

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Katherine Williams
FROM:	Stephen Gee WSCC – Highways Authority
DATE:	30 June 2026
LOCATION:	Land West Of London Road Handcross West Sussex
SUBJECT:	DM/26/1228 Outline planning application (with all matters reserved except for access) for the erection of up to 55 dwellings, including affordable homes, together with green and blue infrastructure, vehicular access from London Road, pedestrian/cycle access from London Road, the provision of utility services structures and the demolition of an existing agricultural building.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information

The application is for the erection of upto 55 dwellings at Land West of London Road, Handcross. The site is located to the north of the primary school.

Access

A simple priority access is proposed onto the B2114 London Road. In the vicinity of the site access the speed limit is 50mph reducing to 30mph to the south. Speed surveys have been undertaken and indicate that 85th% speeds are 37.3mph northbound and 48.1mph southbound.

The average weekly speeds are not explicitly stated but are approximately 42-43mph to the north of the site.

A stage 1 Road Safety audit has been undertaken and raised 3 items to be addressed on Visibility splays, Lighting and the Walking and Cycling access. A GG119 compliant designers response should be provided. Further discussions are required to address the items raised.

A Visibility splay of 2.4m x 60m is provided in the primary direction in line with Manual for Streets parameters and is acceptable. In the secondary direction a splay of 2.4m x 160m is proposed inline with DMRB standards. This splay passes through a layby, whilst MfS para 10.7 does allow obstructions to splays, however, this would be in the context of an urban environment and lower speeds and it is not felt that this would apply to the application site. As such the applicant could investigate the possibility of removal of the layby or investigating

visibility splays based on a reduced speed limit supported by complimentary measures to enforce the limit.

The applicant proposes providing a contribution towards the reduction in speed limit to a 30mph with the only supporting measure proposed is the relocation of the gateway feature. The WSCC Road Safety Team have provided the following comments.

“The size of the development and the additional number of vehicles likely to be using the new junction appear to support the need for a reduced speed limit in prior to the current 30mph limit.

However the characteristics and functional use of the road would suggest that a 40mph buffer limit would be both more appropriate given the current average speeds and more likely to achieve speed compliance, without need for significant engineering measures to reduce speeds to the requisite level.

We would recommend consideration be given to a 40mph limit extending approximately 400m north of the current 30mph terminal signs, just north of the address marked as ‘Coopers Wood’, and there after the current 50mph limit remaining north to the roundabout and A23 slip road. This would be appropriate for this B classified through road, where foot traffic is well segregated from the carriageway edge, and there is only limited frontage and junctions onto the main carriageway, as defined by the WSCC speed policy.

We believe that this would follow a natural reduction of speed from 50 to 40 to 30 (travelling south) providing a safer speed limit across the proposed junction and achieving the likelihood of speed compliance.”

No swept path analysis has been provided for the site access junction and emergency access and should be provided.

Transport Vision

The site proposes the following vision.

“To create a safe, sustainable, and well-connected development which enables residents to choose walking, cycling, and public transport as their primary modes of travel, regardless of age or ability. The development will be fully integrated with the surrounding transport networks with connections provided to the nearby bus stops and local services and facilities within Handcross to the south. The development will contribute to a healthy, accessible living environment that minimises car dependency and aligns with local and national sustainability goals.”

Sustainable Transport

Walking

A footway is currently provided along the frontage of the site and connects southwards to the Primary School and bus stops. It is proposed to widen the footway along the site frontage to

2m, provide 2m alongside the access and provide a separate pedestrian/cycle/emergency access to the south eastern corner of the site.

The development also proposes the provision of tactile paving at the Windmill Platt / High Street junction.

Cycling

There are no local cycle facilities with cyclists required to cycle on carriageway.

The site proposes a 3.7m wide connection to the south east of the site. The link feeds onto Hoadlands and would enable future residents to be able to cycle to the primary school and doctors.

Public transport

The nearest bus stops to the site are located close to the Primary School, the northbound stop consist of a bus flag and no facilities are provided for the southbound stop.

Services 273 provide approximately an hourly service to Crawley and Brighton and 273 also serves Haywards Heath and Burgess Hill every 2 hours.

Weekly community and school buses also serve the stop.

The applicant proposes the provision of improvements to the nearest stops.

Northbound Bus Stop (Drawing ITB210283-GA-005) ■ Real Time Passenger Information (RTPI). ■ Increased kerb heights (i.e. Kassel kerbs) to allow for accessibility for all users. ■ Bus shelter provision.

Southbound Bus Stop (Drawing ITB210283-GA-006) ■ Real Time Passenger Information (RTPI) ■ New footway / hardstanding on the eastern side of London Road. ■ New crossing points to access the existing footway provision on London Road. ■ Bus cage markings. ■ Bus stop flagpole. ■ Cantilever bus shelter provision.

The improvements have been discussed between WSCC and the local bus operator and are supported. Contact should be made with the parish council to discuss the ongoing maintenance requirements of the shelters.

Trip Generation

TRICS has been utilised and indicates a development of 60 units would generate 32 am peak two way trips and 31 PM peak two way trips, this presents a robust scenario for testing.

Trips have been distributed according to census journey to work information and a pv2 gravity model and is acceptable. This would result in 42% of trips routing northwards and 58% southwards.

Junction Modelling

Based on the trip generation of the site and distribution, WSCC would not require junction modelling beyond the site access, the applicant has however provided modelling for a much wider area than necessary.

A full review of the additional modelling has not been undertaken; however, the headline results do indicate that the wider junctions assessed would continue to operate well within capacity

Site Access

The site access would well within capacity in a 2029 scenario with a maximum RfC of 0.05 (at 0.85 the junction may experience congestion). Normally as the site is not allocated the future year should be a 2031 End of Local Plan scenario, due to the modelling results provided it is highly unlikely that the additional background growth between the years would change the results of the assessment.

Personal Injury Collisions

A total of 15 PIC have been recorded across the wider study area, none of which were recorded within the vicinity of the proposed site access.

Travel Plan Statement

A travel plan statement has been provided with the application, no targets have been set within the travel plan statement or monitoring proposed.

The sustainable Travel Voucher should be for £150 per dwelling towards the following incentives

- a. a season ticket for the local bus service
- b. a rail season ticket or network card
- c. a contribution towards the purchase of a new bicycle and/or equipment
- d. Bikeability training up to 4 members of the household (further details and course costs are available at <https://www.westsussex.gov.uk/roads-and-travel/road-safety/one-to-one-cycle-training/>)
- e. 12 months free membership to any local Car Club (including joining fee)

The Travel Plan Statement and an auditing fee of £1,765 would be secured via S106

TAD Contribution

Costings of the bus infrastructure improvements should be provided to understand if additional contributions are required.

Conclusion

Further information is required

Visibility requirements at site access – removal of the layby / reduction in speed limit

GG119 compliant designers response

Provision of swept path analysis

Costing of Bus Infrastructure

Updated Travel Plan Statement

Stephen Gee

West Sussex County Council – Planning Services