Lower Village roundabouts during AM and PM peaks.

Column C. Link and direction between Lower Village and Highbank roundabouts.

Column D. The ratio between traffic to and from Arm A north of the roundabout in Column B to flows south of the Lower Village roundabout.

Column E. Total traffic flows, after adding traffic to and from Arm A to Arm C, for the link between Lower Village and Highbank roundabouts in the year indicated.

Column F. 2016 split ratio for traffic to and from Rocky Lane (Sandrocks) at the Highbank roundabout.

Column G. 2025 traffic flows in Rocky Lane west of Sandrocks roundabout.

Column H. Two-way traffic at the location in Column G.

Column I. Ratio of traffic flows in 2016 for Rocky Lane (west of Sandrocks) and Fox Hill east of Bolding Way (Column J/Column K).

Column J. One-way vehicle volumes between Bolding Way and the Fox Hill roundabout as recorded at ATC 4 in 2016.

Column K. Calculated one-way traffic flows west of Fox Hill roundabout and Bolding Way in the year indicated.

Column L. Two-way traffic as recorded at ATC 4 in 2016.

Column M. Two-way traffic flows between Bolding Way and Fox Hill roundabout at ATC 4 in the year indicated.

Column N. The average of columns K, L and M.

Rudimentary modelling gave rise to the above Table 2, previously sent to WSSC Highways for comment, in order to calculate traffic flows between Bolding Way and the Fox Hill roundabout utilising data presented in connection with the Northern Arc, and from both applications for Hurst Farm so as to illustrate effects from the Northern Arc developments as indicated in the Table 1 below for the year 2025 AM and PM Do something etc. WSSC Highway were sent similar tables to those herein and asked to confirm that the junctions forming part of the A272 between the Lewes Road and Butlers Green Road will sustain predicted traffic volumes beyond 2025, subject to the appropriate mitigation measures being in place. Not surprisingly, WSSC Highways were not enamoured by such affrontry, judging by the tone of their defensive riposte, when saying "*WSSC remain of the view that the Hurst Farm development would not result in any severe impacts upon the local highway network. There is not in any case the ability to revisit this position. Likewise, any impacts from the Northern Arc development would have been considered and suitably mitigated if deemed necessary.*" While attempting to clear their yard arm, WSSC Highways did not dispute any of the modelled content now being presented. WSSC Highways did not comment on the validity of traffic flows at previous ATC sites.

The increase in traffic volume, generated as the Northern Arc is further developed, heading away from Burgess Hill which turns right at Isaac's Lane will logically tend to follow the A272 rather than proceed back towards Burgess Hill via Rocky Lane/Valebridge Road when Leylands Road is the obvious shorter route. The volume of traffic heading south from Isaac's Lane will be the same as that approaching the roundabout serving Lower Village. The Haywards Heath Relief Road fully opened in 2013, and variations in data are thought to be attributable to questionable vehicle usage input data for the Burgess Hill Transport Model rather than the strategic model itself. In order to obtain a realistic traffic flow towards the Fox Hill roundabout for 2025, the increase in traffic volume indicated in Table 2 above has been calculated from the Lower Village roundabout through to the link between Bolding Way and the Fox Hill roundabout by using Waterman 2016 ATC data as a basis for various ratios. WSP have stated "Across the highway network in the vicinity of Hurst Farm overall it can be seen that very little background growth has occurred from 2016 to 2020, therefore it was agreed with WSSC that use of the 2016 MCC data as a proxy for the 2021 baseline for the junction capacity assessments would be appropriate and acceptable."

The 2015 traffic data published by AECOM and modelled by a third party indicated that traffic flows at the Isaac's Lane roundabout were significantly lower than those obtained by Waterman in 2016. However, background growth at ACT 1 in 2000 had increased by 316 vehicles during the AM peak since 2016 and decreased by 39 during the PM peak.

Transport Assessment 30 mph speed limit.

Planning application LW/21/0729 for 95 dwellings currently under construction in Wivelsfield and LW/25/0071 both front onto the B2112 and will therefore increase traffic flow towards and away from Haywards Heath via the Fox Hill roundabout.

