

N01 - Highways Technical Note

Site: Pascott's Farm, Snowdrop Lane, Lindfield, West Sussex
Prepared by: WMC
Approved by: DM
Date: 14 May 2025

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1.0 Introduction

- 1.1 This Highways Technical Note has been prepared on behalf of Gould Baxter in relation to development proposals at Pascott's Farm, Snowdrop Lane, Lindfield, West Sussex (herein after referred to as 'the site').
- 1.2 The site is located on land to the north of Snowdrop Lane, approximately 2.5 kilometres south of Lindfield and 2.5 kilometres east of Haywards Heath, and falls within the administrative boundaries of Mid Sussex District Council (Local Planning Authority) and West Sussex County Council (Local Highways Authority). The site benefits from close proximity to the strategic highway network, including the A272 to the south and the A23 and M23 to the west.
- 1.3 The development proposal comprises of the construction of two residential dwellings. Each dwelling will benefit from their own individual access point taken from Snowdrop Lane to the south. Car and cycle parking are to be provided in accordance with local policy standards.
- 1.4 This Highways Technical Note has been prepared to provide further detail on the existing conditions on the site, including the local highway network and road safety, as well as the proposed access, parking and servicing arrangements associated with the development proposals.

2.0 Baseline Conditions

Site Location

- 2.1 The site is located on land to the north of Snowdrop Lane, approximately 2.5 kilometres south of Lindfield and 2.5 kilometres east of Haywards Heath, and falls within the administrative boundaries of Mid Sussex District Council (Local Planning Authority) and West Sussex County Council (Local Highways Authority). The site benefits from close proximity to the strategic highway network, including the A272 to the south and the A23 and M23 to the west. The site location is illustrated in Figure 2.1 below.



Figure 2.1 - Site Location

Relevant Planning Background

Planning Reference DM/15/1864

- 2.2 Planning permission was granted on 4th August 2015 under delegated powers for the following development (LPA Reference: DM/15/1864) approximately 100 metres east of the site:

"Erection of two no. detached five-bedroom dwellings with garaging, together with associated hard and soft landscaping works."

- 2.3 The proposals included the construction of two five-bedroom residential dwellings, with access achieved via an existing access point taken from Snowdrop Lane. West Sussex County Council as Highways Authority provided no objection to the scheme and suggested the following with regard to visibility:

"There are no known issues with the use of this access in its current form, visibility appears acceptable from an inspection of the plans and submitted map information."

Planning Reference DM/22/1646

- 2.4 Planning permission was granted on 18th July 2022 under delegated powers for the following development (LPA Reference: DM/22/1646) approximately 50 metres east of the site:

"Construction of 1 no. detached dwelling with attached garaging and driveway access, with associated hard and soft landscaping works."

- 2.5 The proposals included the construction of a single residential dwelling, with access achieved via a new access point taken from Snowdrop Lane. The access arrangements were previously established as acceptable (LPA Reference: DM/16/0556) and, as such, no objections were raised by West Sussex County Council as Highways Authority

Local Highway Network

- 2.6 The site is located on land to the north of Snowdrop Lane, a two-way single carriageway subject to a speed limit of 40 miles per hour. Snowdrop Lane leads east to form a priority junction with Bedales Hill (B2111), a two-way single carriageway subject to a speed limit of 40 miles per hour. Bedales Hill (B2111) leads north towards Lindfield and Buxshalls Hill (B2028), which provides further access towards Ardingly, Crawley Down and the A264.
- 2.7 To the west, Snowdrop Lane forms a priority junction with Haywards Heath Road (A272), a two-way single carriageway subject to a speed limit of 40 miles per hour. Haywards Heath Road (A272) provides access onto the strategic highway network which serves wider West Sussex, including eastbound access towards Scaynes Hill, North Chailey and the A22 and westbound access towards Sandrocks and Haywards Heath. In addition, Haywards Heath Road (A272) routes further west onto the A23 via the Bolney Road slip road, which routes north towards Crawley and the M23 and routes south towards Brighton and Hove.

Road Safety

- 2.8 A review of Personal Injury Collision (PIC) data for a stretch of highway within the vicinity of the site has been undertaken using the Collision Plot online tool. This identified that no incidents have occurred along Snowdrop Lane within the vicinity of the site, and it is therefore concluded that there is no evidence of an existing road safety problem within the vicinity of the site.

