

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Steven King
FROM:	WSCC – Highway Authority
DATE:	26 May 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, 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 15th April reducing the number of proposed dwellings to up 117 and reducing the size of the proposed roundabout).
DATE OF SITE VISIT:	4 February 2026
RECOMMENDATION:	<i>More Information Required</i>

This is the **second** WSCC Highways response to the above planning application seeking outline planning application for the erection of up to 125 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, and supporting statements (including Addendum Transport Assessment April 2026) received 15th April. This shows a reduction of the number of proposed dwellings to up to 117 and reducing the size of the proposed roundabout.

Previous WSCC Highways response.

In its previous response dated 10 February 2026, the Highway Authority requested that additional information was required, details of which could be found in the main body of the earlier response in **highlighted green text** 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 from the applicant's transport consultant found in **red** text alongside the previous Highway Authority responses (in black text). Latest Highway Authority responses in *blue italic* text beneath (comments in ***bold blue italic*** text are matters requiring further attention by the applicant):

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

A design audit of the proposed access arrangements can be found in Appendix C. This provides further information on the design of the access and cross-references paragraphs from CD 123 and other design documents (also see comments under point 2 below).

- *The design adopts a hybrid approach on design parameters (particularly visibility), using 43m SSD adopted from MfS and 70m adopted from DMRB. Taking into account the nature of Balcombe Road, and that MfS is mute on roundabout design, WSCC recommend that DMRB is used for the roundabout design, even on the arm serving the development.*
- *Where DMRB is not complied with, any departures from standards should be identified (and will need to be considered prior to the planning application being determined).*
- *Clarification on the design speed is required. 85th %tile speed shows speeds slightly above 30mph. As such, the designers should calculate the visibilities/SSDs based on the 32.3mph, instead of rounding it downwards to 30mph.*
- *Construction diagrams for various parameters would be required to demonstrate that they have been constructed in line with DMRB, e.g. entry angles etc. Please show and demonstrate (noting earlier comment about departures from standard)*

On over-runnable areas (i.e. the centre part of the roundabout), these are permitted. There have been a few instances of the concentric kerbs being dislodged by traffic, so at detailed design stage, careful consideration of this will be required. The Stage 1 RSA recommends that kerbs aren't provided for the over-runnable area. However, this will need to be looked at again at the detailed design/S38 Agreement stage given that the area will need to be defined somehow.

For any further changes to the roundabout as a result of the Highway Authority comments above, these will need to be presented to the Road Safety Audit team for further consideration and comment, with the results of such conversation being made known to the Highway Authority afterwards.

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.

Modifications to the Access - The original roundabout design submitted with the outline planning application is shown on 'Proposed Access Arrangement' Plan No. SDP-XX-XX-DR-D-305/P4. As part of our review of WSCC's comments upon the access design, and those received from other consultees including the Local planning Authority, we are suggesting an amendment to the roundabout design in the form of a 'compact' roundabout.

Compact Roundabout Design - A 'compact' roundabout design uses narrower entry and exit lanes and tighter entry and exit radii to achieve slower approach and circulating speeds. This redesign results in a smaller junction with a significantly reduced size of central island, from 24m in diameter for the submitted layout to 14m in diameter for the compact roundabout design.

The compact roundabout provides an opportunity to deliver a scheme that slows traffic as it enters the built-up residential area of Haywards Heath from the north. The single lane entries, circulating lane and exits give little opportunity for passing or weaving and a greater need for drivers to stop and give way. Vehicle paths are constrained and easier to anticipate making junctions potentially safer for pedestrians and cyclists. Therefore, in line with paragraph 115 from the NPPF, access arrangements are prioritised towards sustainable transport modes.

Drawing SDP-XX-XX-DR-D-305/P7 shows the proposed compact roundabout layout. This includes the addition of a footway on the northern side of the junction and tactile crossing point on the Borde Hill Lane arm of the roundabout.

The design incorporates an overrun area that large vehicles such as buses and articulated lorries are required to use. All other vehicles are expected to use the single circulating lane.