Page 29 of the ATC indicates Hurstwood Lane as being open in June 2024, represents a failure to accurately model traffic at the Fox Hill roundabout considering all committed developments being in place. The AM peak period traffic flow was recorded as 1127 vehicles and 1103 vehicles during the PM peak at ATC A, which equates to one vehicle passing the site entrance two-ways every 3.19 seconds during the AM peak and every 3.26 seconds during the PM peak, potentially at speeds up to 60 mph, making exiting the site challenging. In close proximity even more vehicles from two other site entrances on the opposite side of the carriageway will be attempting similar manoeuvres and experiencing similar difficulties, as will existing local residents whose properties front the B2112 or from side roads, during the same ever-extending peak periods, a recipe for chaos even without the contribution of three further developments yet to be completed. A 30 mph speed limit formed part of the Gamblemead development, DM/15/3448, located beyond the site entrance to the south as described in paragraphs 3.22 and 3.23 has not yet materialised.

3.22 "As this existing section of adopted highway has existing residential development with direct vehicular access, it is considered appropriate to extend the 30mph speed limit past the existing site access to the proposed development. This relocation of the speed limit change (from 30mph to the National Speed Limit), in combination with traffic calming measures to ensure traffic speeds are maintained at or below the 30mph speed limit, will benefit all highway users in this locality, as well as occupiers of the proposed development.

3.23 A similar approach has been taken by the highway authority with respect to recent highway improvements as part of residential schemes on Rocky Lane, with speed LAND AT FOX HILL, HAYWARDS HEATH limit changes relocated and implemented at new site access points. The proposal to extend and relocate the 30mph speed limit change on Fox Hill is considered entirely consistent with other recent measures in the vicinity of the site."

Six planning applications, handled by the same Case Officer, later (DM/19/2764, DM/17/2739, DM/22/2272, DM/16/3998, DM/22/0733 and DM/25.0827) the Applicant and WSCC Highways are still pontificating about a 30 mph speed limit as mentioned as part of LW/25/0071 Transport Assessment in paragraph 5.2.4.

"The site access design shows that a visibility splay of (in excess) of 160m can be achieved. and when taking into consideration Lunce's Hill to the south. To support the proposals, it would be pertinent to consider an extension of the current 30 mph speed limit from the Fox and Hound Public House, to a point to the south of the Site – with a gateway feature provided. This isn't essential for the delivery of the site access, but would support the proposals well." The original proposal in August 2005 (Fairfax DM/17/15/3998) as agreed with WSCC Highways in the Transport Assessment in support of DM/19/2764 reads as:-

"2.19 Note that as part of the outline planning approval there was no requirement to formally reduce the existing speed limit from 60mph to 30mph as part of the access arrangements. The visibility splay requirements were based on recorded 85th percentile speeds and were considered and agreed by WSCC to be appropriate for the existing traffic conditions on Fox Hill.

2.20 Notwithstanding the above agreed position as part of this Reserved Matters planning application the applicant is prepared to commit to fund the TRO to reduce the speed limit reduction on the B2112, the cost of which will include the TRO legal costs, as well as the signing and lining to downgrade the speed limit from the site access from 60mph to the existing speed limit change at the Fox and Hounds public house. This proposal would require WSCC to agree to the speed limit change in this location."

The above unambiguous statement demonstrates a commitment by the Applicant to reduce the speed limit, which should have been dealt with far sooner. It is not good enough and represents another failure. A 30 mph speed limit, which should be a condition, needs to be in place prior to the commencement of the development phase in order to avoid queuing traffic behind a stationary HGV awaiting access to the site, followed up with a speed camera located to the south of the site entrance. The completion of Hurst Farm cannot be guaranteed and therefore infrastructure improvements will need to be financed in the interim by alternative developments when approved. In the event that DM/25/0827 is not granted permission, then Mid Sussex will have a problem of its own making. Lots of egg on one's face.

Traffic volume.

