

# Technical Note Response to WSCC

Land south of Furners Lane,  
Henfield,  
West Sussex



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Issue	Issue date	Compiled	Checked	Authorised
1	January 2025	EP	LNS	LNS

## 1 Introduction

- 1.1 This Transport Technical Note has been created to respond to highways comments received from West Sussex County Council in relation to the proposed development at the Land south of Furners Lane, Henfield, West Sussex, an application in conjunction with the developer Elivia Homes.
- 1.2 The Full Planning Consent for this development is under application reference number: 'DC/24/1538' under Horsham District Council and West Sussex County Council respectively for the erection of 29 dwellings with associated landscaping, open space, parking and creation of a new vehicular access.
- 1.3 Comments on the proposed development were received on 30<sup>th</sup> October 2024. The full comments from West Sussex County Council can be found in **Appendix A** but will be summarised and addressed separately within this report.
- 1.4 This Technical Note only covers items raised in relation to the highways impacts of the development. Items relating to the development layout, drainage and other planning matters have been responded to separately by the architect and planning consultants. The amended masterplan layout can be viewed in **Appendix B**.

## 2 Designers Response to the LPA comments

2.1 The comments raised by West Sussex County Council and the Designer's Response as acting Highway Consultants are detailed below. All responses from GTA Civils and Transport are in bold.

### Comments received from West Sussex County Council:

#### Access Arrangements

1. **WSCC Comment:** *A new priority bellmouth access is proposed for vehicles to directly access the site from Furners Lane. The existing access track which serves Backsettow house/farm is to be reduced in width to prohibit vehicle traffic and retain solely as a PROW (no. 2548). Pedestrians will be able to join the PROW from within the site, to link to Furners Mead as per existing arrangement. WSCC PROW team will comment on the alterations/ improvements proposed to the PROW network.*

**GTA Response:** The WSCC PROW Team were consulted on this application. Please refer to Appendix I for the comments in full. The footpaths that were consulted on the application were FPs 2540, 2548 and 2548\_1. The Public Right of Way team offer no objection to the proposal but requests that improvements are made under a section 106 agreement between the developer and Highway Authority.

Specifically, in relation to FP 2540, the WSCC PROW Team have requested that a Traffic Management Plan is to be in operation at the time of construction of the development. This will be provided post-panning consent.

It is also requested that FP 2548\_1, the pedestrian link between Furners Mead and the site is upgraded to a limestone path, construction specification agreed with the PROW team and Highway Authority under a s278 agreement. This has been agreed to by the developer. FP2548 will be improved only along the site boundary south of FP2548\_1 where the footpath is particularly muddy during winter months, but not south of the site. FP2548\_1 is likely to be the main route towards Henfield village centre, therefore once this improvement is made, this will be a better, improved access for residents of the proposed development as well as existing residents of Furners Lane who access the village this way. Appendix J show the photos of the section of footpath that is muddy in winter months, to be upgraded.

The existing track serving Backsettow House and Farmstead which runs along the western boundary also serves as the northern part of FP2548. This will be stopped up as a vehicular access and retained solely as a public footpath. There will be a permeable surface to improve the setting of the veteran Oak Trees protected under Tree Protection Orders. Backsettow House and Farmstead will be accessed from the new access road. The specification for a new surface and width will be agreed with the PROW Team prior to construction taking place.

2. **WSCC Comment:** *Para. 5.6 of the TS states that the existing property and farm will be served from the new access point. However, it does appear that the farm has an existing access further east on*

*Furners Lane. The LHA raise some concern with the potential for farm traffic to be using the new access and residential roads.*

**GTA Response:** The above point has been clarified with WSCC in an email response to the allocated highway officer, as summarised below.

Access to neighbouring properties – clarification



The existing access to Backsettown Farm is not through the site. There are three properties:

1. Backsettown Farm – Farm accessed via their track from Furners Lane and not the proposed site (either now or post-development).
2. Backsettown Farmstead – this is the residential bungalow immediately north of the red circle above. Currently accessed from the proposed site and proposed to do so post-construction.
3. Backsettown House – this is the residential property circled red above. Currently accessed from the proposed site and proposed to do so post-construction.

It has been confirmed that these are all residential properties that will continue to be accessed as currently. It can also be clarified that no farm vehicles currently access the site and are not proposed to do post-construction. Within the email response, the LHA are satisfied with this.