Drawing SDP-XX-XX-DR-D-352/P5 provides details of the roundabout geometry and visibility to the give-way lines on all arms. A 43m forward visibility profile is shown, consistent with Manual for Streets requirements for 30mph vehicle speeds, as identified by the speed surveys. Details of the speed survey methodology is included in Appendix B. Forward visibility profiles of 70m, consistent with DMRB requirements, are also shown along the main approaches.

Drawing SDP-XX-XX-DR-D-310/P5 shows the vertical profile of the development access. This shows that the give-way line at the roundabout can be seen from a driver's eyeline when approaching the junction. Drawing SDP-XX-XX-DR-D-311/P3 shows cross-sections at the locations marked in Drawing 310.

Drawings SDP-XX-XX-DR-D-353/P4, SDP-XX-XX-DR-D-354/P5, SDP-XX-XX-DR-D-355/P5 and SDP-XX-XX-DR-D-356/P3 show swept path vehicle tracking for turning movements at the junctions for van, refuse vehicles, buses and articulated lorries. The drawings shows that all movements can be achieved within the available space without over-running footways or traffic islands.

A design audit of the proposed access arrangements can be found in Appendix C. This provides further information on the design of the access and cross-references paragraphs from CD 123 and other design documents.

Pedestrian and Cycle Connectivity - Further details have been provided on Drawing SDP-XX-XX-DR-D-305/P7 for the proposed pedestrian and cycle link, showing the visibility at this access and for pedestrians using the refuge island crossing. Removeable bollards are proposed that would allow access by adapted cycles when in place, and by emergency vehicles when removed.

Addressing WSCC Comments:-

Page 2 of the WSCC response lists eight points requiring additional information relating to the roundabout. Responding to the points in turn:

- 1) The revised geometry and visibility splays (including pedestrian and cycle crossing points) are shown on Drawing 352 along with references to the relevant clauses in CD116 and associated documents.
- 2) The compact roundabout now includes an over-runnable area intended to be used by large vehicles such as buses and articulated lorries. Swept path vehicle tracking for vans, refuse vehicles, buses and 16.5m articulated vehicles are included on the revisions to the drawings.
- 3) The proposed footway has been extended on the north side of the roundabout and a pedestrian crossing provided across the Borde Hill Lane arm of the roundabout. Full pedestrian crossing provision is therefore provided across all four arms of the roundabout.
- 4) The re-design of the roundabout provides appropriate access to and from the proposed development for cyclists on Hanlye Lane and Borde Hill Lane. LTN 1/20 states that compact roundabouts are appropriate for cycling in mixed traffic conditions where traffic volumes and speeds are (or can be made) low, and the lane widths are narrow so that with other traffic cyclists can safely share the single lane entries, exits and the circulatory carriageway in the primary position. Cyclists travelling to and from Haywards Heath may choose to use the proposed cycle path accessed from Balcombe Road or could alternatively use the redesigned roundabout.
- 5) The shared-use pedestrian and cycle path is proposed to have tactile paving, low/flush kerbs, road markings and signage at each end to highlight the change in conditions. Drawing 305 shows the proposed tactile paving layout showing the intended segregation of pedestrians at the refuge island, and the adjacent cycle path. Cyclists turning right into the site at this point will benefit from the protection provided by the refuge island if having to wait in the centre of the carriageway. The visibility at this access and pedestrian crossing are shown on Drawing 305. Removeable bollards are proposed that would allow access by adapted cycles when in place, and by emergency vehicles when removed. The layout of this path at its northern end is indicative and will be developed further at detailed design stage.
- 6) The forward vertical visibility along the access road is shown in the profile on Drawing 310. This shows that the give-way line at the roundabout can be seen by drivers from 43m back from the junction along the proposed road alignment.
- 7) Traffic islands have been modified as part of the compact roundabout redesign.
- 8) Co-ordination with WSCC on planned changes to signage at the junction will be undertaken following further discussions on the proposed junction layout.

Cycle provision – how will users enter and leave the carriageway at the point where the refuge island is located on the southern arm (on both sides of the road)? Plus, the refuge in the centre of the road is too narrow to cater for cyclists to use.