Due to the absence of modelled data in the Transport Assessment for Hurstwood Lane being closed at a future date, data taken from WSP modelled 2027 AM and PM Base + Development with Travel Plan Reduction including Hurstwood Lane Closure south of Hurstwood Lane indicates that during the AM peak 1349 two-way vehicles and PM 1373 vehicles would pass the site entrance which equates to one every 2.67 (3600/1349) and 2.62 (3,600/1373) seconds respectively. That scenario will be reality without considering the Hurst Farm effects and further development will only contribute to more traffic congestion, stress and delay during the morning school run and both peak periods. Committed developments will cause additional traffic congestion and serious consideration needs to be given as to whether an addition of the proposed development of 130 units without the necessary infrastructure improvements such as Puffin crossing to access the southbound bus stop and modifications to the Fox Hill roundabout would render such development unsustainable.

ENVIRONMENTAL STATEMENT, VOLUME 1, CHAPTER 13 - TRAFFIC AND TRANSPORT submitted by WSP in connection with Hurst Farm contains the following:

"13.6. ASSESSMENT OF POTENTIAL EFFECTS, MITIGATION AND RESIDUAL EFFECTS
CONSTRUCTION PHASE

13.6.1. As set out in paragraph

13.5.6, the impacts of the Proposed Development during the Construction

Phase fall below the thresholds set out in the IEMA Guidelines, therefore no detailed assessment is required within this chapter.

OPERATIONAL PHASE

B2112 FOX HILL (BETWEEN A272 AND HURSTWOOD LANE)

Severance

- 13.6.2. *This section of B2112 Fox Hill has a moderate level of severance in the Future Baseline with an AADT flow of 10,038. With the Proposed Development in place this increases to an AADT flow of 14,508 which is also categorised as moderate.*
- 13.6.3. *The above represents a 45% increase in AADT, which in terms of magnitude represents a low adverse change in levels of severance. The sensitivity of effect for this link is considered to be The medium, therefore the significance of effect for severance is negligible.*
- 13.6.4. *As set out in Section 6 of Appendix 13.1 the B2112 Fox Hill/Hurstwood Lane priority junction at the southern end of this link is operating with a maximum RFC of 0.40 in the Future Baseline, increasing to 0.84 with the Proposed Development in place when the effects of the FTP are considered. In line with the criteria set out in Section 3.2 of this chapter, this suggests a low level of driver stress/delay in both scenarios.*
- 13.6.5. *It is noted that the new toucan crossing proposed to the north of the Hurstwood Lane junction will introduce a small amount of additional driver delay, however that would be primarily only during the weekday school drop off/pick up times. This impact is anticipated to be minor and restricted to short periods during weekday term-time.*
- 13.6.6. *The magnitude of change at this junction is negligible as the future operation is below an RFC of 0.85, and the sensitivity of the effect is considered to be medium. The significance of the effect for driver stress/delay is therefore negligible.*
- 13.6.7. *The B2112 Fox Hill / A272 Rocky Lane / Wivelsfield Road / Kennard Lane roundabout at the northern end of this link is shown to operate with a maximum RFC of 0.85 in the Future Baseline, increasing to 1.08 with the Proposed Development in place when the effects of the FTP are considered. This suggests a medium level of driver stress/delay in the Future Baseline increasing to high with the Proposed Development in place.*
- 13.6.8. *The magnitude of change at this junction is high adverse due to an increase in RFC of 27%, and the sensitivity of the effect is considered to be medium. The significance of the effect for driver stress/delay is therefore moderate adverse.*
- 13.6.9. *A mitigation scheme has been proposed to improve the future operation of this junction. This is "discussed later in this section."*

Paragraph 13.6.7 indicates that drive stress increases to high with Hurst Farm in place. Further development of 130 + 95 locally together with the ongoing Northern Arc (2575) will only compound the situation when the RFC at the Fox Hill roundabout will exceed 1.08.

On page 30 of the TA a comparison between WSSC permanent counter and ATC C (J3) suggests that assessments made in the TA are a worst-case scenario which is only valid if ATC C was positioned west of the junction of Bolding Way on the A272, which it appears to have been. It should not be overlooked that only eastbound traffic is recorded by the permanent counter, New Year and school Easter holidays occurred in January and March in 2024 and none of the figures quoted relate to June. Vehicles having transited the ATC that either enter westbound or exit eastbound Virginia Drive and Cedar Avenue will not be recorded by the permanent counter, casting doubt on the credibility of the worst-case scenario statement. Evidence derived from previous ATCs suggests that westbound traffic flows for both AM and PM peaks exceed eastbound traffic flows.