Accessibility on Foot and by Cycle

- 2.9 There are no footways within the immediate vicinity of the site. Although Snowdrop Lane is subject to a speed limit of 40 miles per hour, the rural nature and geometric characteristics of Snowdrop Lane lends itself to accommodating vehicles travelling well below 40 miles per hour. Indeed, Automated Traffic Counter data presented in Section 3 of this Highways Technical Note demonstrates 85th percentile speeds of approximately 25 miles per hour. Given that observed speeds are low and Snowdrop Lane is of reasonably straight geometry, albeit somewhat narrow in some sections, it is reasonable to suggest that pedestrians could theoretically walk along the extent of the carriageway.
- 2.10 There are a number of Public Rights of Way within close proximity of the site. These include Footpath LIR 8LR/1 approximately 650 metres northeast of the site, which connects to Footpath LIR 2LR/2 further east and routes between Lindfield to the north and Scaynes Hill to the south, and Bridleway LIR 6LR/1 approximately 800 metres northwest of the site, which provides a route towards Haywards Heath.
- 2.11 Whilst there are no dedicated on-road cycle paths within the immediate vicinity of the site, the local highway network is deemed suitable for cyclists given the low observed speeds of Snowdrop Lane, as well as low speed limits of the wider highway network, and relatively flat topography.

Rural Community Sustainable Travel

- 2.12 National and local planning policy recognises that opportunities to maximise sustainable travel solutions vary from urban to rural areas. National and local planning policy also outline a spatial strategy to focus significant growth areas accessible by means other than the private car, although they recognise that development in rural areas is also important in supporting local services.
- 2.13 Paragraph 109 of the National Planning Policy Framework (NPPF) states the following:
- "Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."*
- 2.14 While some amenities and facilities would potentially need to be accessed via private car, the trips would occur over a relatively short distance. Notwithstanding this, there are a number of Public Rights of Way within an appropriate walking distance from the site that provide access to Lindfield, Scaynes and Haywards Heath. It should also be noted that the National Planning Policy Framework defines sustainable transport modes as:
- "Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport."*
- 2.15 The provision of cycle parking and electric vehicle charging spaces are therefore considered sustainable transport modes which can assist in reducing reliance upon the private car within the context of the National Planning Policy Framework. Due consideration has been given to the provision of cycle and electric vehicle charging parking spaces in Section 3 of this Highways Technical Note.

3.0 Development Proposals

Overview

- 3.1 The remainder of this section provides further detail on the proposed access, parking and servicing arrangements having regard to local policy and best practice guidance.

Proposed Use & Quantum

- 3.2 The development proposal comprises of the construction of two residential dwellings. Each dwelling will benefit from their own individual access point taken from Snowdrop Lane to the south. Car and cycle parking are to be provided in accordance with local policy standards. The indicative site layout plan is included in **Appendix A**.

Access Arrangements

- 3.3 Access to the site will be achieved via two new access points taken from Snowdrop Lane. Each dwelling will benefit from their own individual access point, which has been designed to accommodate the movement of vehicles associated with the development proposals.

Visibility Splays

- 3.4 Snowdrop Lane is subject to a speed limit of 40 miles per hour speed limit). To gain an understanding of existing vehicle speeds on Snowdrop Lane, two 7-day Automated Traffic Counters were placed on Snowdrop Lane. The Automated Traffic Counters were placed either side of the proposed access locations and were installed between 19th March and 26th March 2025. The 85th percentile directional speeds and stopping sight distance requirements are summarised in Table 3.1 below.

ATC Location	Direction	85 th Percentile Speed	Stopping Sight Distance Requirement
ATC 1 – West of proposed site access location	Eastbound	26.6 miles per hour	36.3 metres
ATC 2 – East of proposed site access location	Westbound	25.1 miles per hour	33.5 metres

Table 3.1 - 85th Percentile Directional Speeds and Stopping Sight Distances

- 3.5 Table 3.1 above demonstrates that 85th percentile vehicle speeds fall well below the 40 miles per hour speed limit and visibility splays have therefore been calculated based on the formula contained within Manual for Streets (2007). As such, the proposed accesses are required to accommodate visibility splays of 36.3 metres to the west (for eastbound vehicles) and 33.5 metres to the east (for westbound vehicles). The drawing included in **Appendix B** demonstrates that these visibility splays can be achieved. The drawing also includes an interpretation of the highway boundary extent along Snowdrop Lane, which has been derived from the Land Registry Portal.
- 3.6 It should be noted that a visibility splay of 33.5 metres to the east can only be achieved for the access serving Plot B if the visibility splay is measured to the nearside edge of a vehicle track, which is typically a 500mm offset into the carriageway. Indeed, Manual for Streets 2 (2010) states the following in Paragraph 10.5.3:

"The Y distance represents the distance that a driver who is about to exit from the minor arm can see to the left and right along the main alignment. For simplicity it has previously been measured along the nearside kerb line of the main arm, although vehicles will normally be travelling at a distance from the kerb line. Therefore, a more accurate assessment of visibility splay is made by measuring to the nearside edge of the vehicle track. The measurement is taken from the point where this line intersects the centreline of the minor arm."

