

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Steven King
FROM:	WSSC – Highway Authority
DATE:	24 June 2026
LOCATION:	Land At Borde Hill Lane Haywards Heath West Sussex
SUBJECT:	DM/25/3129 Outline planning application for the erection of up to 125 dwellings (now revised to 117 dwellings), together with the provision of landscaping, open space, and associated development works, with access from Balcombe Road. All matters reserved except for access. (Amended plans and supporting statements received 12 June 2026).
DATE OF SITE VISIT:	4 February 2026
RECOMMENDATION:	Advice

This is the **third** WSSC Highways response to the above planning application seeking outline planning application for the erection of up to 117 dwellings, together with the provision of landscaping, open space, and associated development works, with access from Balcombe Road. All matters reserved except for access.

Comments below respond to amended plans, supporting statements and Second Addendum Transport Assessment, June 2026.

Previous WSSC Highways response.

In its previous responses dated 10 February 2026 and 26 May 2026, the Highway Authority requested that additional information was required, details of which could be found in the main body of the earlier responses and summarised below:

1. A design check of the roundabout to be provided.
2. A plan should be provided to show amendments to the roundabout and providing the additional information as set-out in points 1-8 on page 2 of this response.
3. Provision of a Vision-Led TA for the development, including details of mitigation to support the vision, additional measures should the vision not be fully realised plus a monitoring strategy (this should be separate to any Travel Plan for the site).
4. Provision of a further version of the Road Safety Audit Decision Log with the design team's responses captured on the same plus any additions as a result of any changes as referred to in points 1-8 on page two of this response.
5. Evidence of discussions with local bus provider – namely Compass Buses – to explore increased service frequency of service, plus commitment to improved or new stops with real time passenger information, shelters and seating.
6. Travel Plan update.

Latest WSCC Highways response.

Latest responses to the points raised are found below:-

1. A design check of the roundabout to be provided.

Transport Addendum 2, produced by the applicant's transport consultants, states that the roundabout design complies with DMRB criteria as set out in CD 116.

Visibility splays compliant with DMRB requirements for the desirable minimum stopping distances have been provided on all approach arms of the roundabout. Borde Hill Lane and Balcombe Road, with recorded speeds above 50 kph, adopt the 60 kph DMRB criteria. Hanlye Lane, with its lower recorded speed, and the development access adopt the 50 kph DMRB criteria. This gives a requirement for a desirable minimum SSD of 90m on Borde Hill Lane and Balcombe Road and a desirable minimum SSD of 70m on Hanlye Lane and the development access. The DMRB visibility splays are shown on Drawing SDP-XX-XX-DR-D-305/P9. These splays are acceptable to the Highway Authority.

The geometric properties for each arm of the junction are shown on Drawing SDP-XX-XX-DR-D-352/P7 and presented in the Design Audit forming Appendix C of the Transport Assessment Addendum 2. They are summarised in the following table taken directly from the document:-

Entry widths	Proposed	CD 116 requirements
Borde Hill Lane	4.5m	Lane width of 4.5m should be used at single lane entries
Development access	4.5m	
Balcombe Road	4.5m	
Hanlye Road	4.5m	

Entry angles	Proposed	CD 116 requirements
Borde Hill Lane	$\phi=20^\circ$	No less than 20 degrees and no greater than 60 degrees.
Development access	$\phi=20^\circ$	
Balcombe Road	$\phi=20^\circ$	
Hanlye Road	$\phi=20^\circ$	

Entry kerb radii	Proposed	CD 116 requirements
Borde Hill Lane	18m	Not less than 10m or greater than 100m
Development access	13m	
Balcombe Road	18m	
Hanlye Road	16m	

Entry path radii	Proposed	CD 116 requirements
Borde Hill Lane	52m	Shall not exceed 70m
Development access	25m	
Balcombe Road	64m	
Hanlye Road	23m	

Exit widths	Proposed	CD 116 requirements
Borde Hill Lane	4.5m	Similar to entry widths
Development access	4.5m	
Balcombe Road	4.5m	
Hanlye Road	4.5m	