On page 33 of the TA mention is made of a proposed Toucan crossing. Further research would have revealed that a Puffin crossing was presented in the Report to the Committee due to there being no infrastructure for cycling other than the carriageway. The proposed Puffin crossing will allow pedestrians to access the footway leading to northbound bus stops on the western side of Lunce's Hill and Fox Hill. There is no provision to safely cross to the southbound bus stop which means this development does not support the Town Council's Policy T1. There appears to be an over-reliance on Hurst Farm being completed without which there will be no infrastructure improvements associated with that development. Hurst Farm development theoretically does not need to commence until 10th August 2026. Aneckdotal evidence suggests that required conditions within the Decision Notice are being made legally watertight.

Year	Source	Location.	Direction to ↓	Direction from ↑	Total ↔
2016	Waterman	Traunstein Way (north of roundabout) Arm A AM peak (reference only)	746	381	1127
2016	Waterman	Traunstein Way (north of roundabout) Arm A PM peak (reference only)	529	667	1196
2015	AECOM	Total Flows - BHTM Model, AM peak	304	620	924
2015	AECOM	Total Flows - BHTM Model, PM peak	416	313	729
2016	Waterman	Traunstein Way (south of roundabout) Arm B AM peak	453	655	1108
2016	Waterman	Traunstein Way (south of roundabout) Arm B PM peak	746	529	1275
2016	Waterman	Lower Village Arm C AM peak	11	54	65
2016	Waterman	Lower Village Arm C PM peak	52	75	127
2018	AECOM	Total Flows - Traffic Survey, AM peak, baseline	434	728	1162
2018	AECOM	Total Flows - Traffic Survey, PM peak, baseline	651	508	1159
2024	Waterman	2024 AM Base + Committed Developments + Proposed Residential + School + Early Years.	522	732	1254
2024	Waterman	2024 PM Base + Committed Developments + Proposed Residential + School + Early Years.	869	683	1552
2024	Waterman	AM Base 2024 + Hurstwood Lane Closure + Committed Developments	1020	993	2013
2024	Waterman	PM Base 2024 + Hurstwood Lane Closure + Committed Developments	882	899	1781
2025	AECOM	2025 AM Do Something Total Flows-2018 plus BHTM Growth (Isaac's Lane/Traunstein Way)	689	934	1623
2025	AECOM	2025 PM Do Something Total Flows-2018 plus BHTM Growth (Isaac's Lane/Traunstein Way)	1138	782	1920
2037	AECOM	2037 AM Do Something Total Flows-2018 plus BHTM Growth (Isaac's Lane/Traunstein Way)	826	1087	1913
2037	AECOM	2037 PM Do Something Total Flows-2018 plus BHTM Growth (Isaac's Lane/Traunstein Way)	993	782	1775

Traffic flow taken to mean being towards the arm from the junction and from being away from the junction to the arm.

Two way traffic volumes for the link between Isaac's Lane and Lower Village in comparison with 2018 for 2025 and 2037 AECOM AM and PM peak traffic flows.

Table 1

A	B	C	D	E	F	G	H	I	J	K
Waterman 2024	Traffic	Link	Ratio A/B, B/A	2024 to	HB - RL	Sandrocks	Two way	RL/BW	RL/BW	RL/BW 2024
Isaac's Lane <	volume		west/east		2024 split		2024 vehicles	2024	2024	two way
IL→LV, AM	522	LV-HB, AM→	0.9711	538	0.5736	938	2087	0.9196	1020	2033
IL→LV, PM	732	LV-HB, PM→	0.9220	794	0.7694	1032		1.0509	982	
LV←IL, AM	869	HB-LV, AM←	0.9276	937	0.8155	1149	2173	1.1343	1013	1879
LV←IL, PM	683	HB-LV, PM←	0.9641	708	0.6205	1141		1.2720	897	

Table 3. 2024 Base + Committed Developments + Proposed Residential + School + Early Years.

Table 3 represents the year 2024 based on Waterman data indicating in column G that the traffic flow at the Sandrocks roundabout compares favourably with the 2024 ATC C traffic flows in the Transport Assessment.