- 3.7 On this basis, it is suggested the required visibility splays can be achieved from the proposed access points and, as such, safe and suitable access to the site can be accommodated.
- 3.8 The suitability of the access arrangements, to demonstrate that a large car can enter and exit the site in forward gear, has been tested through swept path analysis which is included in **Appendix C**.

Parking Arrangements

- 3.9 The quantum of car and cycle parking has been determined in accordance with the parking standards contained within West Sussex County Council's 'Guidance on Parking at New Developments' (2020) planning document. Residential parking standards for new development are informed by the 'Parking Behaviour Zone' of a given area, as well as dwelling size and any control/enforcement arrangements. The car parking standards contained within Table 2 of the West Sussex County Council guidance are provided in Table 3.2 below.

Number of Bedrooms	Number of Habitable Rooms	PBZ1	PBZ2	PBZ3	PBZ4	PBZ5
One-bedroom dwelling	1-3	1.5	1.4	0.9	0.9	0.6
Two-bedroom dwelling	4	1.7	1.7	1.3	1.1	1.1
Three-bedroom dwelling	5-6	2.2	2.1	1.8	1.7	1.6
Four+ bedroom dwelling	7+	2.7	2.7	2.5	2.2	2.2

Table 3.2 - Car Parking Standards ('Guidance on Parking at New Developments', West Sussex County Council, 2020)

- 3.10 The development proposals comprise of two 3-bedroom residential dwellings and lies within a PBZ4 area. As such, each residential dwelling should be provided with 1.7 car parking spaces. The development proposals will provide a two-car garage for each dwelling (totalling to four car parking spaces), which is in accordance with local policy standards and deemed suitable to sever the quantum of development.
- 3.11 West Sussex County Council's 'Guidance on Parking at New Developments' (2020) also provides guidance on minimum cycle parking provision, which is based on the number of habitable rooms within a dwelling, with 3+ bedrooms required to provide a minimum of two cycle parking spaces. In accordance with the policy standards, the development proposals will provide two cycle parking spaces per dwelling (totalling to four cycle parking spaces).

Delivery & Servicing Arrangements

- 3.12 It is envisaged that all delivery activities associated with the development proposals will occur within the curtilage of the site. Additional swept path drawings included in **Appendix D** confirm that a delivery van, measuring 6 metres in length, can access and egress the site in forward gear. Bin stores are provided to the rear of the garages and are provided with 2x 240 litre bins, one for general waste and the other for recycling. Residents will be required to drag any refuse/recycling towards Snowdrop Lane for collection by refuse personnel on waste collection days.

4.0 Development Impact

Overview

- 4.1 This section outlines the level of trips that are likely to be generated by the proposed development. When assessing the impacts of a development, it is generally considered that the peak traffic times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00). It is during these periods that traffic flows associated with the development and those adjacent on the highway network are likely to be at their greatest. The information provided within this section considers these peak hours as well as the daily movements (07:00-19:00).

Proposed Trip Generation

- 4.2 In order to demonstrate the immaterial impact any additional trips generated by the site will have on the surrounding highway network, the TRICS database has been interrogated for surveys contained within the category '03 – Residential: A – Houses Privately Owned', within the following parameters:
- ▶ Sites located in England (excluding Greater London);
 - ▶ Sites with 5-25 units;
 - ▶ Sites in areas classified as 'Suburban Area' and 'Edge of Town'; and
 - ▶ Weekday surveys only.
- 4.3 The trip rates and resultant trips pertaining to the proposed residential dwellings are provided in Table 4.1 below and the full TRICS output is included in **Appendix E**.

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Total Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Vehicular Trip Rate	0.271	0.403	0.256	0.240	2.466	2.535
Vehicular Trips	1	1	1	0	5	5

Table 4.1 - Trip Rates and Resultant Trips - Two Residential Dwellings

- 4.4 Table 4.1 above demonstrates that the development proposals could generate in the order of two total vehicle movements during the morning peak hour and one total vehicle movement during the evening peak hour. Over the course of an average weekday, the development proposals could generate in the order of 10 vehicular movements.

