

[illegible]

A272 Rocky Lane (West of B2112)	No	1,858	1,551	16,120	16,295	2,042	1,671	17,554	17,745	10%	8%	9%	9%
B2112 Wivelsfield Road	No	1,399	1,446	13,446	13,593	1,500	1,491	14,138	14,291	7%	3%	5%	5%
Kennard Lane	No	56	57	538	544	56	57	538	544	0%	0%	0%	0%
A272 Rocky Lane (between B2112 and Hurstwood Lane)	No	1,170	1,058	10,536	10,651	1,475	1,365	13,426	13,572	26%	29%	27%	27%
A272 Rocky Lane (between Hurstwood Lane and B2272)	Yes	1,670	1,349	14,270	14,425	1,707	1,379	14,589	14,748	2%	2%	2%	2%
B2112 Fox Hill (between A272 and Hurstwood Lane)	Yes	1,019	1,082	9,930	10,038	1,549	1,487	14,352	14,508	52%	37%	45%	45%
B2112 Fox Hill (South of Hurstwood Lane)	Yes	1,278	1,344	12,393	12,528	1,349	1,373	12,864	13,004	6%	2%	4%	4%
Hurstwood Lane (Southern Section)	Yes	295	291	2,771	2,801	383	195	2,734	2,763	30%	-33%	-1%	-1%
Hurstwood Lane (Northern Section)	No	312	316	2,973	3,005	82	108	895	905	-74%	-66%	-70%	-70%
Hurstwood Lane (Link to A272)	No	403	406	3,825	3,867	171	208	1,793	1,813	-57%	-49%	-53%	-53%
B2272 Franklynn Road	No	1,236	1,308	12,026	12,157	1,245	1,317	12,112	12,244	1%	1%	1%	1%
B2272 South Road	Yes	1,114	1,355	11,670	11,797	1,148	1,381	11,956	12,087	3%	2%	2%	2%
B2112 Hazelgrove Road	Yes	1,503	1,606	14,697	14,857	1,578	1,634	15,188	15,354	5%	2%	3%	3%
B2112 Sussex Road	Yes	1,271	1,625	13,690	13,839	1,372	1,670	14,381	14,538	8%	3%	5%	5%
A272 Lewes Road	No	1,459	1,332	13,191	13,335	1,465	1,338	13,250	13,395	0%	0%	0%	0%
B2272 Lewes Road	Yes	1,432	1,516	13,936	14,087	1,463	1,540	14,196	14,350	2%	2%	2%	2%

Table 2.2

Road Link ID	Road Link Name	Speed (km.hr ¹)	Daily Two Way Vehicle Flow			
			Without Development		With Development	
			Total Vehicles	HDV	Total Vehicles	HDV
1	B2112 Lunce's Hill-between Green Road and Site Access	48	14,019	1,558	14,191	1,577
2	B2112 Lunce's Hill -between Site Access and Hurstwood Lane	48	14,452	1,606	14,984	1,665
3	B2112 Fox Hill -between Hurstwood Lane and Rocky Lane	48	11,626	1,292	12,158	1,351
4	B2112 Wivelsfield Road / Sussex Road -between Rocky Lane and B2272	48	16,090	1,788	16,323	1,814
5	A272 Rocky Lane -between B2272 and B2112	96	12,130	887	12,130	887
6	A272 Rocky Lane -between B2112 and Highbank	96	20,128	1,472	20,402	1,492

Further analysis of Stantec’s traffic data in Table 2.2 which remains relevant for links 1, 2, 4 and 6 indicates an increase in vehicle volume flow of 9.1%, 10.4%, 14.97% and 14.22% respectively due to them being unaffected by the closure of Hurstwood Lane. Such increases are due largely to a consequence of traffic generated from the Northern Arc developments which hitherto were not considered by applicants in connection with neighbouring developments. Revised traffic flow between Hurstwood Lane and Cape Road without LW/25/0071 during the AM peak hour will be 1 every 2.4 seconds and 1 every 2.36 seconds during the PM peak hour, based on data from Table 2.2.

Traffic flow data pertaining to Fox Hill and the A272 east of B2112 need to be presented with Hurstwood Lane closed and presented to RSP in order to inform their modelling input for air quality results, delivering a meaningful outcome. Speed limits should also reflect the current situation due to previous undertakings regarding an extension of the 30mph limit not being fulfilled. Questions need to be asked of WSCC Highways regarding their assessment of traffic flow.

Mid Sussex may wish to reflect upon the wisdom of selling amenity land to Homes England which the planning department, possibly under pressure, dutifully recommended for permission despite WSP stating the following in paragraphs 13.6.4 and 13.6.5.

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 “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.”

There appears to be an over-reliance on the Framework Travel Plan delivering the goods. The location of at least one Puffin crossing in close proximity to the Hurstwood Lane junction will result in traffic congestion that could be continuous up as far as the roundabout at the top of Fox Hill during peak hour periods. Paragraph 13.6.4 indicates that the junction of Hurstwood Lane/Fox Hill is forecast to operate in 2027 similarly to the way the Fox Hill roundabout is currently operating. Any further development, such as scheduled development south of Folders Lane, that involves the B2112 as a conduit involving Haywards Heath will only make matters unbelievably worse. Many of the Representation Letters in connection with LW/25/0071 and LW/25/0442 reflect the overwhelming concerns of local residents with regard to highway infrastructure, mainly the B2112, which has barely changed during the last 45 years.

Name redacted.

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The uncertainty regarding the future of the primary school, which hitherto SK has been unable to confirm, means there are two different scenarios for trip rates and traffic generation for all residential parcels.

The revised residential layout gives rise to more trips and more traffic from parcels 2 and 3 to and from Fox Hill via a single carriageway in Hurstwood Lane during the peak hour periods because there are an extra seven added units. Trip rates will increase due to the 220 children who were due to be educated on site now having to find alternative schools, which may necessitate additional car journeys.

Traffic volumes in connection with planning application LW/25/0071 indicate significant increases to those presented by WSP which can be clarified by another traffic count being undertaken in 2026. Sadly, traffic information is absent from the Transport Statement in support of LW/26/0262 which will have an adverse impact upon congestion on Fox Hill, with or without a primary school on site.