The enlarged grey hardstanding area adjacent to these properties is for general landscaping, with the details anticipated to be conditioned. This will require neighbour consultation. The developer is seeking to retain the current arrangement. There will be no dedicated hardstanding in this area and it will be maintained as private land.

### Wider Improvements

1. **WSCC Comment:** *In terms of wider pedestrian infrastructure improvements, the designer should identify locations along the pedestrian desire line into the village where dropped kerbs/tactile paving could be provided. Could the link to the village through PROW 2549 also be improved/ made clearer?*

**GTA Comment:** WSCC have since confirmed acceptance in an email response (Appendix B) of the use of internal connections to the existing PROWs as routes to access High Street via Furners Mead rather than encouraging pedestrians to use Furners Lane as there are no existing footways in this section of highway. It has been agreed that the route from the site via FP2548 / Furners Mead is more convenient and shorter for residents to access the centre of Henfield. There will be an internal footpath provided where the existing access road is that will provide a direct connection to FP2548\_1.

To summarise, there are two main ways to the village centre. Route one is via Coopers Way Car Park which provides a pedestrian link directly to Furners Mead which in turn links to FP 2548\_1.

Route two is via FP 2549 which is adjacent to the public house along High Street, providing access to Furners Mead and FP 2548\_1 into the site. There is a continuous footway in place for both routes into the High Street at Henfield with dropped kerbs for both options. Photographs of the two routes to be utilised are summarised below.

Route 1 – Link into Coopers Way Car Park via Furners Mead



Route 1 – Furners Mead towards Coopers way Car Park into Henfield Village



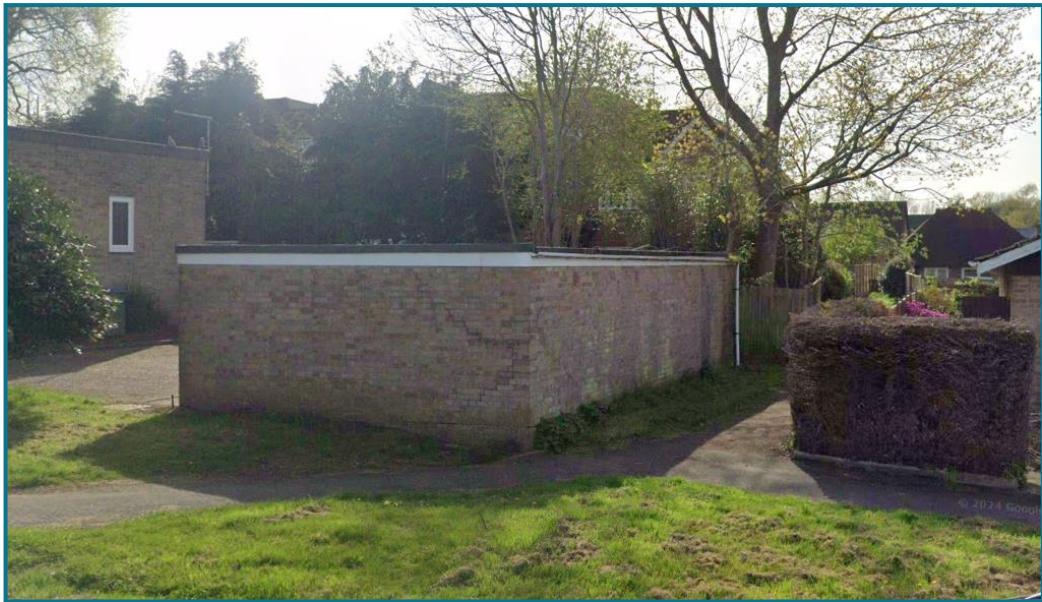
Route 1 – Link into FP2548\_1 via Furners Mead (to be upgraded)



Route 2 – A281 / FP2549 into Furners Mead



## Route 2 – FP2549 into Furners Mead



**GTA Comment:** It is therefore concluded that residents utilising the above two routes as well as the internal site connections to FP 2548\_1 is more attractive, shorter and car-free. With some improvements made to FP2548\_1, as proposed via the PROW team and confirmed by the developer, it is denoted that these routes are suitable for most to access Henfield village.

#### Stage 1 Road Safety Audit

1. **WSCC Comment:** Point 4.1.2 within the Road safety Audit 1 states: "Vehicles parked on-street opposite the proposed access are likely to restrict turning movements for vehicles accessing site and could restrict free-flow of traffic, increasing risk of collision."