The TA Addendum says that the design incorporates an overrun area that large vehicles such as buses and articulated lorries are required to use. The dimensions of the overrun area comply with the CD 116 requirements in Table 3.8 'Turning widths required for compact or smaller normal roundabouts':-

- Central island diameter 14.0m
- R1 8.0m
- R2 15.6m
- Clearance from the edge of kerbing (on both the inside and outside of circulatory carriageway) 1m
- Minimum ICD 33.2m (i.e. 1m + 15.6m + 15.6m + 1m)

As advised in the Road Safety Audit, the overrun area is proposed to be delineated by white lining and hatched markings. Final details will be considered at the detailed design stage as per the agreed Road Safety Audit action.

The use of anti-skid surfacing on the approaches to the roundabout or, alternatively, high PSV stone (68+) as per CD 236 Table 3.7a, will be finalised at the detailed design stage.

2. A plan should be provided to show amendments to the roundabout and providing the additional information as set-out in points 1-8 on page 2 of this response.

Please see comments above under point 1.

Further points:-

Cycle Connectivity - Amended details have been provided on Drawing SDP-XX-XX-DR-D-305/P9 for the proposed cycle access. WSCC require a 'jug handle' arrangement on the northbound approach to the site access to take cyclists off the carriageway prior to crossing Balcombe Road, thereby reducing the risk from rear-end shunts for cyclists travelling northbound on Balcombe Road, and wanting to access the cycle route, and fulfilling one of the recommendations in the Road Safety Audit.

Lane widths either-side of the proposed refuge island are now shown at 3.2m to provide suitable buffer zones from traffic for users either side of the road and whilst using the refuge.

Additionally, Cycle slip lanes have been added on the southbound carriageway to allow cyclists to leave the carriageway before turning, and to assist cyclists in joining the main carriageway when heading south from the site. Swept path analysis of a cycle with a trailer - all shown on Drawing SDP-XX-XX-DR-D-357/P1.

The applicant has said that the cycle facilities can be delivered within land in the applicant's control and/or land within the existing highway boundary. Final details to be agreed at detailed design stage and will also be subject to a Stage 2 Road Safety Audit.

Bus stop provision- The Road Safety Audit recommended that the west-bound bus stop on Hanlye Lane be relocated further west to reduce the potential of any queue tailing back onto the roundabout. This has now been done, whilst remaining outside the visibility splay from Coniston Road. The applicant says that it is not possible to inset the bus stop due to highway boundary restrictions.

With regard to the east-bound stop, The Road Safety Audit recommended that it be inset to avoid buses waiting on-carriageway and which, due to the curvature of the carriageway, might lead to drivers of vehicles behind it attempting to overtake it and, thereby, increasing the risk of head-on collisions with oncoming traffic. However, having the inset would mean that drivers of buses attempting to re-join the carriageway, would have their rearward visibility impaired by the curvature of the road which could lead to collisions pulling back into the 'live' carriageway. Therefore, the bus stop is to remain on-carriageway and although some risk remains, this would be low and in a low-speed environment, plus forward-visibility to oncoming traffic leaving the roundabout and driving west-bound would be easily viewable and, being slightly offset, due to the presence of the splitter island on the western side of the roundabout, would mean that oncoming vehicles would be further away from the east-bound lane and path of oncoming traffic.

These changes have been agreed with the local bus operator (Compass Travel) and formally agreed in the Road Safety Audit Decision Log.

And finally, the applicant will need to ensure that during any detailed design stages that co-ordination with WSCC on planned changes to signage at the amended roundabout junction will be undertaken.

3. Provision of a Vision-Led TA for the development, including details of mitigation to support the vision, additional measures should the vision not be fully realised plus a monitoring strategy (this should be separate to any Travel Plan for the site).