Any changes will need to be presented to the Road Safety Audit team by the applicant or their traffic consultants to ascertain if any further Safety Audit comments are required in light of those changes.

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 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.

To help achieve this vision, the connectivity of the site for pedestrians and cyclists has been a consideration from the initial stages of the scheme with the aim of providing a genuine, attractive choice of travel options. By providing a direct pedestrian and cycle route from the homes to the south-eastern corner of the site on Balcombe Road, the distance between the homes and local facilities such as shops and existing bus stops has been minimised. The site provides genuine opportunities for residents to access local facilities via sustainable modes, with public transport available to reach destinations further afield by public transport.

In addition, high-speed internet provision will help to reduce the need to travel to work for some residents.

As part of the wider vision, new footways and crossing points have been incorporated into the proposed access junction design to improve access on foot to Borde Hill Garden so that the access proposed for the development has wider benefits to that of just meeting the needs of the development.

Enhancing the Vision - The Vision-led approach is iterative and should take account of local needs, issues and opportunities. Following the comments received on the proposed access roundabout, it is clear that a smaller, more compact design would be preferred over the current design which aimed to maintain the capacity of the existing three-arm junction. Therefore, the opportunity has been taken to redesign the junction as a lower capacity 'compact' single-lane roundabout which improves provision for pedestrians and cyclists whilst still allowing large vehicles such as buses and articulated lorries to navigate the junction.

Whilst the site is accessible by the existing bus service from bus stops on Penland Road, contact has been made with the operator, Compass Travel, to explore potential options for service improvements. Further details are provided later in this report.

This requires further work. The TA needs to include a clear Vision for the development that includes trip rates based on the vision being fully achieved, plus a list of additional mitigation should the vision not be

achieved. A clear monitoring strategy should also be provided (and separate to any Travel Plan measures).

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.

Updated Audit - The design of the compact roundabout has been put before the Road Safety Audit team. The points raised are discussed below with the audit forming Appendix F of this addendum.

A summary of the issues raised are listed below:-

3.1.1 Location: Approaches to the proposed roundabout.

Summary: Inappropriate surfacing could lead to overshoot collisions or rear end shunts.

3.1.2 Location: Proposed roundabout.

Summary: Surface water on carriageway could lead to loss of control collisions.

3.1.3 Location: Proposed roundabout.

Summary: Inappropriate construction could increase the risk of loss of control collisions.

3.1.4 Location: Development arm of the roundabout.

Summary: Lack of containment barrier could increase severity of a loss of control collision.

3.2.1 Location: Approaches to proposed roundabout.

Summary: Lack of forward visibility may increase the risk of junction related or shunt type collisions at the roundabout.

3.2.2 Location: The proposed roundabout.

Summary: Inappropriate construction could lead to loss of control collisions.

3.2.3 Location: Development approach to proposed roundabout.

Summary: Lack of forward visibility may increase the risk of junction related or shunt type collisions at the roundabout.

3.3.1 Location: At the proposed Roundabout.

Summary: Insufficient capacity may lead to rear end shunts or side impact collisions.

3.4.1 Location: Proposed pedestrian crossing points on Access Road and Balcombe Road at the roundabout.

Summary: Restricted visibility could lead to vehicle to pedestrian collisions.

3.4.2 Location: Proposed pedestrian refuge on Balcombe Road.

Summary: Restricted visibility could lead to vehicle to pedestrian collisions.

3.4.3 Location: At the cycle link.

Summary: Lack of cycle connectivity could compromise cycle safety.

3.5.1 Location: Proposed pedestrian refuge on Balcombe Road.

Summary: Absence of high mounted 'Keep left' signs and illuminated bollards could lead to loss of control collisions.

3.5.2 Location: Proposed roundabout.

Summary: Insufficient street lighting could increase the risk of side impact collisions or vehicle to pedestrian/cyclist collisions.

Items 3.11, 3.1.2, 3.2.1, 3.4.1, 3.4.2 and 3.5.1 replicate issues raised in the original safety audit that are considered to be addressable at detailed design stage.

