

Steven King

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Cc: Steven King
Subject: Planning Application DM/25/3129 – Highway and Roundabout Proposals

Dear Mr. Hill,

I refer to your email sent to the West Sussex Highways Planning generic inbox. As I considered highway matters for the planning application on behalf of the County Council as Highway Authority, I have been asked to reply to you.

For ease of reading, please see my responses in *red italic* text alongside your original text:-

Dear Sirs

I write as the owner of Saxonmead, Borde Hill Lane, in relation to the highway proposals associated with the above planning application.

Having reviewed the proposed access arrangements, I am concerned that the scale of the proposed roundabout appears disproportionate to the needs of the development and out of keeping with the character of the surrounding road network.

The proposed roundabout would result in a substantial urbanisation of what is currently an attractive countryside approach to Haywards Heath and an important gateway to the High Weald landscape. The scheme would involve the loss of established trees, hedgerows and rural character in order to accommodate highway infrastructure that appears significantly larger than the roads it is intended to connect.

Having lived in Haywards Heath all my life, I have seen first-hand the steady increase in traffic congestion throughout the town. Whilst I recognise the need for safe access arrangements, I am not convinced that a roundabout of this scale is either necessary or likely to address the traffic issues most regularly experienced by local residents.

In my experience, the principal traffic problems in this part of Haywards Heath arise from congestion and queuing associated with movements into and out of Burrell Road and Mill Green Road. These locations already experience significant delays at peak times and I am concerned that the proposed development will compound existing issues. I would therefore ask whether sufficient weight has been given to the cumulative impact of additional traffic on these existing pinch points, rather than focussing predominantly on access to the development itself.

I would be grateful if the Highway Authority could consider:

- Whether the size and design of the proposed roundabout is proportionate to the expected traffic demand generated by the development; *The design and size of the proposed altered roundabout is proportionate to the size and scale of the development now planned to access onto it. Originally, the design was larger. However, the applicant revisited this which has resulted in what is considered to be a 'compact' roundabout in highways design terms, which now includes visibility splays at each 'arm'*

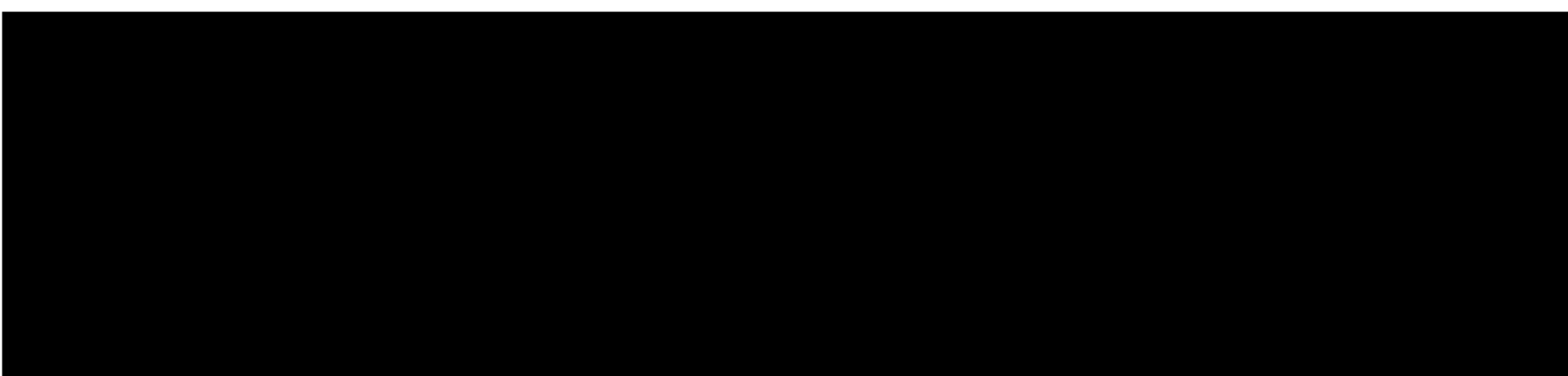
(including approach/forward/stopping sight distance visibility splays), single lane entries on each arm that will manage traffic speeds and additionally, improve matters for pedestrians who will be able to cross shorter lane widths and have larger islands to wait on. Additionally, the roundabout was 'tracked' for a selection of vehicles (including buses and HGVs), as these too informed its size.

- Whether a less intrusive junction arrangement could provide a suitable and safe means of access whilst reducing impacts on the surrounding landscape and established vegetation; *Highways officers have to consider what is placed before them. The existing three-arm roundabout, to accommodate the development 'arm', has to be altered to provide adequate radius curves, deflections and visibility requirements. The current roundabout has a somewhat 'flat' northern profile and as such, the new development 'arm' needs to be constructed to balance the rest of the design. A simple access with no alterations to the alignment would not achieve appropriate design standards, nor would it be likely to achieve satisfactory road safety requirements.*
- The extent to which the proposal would alter the character of this countryside approach to Haywards Heath; *This would be a matter for the Local Planning Authority to consider as it relates to appearance, not highway design.*
- Whether the wider traffic implications for Burrell Road, Mill Green Road and other existing congestion points have been adequately assessed; *The Transport Assessment that accompanied the planning application considered background traffic flows, forecast growth and the impact of the development on the local road network and demonstrated no adverse issues.*
- Whether additional landscaping, noise mitigation or boundary screening measures should be secured for neighbouring residential properties affected by the highway works and increased traffic. *Again, this would be a matter for the Local Planning Authority to consider.*

Should the development proceed, I would also ask that consideration is given to mitigation measures for the residents most directly affected by the resulting increase in traffic noise, including the potential provision of acoustic fencing and enhanced landscape screening where appropriate. *Again, for the Local Planning Authority to consider.*

Thank you for considering these comments.

Yours faithfully,



I trust my comments are helpful. Please do not hesitate to contact me again should you require anything further.

Regards,

Tim Townsend, MCIHT

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