The Transport Assessment Addendum included details on how the vision for the proposed development has been established. This states that "*The transport vision for the proposed development is to create a sustainable, liveable community where residents are not reliant on or feel it necessary to travel by private car for all journeys.*"

The TA Addendum says that minimising the length of walking, wheeling and cycling routes by providing safe and suitable access arrangements that allow safe and convenient connections, and the proposal for additional bus stops adjacent to the site access roundabout has helped to

advance this vision and make non-car modes of travel more attractive options, thus reducing the need to travel specifically by private car. Safe and secure cycle parking provision at the homes will also help to encourage residents to cycle. The provision of high-speed broadband connections will also offer residents the ability to work from home and reduce the need to travel.

This vision aligns with the countywide vision of the West Sussex Local Transport Plan of making active travel modes and public transport attractive options.

In the Addendum TA version 2, the applicant has re-visited trip rates for the development in order to further solidify the vision-led scenario for the site.

Table 3.1 below (taken directly from the Addendum Ver. 2) shows the vehicle trip rates for the peak hours 08:00-09:00 and 17:00-18:00 and the 12-hour weekday period from 07:00-19:00 presented in the Transport Assessment.

Table 3.1 – Vehicle trip rates

	Trip Rate In	Trip Rate Out	Two-way
08:00 - 09:00	0.117	0.326	0.443
17:00 - 18:00	0.334	0.159	0.493
07:00 - 19:00	2.045	2.067	4.112

The applicant has undertaken an exercise to remove selected sites that are considered to have poorer connectivity to public transport and/or local facilities than the proposed development once improvements are made to its public transport accessibility.

Seven sites (DC-03-A-11, ES-30-A-07, HC-03-A-39, HF-03-A-03, NF-03-A-34, NF-03-A-39 and NY-03-A-15) have been deselected from TRICS and the trip rate calculated undertaken for the remaining seven sites. Table 3.2 presents the modified trip rates using the filtered list of sites. The TRICS Output can be found in Appendix C in the TA Addendum 2.

Table 3.2 – Vehicle trip rates using filtered list of sites

	Trip Rate In	Trip Rate Out	Two-way
08:00 - 09:00	0.097	0.305	0.402
17:00 - 18:00	0.326	0.138	0.464
07:00 - 19:00	1.921	1.969	3.890

Table 3.3 compares the estimated vehicle trips from the proposed 117 homes using the original trip rates and filtered trip rates to represent the connectivity improvements.

Table 3.3 – Vehicle trips for 117 homes

	'Do-minimum' scenario			'Connectivity improvements' scenario		
	Trip Rate In	Trip Rate Out	Two-way	Trip Rate In	Trip Rate Out	Two-way
08:00 - 09:00	14	38	52	11	36	47

17:00 - 18:00	39	19	58	38	16	54
07:00 - 19:00	239	242	481	225	230	455

The filtered site selection gives reductions of around 10% in the AM peak hour and 7% in the PM peak hour. On this basis, the applicant says that a reduction of 10 % from the original trip rates is considered challenging, but achievable.

The Transport Assessment Addendum 2 includes junction analysis for a plausible scenario with 10% fewer vehicle trips by the proposed development compared to the baseline trip rates. This would be consistent with the trip rates presented in Table 3.4.

Table 3.4 – Vehicle trip rates with 10% reduction

	Trip Rate In	Trip Rate Out	Two-way
08:00 - 09:00	0.105	0.293	0.398
17:00 - 18:00	0.301	0.143	0.444

The proposed 117 homes would generate the vehicle trips shown in Table 3.5 for this scenario, resulting in 6 fewer vehicle trips in each of the peak hours compared to the 'Do-minimum' scenario.

Table 3.5 – Vehicle trips for 117 homes

'Vision-led' scenario			
	Trip Rate In	Trip Rate Out	Two-way
08:00 - 09:00	12	34	46
17:00 - 18:00	35	17	52

Trip Monitoring Strategy - A Trip Monitoring Strategy will record how the trip generation and mode share of the site evolves over time. The applicant says that the survey specification will employ the TRICS Standard Assessment Methodology (SAM) and will be conducted by TRICS annually until full occupation of the site. Monitoring will then continue as-per the requirements of the Travel Plan.