**GTA Comment:** It has been discussed and agreed with WSCC within the email response (Appendix B) that double yellow lines as a solution to vehicles parking opposite the access are unlikely to be enforceable within the location and would appear out of context. It has also been agreed in principle that provision of safe and convenient parking spaces within the development could mitigate this issue. Therefore, the development masterplan has been revised to provide two visitor spaces along the site access (within the development spine road) for the two cars that are displaced. Historically, by viewing Google Maps there are only two cars consistently parked opposite the access road. Therefore, the developer is providing two car parking spaces as a design solution to Point 4.1.2 raised within the RSA1. The parking spaces for the displaced cars will be placed on the west side of the road so that it is clear that they are visitor spaces and not on-street spaces for the proposed plots.

The Designer's Response to the RSA1 has since been updated to reflect these changes. please refer to Appendix H.

### Car & Bicycle Parking

1. **WSCC Comment:** *It would be useful for some of the visitor spaces to be marked up with additional hatching to make them suitable for use as disabled parking bays. As per para. 4.16 of WSCC Guidance, a minimum of one space should be provided with access aisle hatching widths and marking to be in accordance with DfT Inclusive Mobility.*

**GTA Comment:** The development masterplan has been updated to account for two visitor parking spaces to be large enough to be used as disabled parking bays. This represents a 5% provision. The spaces measure 6600m x 2700mm. A 1.2m strip has been provided to allow for easy egress of parked cars within these spaces, in compliance with the DfT Inclusive Mobility Guidance. These spaces have not been marked up specifically as disabled spaces but have been designed for disabled users to use. They are located in a centralised location on the masterplan layout to the west of plots 19-20, please refer to the updated layout in Appendix C.

2. **WSCC Comment:** *All dwellings will have provision for 2 x cycle storage spaces which is line with the WSCC guidance. Where a plot does not have a garage, a separate cycle storage shed will be provided. It is noted that the location of these within each plot has not been provided and thus the LHA advise that details should be secured by condition.*

**GTA Comment:** It is agreed that these details regarding cycling provision are to be secured by a planning condition.

### Internal Layout

1. **WSCC Comment:** *Swept path tracking within the site has not been provided, this should demonstrate that a refuse collection and fire appliance vehicles can manoeuvre within all parts of the site and utilise the turning head south of the site to turn and enable an exit in forward gear.*

**GTA Comment:** The Swept Path Analysis for the site has been updated to reflect the new layout and has demonstrated that a refuse vehicle to WSCC standards and an emergency vehicle can access the development layout, utilise turning heads to turn on site and exit the site in a forward gear. Please refer to Appendix D – Refuse Vehicle Swept Path Analysis; Appendix E – Emergency Vehicle Swept Path Analysis. Private car tracking has also been undertaken for the car parking spaces within the layout, please refer to Appendix G.

2. **WSCC Comment:** *Whilst the looped estate road and link to PROW 2548 provides some interconnectivity for pedestrians, there could be further links that would improve active travel connectivity for all parts of the site. For example, a pedestrian link between plot 1 and 6 and additional pedestrian links to PROW 2548 within the northern/middle of the site side.*

**GTA Comment:** The internal estate road adjacent to plots 29 and 19-20 provides a direct link to FP2548\_1 which is proposed to be upgraded under s106 / s278 requirements. There are no further changes proposed due to the sensitivity of the surrounding ecological areas. In relation

to the above comment, in our view the addition of formal footpaths would not be appropriate, given the impacts to landscaping and ecology within the veteran buffer zones. While the northern section of FR 2548 will be improved from the existing arrangement (the access road to Backsettown), we feel that the additional footpaths adjacent to these specific plots would not contribute substantially to the proposed layout, as they would afford limited use, except for the residents of Plots 1, 2 and 3. In addition, a connecting footpath was suggested between plots 1 and 6. In our view, this would also not be appropriate as this would result in the loss of existing hedgerows which would therefore impact screening of the site from Furner's Lane and would reduce the benefits of BNG on-site. Therefore, the addition of footpaths in these locations have not been introduced within the amended layout attached.

#### Travel Plan Statement

1. **WSCC Comment:** *The TPS should also include a travel voucher for initial occupants (worth at least £150 per dwelling) which could be exchanged for; season ticket for the local bus service, a rail season ticket or network card, a contribution towards the purchase of a new bicycle and/or equipment, Bikeability training up to 4 members of the household (further details and course costs are available at [www.westsussex.gov.uk/roadsafety](http://www.westsussex.gov.uk/roadsafety)) or 12 months free membership to any local Car Club (including joining fee)*

**GTA Comment:** The developer is happy to provide a residential welcome pack and a £150 travel voucher per dwelling towards sustainable and active transport. The existing Framework Travel Plan will be updated to reflect this and is anticipated to be secured through a s106 agreement.