Item 3.1.3 refers to the construction of the overrun area and recommends that kerbs are not used to delineate this area. Coloured surfacing and white lining demarcation is therefore to be proposed as part of the detailed design of the junction.

Item 3.1.4 considers the potential need for a containment barrier due to the difference in levels. A separate note has been produced setting out reasoning for why this is not considered to be a requirement. The note is included in Appendix G, for information. Again, this can be revisited at detailed design stage to confirm any requirement.

Item 3.2.2 refers to the access road's gradient on the approach to the roundabout.

Drawing 310 confirms the gradient is 2% for the initial 20m from the give way line.

Item 3.2.3 refers to the forward visibility along the access road towards the junction. Forward visibility to an object height of 0.26m, and indeed ground level, is achievable as shown on Drawing 310.

Item 3.3.1 considers issues with any excessive queuing at the junction. The revised junction capacity assessment shows that excessive queuing is not expected to occur.

Item 3.4.3 recommends that cycle facilities should link or allow cyclists to leave and rejoin the carriageway. It is expected that this link will primarily be used by cyclists travelling to and from the south and that the layout in conjunction with

the refuge island provides an appropriate arrangement for cyclists as an alternative to using the roundabout junction.

Item 3.5.2 recommends the roundabout be lit. This is agreed, with details proposed to be provided at detailed design stage.

The Designer's Responses to each point has been added to Appendix C of the Road Safety Audit, with WSCC Highways (the Overseeing Organisation) to provide their comments, before a Final Road Safety Audit and response is submitted.

A copy of the DRAFT Decision Log will be sent to the applicant's Transport Consultant separate to 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.

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.

Compass Travel have been contacted to discuss the bus service provision. The response received can be found in Appendix D.

Compass Travel point out 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.

Comments noted.

The potential for adding a pair of bus stops on Hanlye Lane in the vicinity of the proposed roundabout was considered, as these were proposed in the past but have not materialised. The proposed 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 addition of bus stops in this location would further improve the accessibility and sustainability of the proposed homes.

Figure A1 shows the bus route and location of the existing bus stops along with the suggested location for additional bus stops. ***Noted. However, the design and location of the new stops must be Safety Audited. Applicant to prepare detailed drawings and get them Safety Audited. These should be provided to the LPA and Highway Authority for review, including a DRAFT Decision Log.***

The Developer is willing to provide improvements at the nearest pair of bus stops to the site in the form of real-time passenger information and, if appropriate, shelters with seating. *Noted and will need to be secured using a S106 Agreement.*

6. Travel Plan update.

Targets - The vision for the development and the accompanying Framework Travel Plan promotes sustainable modes of travel for residents to encourage travel by means other than the private car.

The range of measures aim to reduce trips by car by 10% compared with the baseline estimate of trips between 07:00 and 19:00 through a combination of 'hard' (infrastructure led) and 'soft' (promotion and incentive based) measures. This target is considered to be acceptable and appropriate for the proposed development based on its locality. By promoting sustainable travel options, the aim is that vehicle trips to and from the development will be less than the average vehicular traffic generation predicted by the TRICS database.

A secondary target will be to change the proportions of the mode of transport that residents usually use for their journey to work, education and leisure trips, by decreasing the proportion of trips by private car and increasing the proportion of pedestrians, cyclists and public transport users.

The proposed targets to be achieved are presented in Table 7.1, below:-

Table 7.1: Modal Split Targets for the full development

Mode of Travel	Baseline taken from Census (%)	Year 1 Review (%)	Year 3 Review (%)	Year 5 Review (%)
Driving a Car	54%	52%	49%	47%
On Foot	11%	11%	12%	12%
Cycling	1%	2%	3%	4%
Public Transport	29%	30%	31%	32%

Monitoring - Monitoring will be undertaken in line with TRICS Standard Assessment Methodology. The surveys will include both the vehicular and pedestrian/cycle access points. This information will record the mode of travel and provide the overall mode share for the site. The surveys will be undertaken one year after first occupation (Year 1) and then two and four years afterwards (Years 3 and 5). The first survey will be used to review the initial targets set out in this report. The results of the SAM Survey will be included in the monitoring reports, with the Travel Plan targets updated, if necessary.