The applicant says that the survey will take account of multi-modal trips from all access points, including walking, wheeling and cycling only accesses in addition to the main vehicular access. To ensure that the survey represents typical travel patterns, the developer/successor in Title will need to agree to being surveyed only within a specified time. Additionally, the developer would need to fund the survey validation and data entry costs.

The requirement for monitoring is necessary to establish whether the anticipated modal share and vehicular trip reductions transpire in reality. If they do not, and unacceptable impacts are identified through the monitoring, this may prompt the requirement for further financial contributions and/or infrastructure improvements.

Table 3.6 presents the suggested Trip Monitoring Strategy thresholds and mitigation options provided by the applicant:-

Table 3.6 – Indicative Trip Monitoring Strategy Thresholds and Mitigation

Stage of Development	Trip Rate Threshold Exceedance	Fallback Mitigation Measure	Delivery Mechanism
Annually from first occupation until full occupation	>5% but <10%	Additional £150 per dwelling travel voucher and personal travel planning offered	Delivered by the developer through the Travel Plan process
	>10%	Off-site active travel enhancements up to the value of £TBC	Delivered by the developer through S106 / S278 process
Full occupation	>5% but <10%	Additional £150 per dwelling travel voucher and personal travel planning offered	Delivered by the developer through the Travel Plan process
	>10% but <20%	Off-site active travel enhancements up to the value of £TBC	Delivered by the developer through S106 / S278 process
	>20%	Provision of sustainable travel fund to WSCC up to the value of £TBC	Delivered via the S106 Agreement

Following each survey a monitoring report will be prepared and submitted to WSCC setting out the results of the travel surveys, extrapolating the data to provide an indication of the development trip rates and comparing against the targets identified within the Trip Monitoring Strategy.

The Trip Monitoring Strategy will need to be developed, agreed and the details secured within the Section 106 Agreement.

4. Provision of a further version of the Road Safety Audit Decision Log with the design team's responses captured on the same plus any additions as a result of any changes as referred to in points 1-8 on page two of this response.

The Road Safety Audit has been updated to reflect revisions to the design of the roundabout. Revision SDP/26/SugFrm/1/MM Rev A (June 2026) is the latest version. A copy of the completed and agreed Decision Log will be sent to the applicant's Transport Consultant and the Planning case officer separate to this response. All issues raised appear to be resolved to the satisfaction of the Highway Authority.

5. Evidence of discussions with local bus provider – namely Compass Buses – to explore increased service frequency of service, plus commitment to improved or new stops with real time passenger information, shelters and seating.

Bus Service Provision - As stated in the Transport Assessment, the nearest bus stops to the site are located on Penland Road, approximately 300m to the south of the site. The frequency of the existing 31A service was summarised as being every two hours in each direction, Monday to Friday. However, the service has improved in frequency and now runs every hour in each direction.

Compass Travel have been contacted to discuss the bus service provision.

They have said that service 31/31A operates in a loop in both directions via Hanlye Lane and Cuckfield. This effectively provides an hourly service to/from Haywards Heath - albeit one way takes slightly longer via Cuckfield. Their initial assessment is the cost of increasing the service provision to a 30-minute frequency could not be justified and is unlikely to be viable without a large subsidy. The same applies to evening or Sunday services.

The potential for adding a pair of bus stops on Hanlye Lane in the vicinity of the proposed roundabout has been considered, resulting in two new stops on Hanlye Lane. The proposed enlarged roundabout would allow for bus stops to be incorporated between the roundabout and Coniston Avenue which would benefit the existing housing development as well as the proposed development.

The new locations have been considered in the updated Stage 1 Road Safety Audit.

The addition of bus stops in this location would further improve the accessibility and sustainability of the proposed homes.

The Developer has also said that they are also willing to provide improvements at the nearest pair of bus stops (Penland Road) to the site in the form of real-time passenger information and, if appropriate, shelters with seating. This is noted and will need to be secured using a S106 Agreement.

6. Travel Plan update.

The Travel Plan Coordinator will monitor and review the progress and success of the Travel Plan and make residents aware of the progress made.