A	B	C	D	E	F	G	H	I	J	K
Stantec 2024	Traffic	Link	Ratio A/B, B/A	2024 to	HB - RL	Sandrocks	Two way	RL/BW	RL/BW	RL/BW 2024
Isaac's Lane <	volume		west/east		2024 split		2024 vehicles	2024	2024	two way
IL→LV, AM	441	LV-HB, AM→	0.9711	647	1.8754	345	1152	0.4329	797	1552
IL→LV, PM	643	LV-HB, PM→	0.9220	591	0.6670	886		1.0548	840	
LV←IL, AM	545	HB-LV, AM←	0.9276	517	0.6406	807	1747	1.0689	755	1713
LV←IL, PM	660	HB-LV, PM←	0.9641	672	0.7805	861		0.9863	873	

Table 4 utilises data from 2024 ATC C that indicates the actual traffic flows differ from those modelled by Waterman in 2017. The AM and PM peak flows are lower than predicted for traffic using Arm D with Hurstwood Lane open.

Additional crossing.

Notwithstanding Stantec's Summary and Conditions statement, paragraph 9 which reads:

9.1.1 *This Transport Assessment has been prepared to accompany an Outline Planning Application (appearance, landscaping, layout and scale reserved), for the erection of up to 130 dwellings, together with the change of use of an existing barn for a flexible community and / or commercial use, along with associated outdoor space and landscaping, drainage infrastructure, hard and soft landscaping, parking, access and associated works (all matters reserved except for access).*

- 9.1.2 *The Site is to be accessed via one vehicular access point, a priority T-junction off B2112 Lunce's Hill.*
- 9.1.3 *A review of key national and local policies in respect of transport have been reviewed which concluded that the Proposed Development will adhere well to those policies reviewed – particularly through the implementation of travel demand management measures to reduce the use of single occupancy vehicles traveling to / from the Proposed Development.*
- 9.1.4 *A review of existing conditions within this Transport Assessment has confirmed this position, with the Site located south-east of Haywards Heath, currently accessible via sufficient walking, cycling, and public transport provision. A review of Personal Injury Collision data has been completed for the most recent five-year period, confirming no safety concerns or trends.*
- 9.1.5 *A transport strategy has been completed which identifies a series of measures to encourage mode-shift away from single occupancy vehicles. This strategy includes for, but is not limited to: the provision of a direct footway connection between the Site and the network of footways along the B2112 Fox Hill and onwards into Haywards Heath Town Centre, including the provision of a new Toucan crossing; support to the long term viability of bus services to Haywards Heath through the provision of additional patronage from the centre, with the centre of Site approximately 300m from the bus stops on the B2112 Fox Hill; and. the implementation of a Residential Travel Plan that identifies a range of soft-measures to encourage the use of sustainable modes of transport away from the Private Car.*
- 9.1.6 *Following the identification of the transport strategy, a mode-shift assessment has been completed for the Proposed Development – identifying targets for each mode to ensure the 20% mode shift target away from single occupancy vehicles is met. This includes identification of anticipated resident numbers using each mode within the peak hour.*
- 9.1.7 *Junction capacity assessments of junctions within the local highway network have been carried out, which demonstrate the Site has no significant impact on any of the junctions.*
- 9.1.8 *Paragraph 116 of the NPPF states that: "Development should only be prevented or refused on highway 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. "*
- 9.1.9 *In accordance with the current NPPF, there is no reason that the Proposed Development should be refused on highway grounds.*

Without a safe crossing to the southbound bus stop, paragraph 9.1.9 cannot be justified, and there will be an unacceptable impact on highway safety. This planning application should be refused or at least prevented, thus ensuring that the responsibility of local authorities to ensure citizens remain safe is not compromised, similar to the mitigation near to the site entrance. There is no proposed Toucan crossing as mentioned in 9.1.5 and the development will impact upon the B2112 traffic flow, higher driver stress and delays, as identified by WSP upon Hurst Farm being completed.

The housing needs are generally accepted by existing residents as being necessary provided that developments are in the right location and accompanied by the necessary infrastructure to support such development in a timely manner.

[REDACTED]