Following each survey a monitoring report will be prepared and submitted to WSCC setting out the results of the travel surveys against the targets and objectives identified within the Travel Plan. This report will show how the Travel Plan is influencing travel behaviour and to discuss improvement measures that could be incorporated within the plan to achieve further success. The Travel Plan Coordinator will monitor and review the progress and success of the Travel Plan and make residents aware of the progress made.

Remedial Actions - If the trip generation targets are not met, the Developer (or any successor in Title) will arrange further incentives to encourage reduced travel

by car. It is proposed that if targets are not met additional travel planning drop-in sessions and personalised one-to-one sessions will be held for a further year beyond the end of the five-year monitoring period.

Further travel vouchers and on-site initiatives to encourage walking and cycling such as cycle maintenance workshops will also be identified as part of the development of a full Travel Plan and in consultation with WSCC.

Funding - The Developer will fund the Travel Plan Coordinator role for the duration of the plan period, the initial implementation of the measures outlined in the Framework Travel Plan and the monitoring surveys and associated costs of reporting. After the end of the monitoring period the source of funding for the Travel Plan in the future will be through management charges.

Comment above noted. However, trip rates will need to be revisited in-line with 'Vision-Led' guidance and best practice. Additionally, Travel Vouchers (to the sum of £150 per-household) will be required as part of the initial measures to encourage sustainable/non-car travel to and from the site.

Additional information/comments.

Development Trips - Table 5.1, below, summarises the number of people and vehicle trips associated with the revised total of 117 homes, using the trip rates presented in the Transport Assessment:-

Table 5.1 – Total People and Vehicle trips for 117 homes

	Total People Trips			Vehicle Trips		
	Trips In	Trips Out	Two-way	Trips In	Trips Out	Two-way
08:00 - 09:00	22	78	100	14	38	52
17:00 - 18:00	61	31	92	39	19	58

Table 5.2, below, shows the 12-hour weekday vehicle trip rates for 07:00-19:00. It is anticipated that a development of 117 homes would generate around 481 two-way trips in this twelve-hour period:-

Table 5.2 – 12-hour vehicle trips for 117 homes

	Trips In	Trips Out	Two-way
07:00 - 19:00	239	242	481

Figure TA1 shows the calculated proposed development traffic movements for 117 homes in the AM peak hour and PM peak hour. Figure TA2 shows the predicted 2030 traffic flows including the proposed development traffic movements.

Highway Capacity Assessment - The modified roundabout has been modelled using the TRL Junctions 10 software package for future year of 2030 based on the new masterplan for 117 homes.

The results of the analysis are summarised in Table 5.3, below, with the full output presented in Appendix E:-

Table 5.3 – Site Access / Balcombe Road / Hanlye Lane / Borde Hill Lane roundabout

2030 with development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Site Access	0.05	0	0.02	0
Balcombe Road	0.60	2	0.53	1
Hanlye Road	0.59	1	0.46	1
Borde Hill Lane	0.35	1	0.33	1

The assessment shows that the roundabout operates well under capacity in 2030, based on the traffic flows modelled and with the addition of the development traffic, with minimal queuing on any of the arms of the roundabout.

As part of the vision-led approach to the Transport Assessment, a second scenario has been assessed with the development's vehicle trips reduced by 10%. The results of this analysis are summarised in Table 5.4, below, with the full output presented in Appendix E:-

Table 5.4 – Site Access roundabout with 10% traffic reduction in development traffic

2030 with development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Site Access	0.05	0	0.02	0
Balcombe Road	0.60	2	0.53	1
Hanlye Road	0.59	1	0.46	1
Borde Hill Lane	0.35	1	0.32	1

The assessment shows that the roundabout operates with similar RFC values and queue lengths as in the original scenario. This is to be expected with junctions operating within capacity and with low volumes of development traffic.

The above comments are noted.

Conclusion.

Additional information is required as-per the comments in **blue highlighted text** in the main body of this response. When the additional information is available, the case officer should re-consult the Highway Authority, at which point it will consider the proposal further.

Thank you.

Tim Townsend
West Sussex County Council – Planning Services