The applicant has said that it is important to note that the proposed targets contained within the Framework Travel Plan are in addition to the vision-led trip rates within the TA. The targets therefore account for both the active travel/public transport proposed infrastructure and the 'soft' measures and initiatives.

The Travel Plan has been updated to give further details of the Travel Voucher provision.

SAM surveys along with a list of remedial measures should trip rate reductions not be achieved are discussed in Section 6 of the Travel Plan.

The applicant has said that funding of the Travel Plan measures will be secured within the Section 106 Agreement. The Travel Plan will also be subject to a monitoring fee. Both the Travel Plan and its monitoring fee will need to be secured within the Section 106 Agreement.

Conclusion.

Should the LPA be minded to approve the planning application, the Highway Authority recommends that the following form part of any planning permission granted:-

S106 Agreement to secure:-

1. Travel Plan and associated monitoring fee
2. Vision monitoring report (to include details of further mitigation and costs allocated thereto should vision not be achieved)
3. Off-site bus stops, on-road markings (bus 'cage') real-time passenger information and, subject to parish Council approval, bus shelters and seating – to be installed at **two** locations – on Hanlye Lane (new stops) and at next nearest existing stops on Penland Road

And highway-related **conditions**:-

1. ***Access (including revisions to existing roundabout and approaches thereto, at junction of Borde Hill Lane/Balcombe Road and Hanlye Lane)***

No part of the development shall be commenced until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the approved drawings.

Reason: In the interests of road safety.

2. ***Emergency, pedestrian and cycle access***

No part of the development shall be first occupied until the emergency, pedestrian and cycle access onto Balcombe Road has been constructed in accordance with the approved plans. The access, once constructed, shall thereafter be used by emergency vehicles, pedestrians, and cyclists only.

Reason: To ensure that the emergency access is suitable for its intended purpose.

3. ***Car parking spaces***

No dwelling shall be first occupied until the car parking serving the respective dwelling has been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. Once provided the spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use.

4. ***EVC Parking Spaces***

No part of the development shall be first occupied until Electric Vehicle Charging spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide EVC charging points to support the use of electric vehicles in accordance with national sustainable transport policies.

5. Cycle parking

No dwelling shall be first occupied until covered and secure cycle parking spaces serving the respective dwelling have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

6. Internal access road

No part of the development shall be first occupied until the road(s), footways, and casual parking areas serving the development have been constructed and surfaced in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To secure satisfactory standards of access for the proposed development.

7. Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- How the existing highway in proximity to the site, including routes proposed to be used by construction traffic will be safeguarded during the construction phase,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- 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),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

INFORMATIVES.

1. Section 59 of the 1980 Highways Act - Extra-ordinary Traffic

The applicant is advised to enter into a Section 59 Agreement under the 1980 Highways Act (or similar, as might be agreed), to cover the increase in extraordinary traffic that would result from construction vehicles and to enable the recovery of costs of any potential damage that may result to the public highway as a direct consequence of the construction traffic. The Applicant is advised to contact the Highway Officer (01243 642105) in order to commence this process.

2. Works within the Highway – Implementation Team

The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

3. *Provision of Adoptable Highway*

The applicant is required to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover any proposed on or off-site highway works, or works requiring any non-highway land to be adopted (e.g. to assist with delivery of the access roundabout and associated visibility splays etc). The applicant should contact the Implementation team leader (01243 642105) to commence this process. The applicant is advised that any works commenced prior to the S38 agreement being in place are undertaken at their own risk.

4. *Temporary Works Required During Construction*

The applicant is advised of the requirement to enter into early discussions with and obtain the necessary licenses from the Highway Authority to cover any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works may include, the placing of skips or other materials within the highway, the temporary closure of on-street parking bays, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, the provision of cranes over-sailing the highway.

Temporary directional signs to housing developments (Major apps only 10 units +)

The applicant is advised that they must apply and obtain approval from West Sussex County Council as Highway Authority for all temporary directional signs to housing developments that are to be located on the highway. Further details of the process and how to apply are available here <https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/temporary-development-signs/#overview>

Response ends.

Tim Townsend
West Sussex County Council – Planning Services