Summary

- 4.5 The expected trip generation associated with the development proposals have been assessed with reference to the industry standard TRICS database. The analysis demonstrates the proposed development is expected to result in a marginal increase in vehicular movements during both the morning and evening peak hours, as well as over an average weekday.
- 4.6 On that basis, it is concluded that the proposed development will not result in a material effect on the operation of the highway network local to the site and no further assessment of trips associated with the proposed development is considered necessary.

5.0 Summary and Conclusions

- 5.1 This Highways Technical Note has been prepared on behalf of Gould Baxter in relation to development proposals at Pascott's Farm, Snowdrop Lane, Lindfield, West Sussex. The site is located on land to the north of Snowdrop Lane, approximately 2.5 kilometres south of Lindfield and 2.5 kilometres east of Haywards Heath.
- 5.2 The development proposal comprises of the construction of two residential dwellings. Each dwelling will benefit from their own individual access point taken from Snowdrop Lane to the south. Car and cycle parking are to be provided in accordance with local policy standards.
- 5.3 In summary, this Highways Technical Note has demonstrated that the development proposals benefit from suitable and appropriate access arrangements having regard to relevant design guidance. Car and cycle parking have also been provided in accordance with local policy standards. In addition, the development proposals will result in a negligible increase in vehicular movements during both the morning and evening peak hours, as well as over an average weekday.
- 5.4 On the basis of the above, it is concluded that there is no reason as to why the development proposals should be resisted from a highways or transportation perspective.

Appendix A

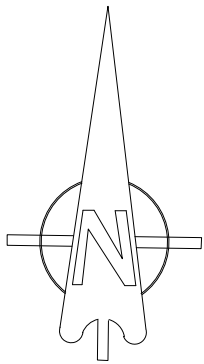
Indicative Site Layout Plan

SITE SURVEY UNDERTAKEN FOR THE PREPARATION OF TOWN PLANNING & BUILDING REGULATION DRAWINGS ONLY. ALL PROPOSED FINISHED FLOOR LEVELS & MODIFICATIONS OF EXISTING GROUND LEVELS TO BE AGREED WITH LOCAL AUTHORITY PRIOR TO COMMENCEMENT. NO BURIED OR UNDERGROUND SERVICES ARE ACCOUNTED FOR IN THIS SURVEY—DETAILS TO BE SOURCED BY CLIENT/ BUILDER FROM RELEVANT LOCAL AUTHORITIES. ALL HEDGES/FENCES ETC. ASSUMED TO DENOTE BOUNDARIES TO BE CONFIRMED FOR LEGAL OWNERSHIP BY CLIENT PRIOR TO ANY SUBMISSIONS BEING MADE.

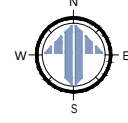
ALL LEVELS TO TEMPORARY LOCAL DATUM

NOTE: COMPLETE FOOTPRINTS OF EXISTING BUILDINGS TAKEN FROM O.S. EXTRACT DRAWING

0 5m 10m
SCALE 1:200 @ A1



LEGEND	
	SURVEY STATION
	TEMPORARY SURVEY BENCH MARK
	SPOT LEVEL (WITH VALUE)
	DAMP PROOF COURSE
	FINISHED FLOOR LEVEL
	LAMP POST
	INSPECTION CHAMBER
	MAN-HOLE (COVERED)
	MAN-HOLE (SURFACE WATER)
	MAN-HOLE (FOUL DRAIN)
	COVER LEVEL
	INVERT LEVEL
	ROODING EYE
	STOP COCK
	WATER METER
	DOWN PIPE
	SEWER & VENT PIPE
	ROAD SIGN
	DROP KERB
	GULLY
	OVER-HEAD LINE
	CLOSE-BOARDED FENCE
	POST & RAIL FENCE
	POST & WIRE FENCE
	TOP OF BANK
	BOTTOM OF BANK
	CONTOUR (WITH VALUE)
	GRADIENT/SLOPE
	STUMP
	TREE SHOWING TRUNK & INDICATIVE SPREAD SPECIES IF IDENTIFIED



FOR	MR D. HILL		
SITE	PASCOTT'S FARM, SNOWDROP LANE, LINDFIELD, WEST SUSSEX. RH16 2QE		
TITLE	SITE PLAN – AS EXISTING		
SCALE	DRAWN	DRAWING NO.	
1: 200	AH	01	
@ A1	01/24	REV	