- End of Report -

## Appendix A

### WSCC Highway Comments

# WEST SUSSEX COUNTY COUNCIL CONSULTATION

<b>TO:</b>	Horsham District Council - FAO: Stephanie Bryant
<b>FROM:</b>	WSCC – Highways Authority
<b>DATE:</b>	30 October 2024
<b>LOCATION:</b>	Land To The South of Furners Lane Henfield West Sussex
<b>SUBJECT:</b>	DC/24/1538 Erection of 29 dwellings with associated landscaping, open space, parking and creation of new vehicular access
<b>RECOMMENDATION:</b>	More Information

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on proposals for 29 x dwellings on land south of Furners Lane, with access and associated works from Furners Lane. The application is supported by Transport Statement (TS), Travel Plan Statement (TPS), Stage 1 Road Safety Audit (RSA) and Designers Response (DR) and associated plans. Pre-app advice was given in 2022, under reference PRE-47-22.

## **Site Context and Sustainable/Active Transport**

The site is south of Furners Lane with Furners Mead bordering the west and Backsettow bordering east of the site. Residential properties and Henfield village centre are to the west of the site. Furners Lane is 'D' classified and subject to 30mph where the access is proposed. Immediately east of the proposed access Furners Lane becomes privately maintained road and Public Right of Way (PROW) footpath no. 2540. Footpath no. 2548 also runs along western boundary of site and WSCC PROW team will provide comments on any proposed changes/upgrades to this.

Furners Lane joins with the A281 London Road to the west. Further afield this provides a link to Cowfold and the A272 to the north and the A283 Steyning and Shoreham to the south.

The LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There have been no recorded injury incidents on Furners Lane or at the junction with London Road. There have been some recorded incidents along London Road (High Street) in the village centre. From an inspection of incident data, these were not related to any defect with the road layout.

The site is semi-rural and Furners Lane has no segregated footway (shared surface arrangement). Nevertheless, Henfield village centre with a range of amenities is a short walk and could be reached via the PROW network if pedestrians wished to stay off road or join at Furners Mead via the PROW, where there are street-lit footways. The village centre features dropped kerb/tactile paved crossings on side streets and pelican crossings of the High Street, allowing pedestrians to cross safely. The nearest bus stops are on High Street within 5-minute walk and serve regular routes to Burgess Hill, Pulborough, Horsham and Brighton. The main High Street bus stop has a shelter and Realtime information boards.

The nearest train station is Hassocks, whilst this is over the recommended maximum cycle distance, car parking is available on site and thus could make up part of a longer journey. Alternatively, bus could be used to reach Horsham, Burgess Hill or Brighton where there are further train services.

National Cycle Network Route 223 (Downs Link) is 1.25km west of site and provides a traffic free route to Southwater (north) and Shoreham (south). The local roads are considered low speed and thus suitable for cycling on-carriageway with a number of amenities within suitable cycling distance (under 5km).

## **Access Arrangements**

A new priority bellmouth access is proposed for vehicles to directly access the site from Furners Lane. The existing access track which serves Backsettow house/farm is to be reduced in width to prohibit vehicle traffic and retain solely as a PROW (no. 2548). Pedestrians will be able to join the PROW from within the site, to link to Furners Mead as per existing arrangement. WSCC PROW team will comment on the alterations/ improvements proposed to the PROW network.

Para. 5.6 of the TS states that the existing property and farm will be served from the new access point. However, it does appear that the farm has an existing access further east on Furners Lane. The LHA raise some concern with the potential for farm traffic to be using the new access and residential roads.

As per pre-app comments it is noted that the Henfield Neighbourhood Plan allocated site policy 2.3 for 30 dwellings. Policy 2.3.1 i) requires that access is from Furners Mead but the proposal proposes this from Furners Lane. The LHA have assessed proposals as set out but should be noted that the access proposals do not meet with the policy.

A seven-day speed survey at the proposed access point revealed 85<sup>th</sup> percentile speeds of 22mph eastbound and 20mph westbound. This would require visibility splays of 2.4m x 28m west and 25m east in accordance with Manual for Streets. Drawing 12027\_100 Rev. P6 demonstrates that these splays are achievable with trimming back of vegetation. The drawing also shows the swept path tracking of a refuse collection vehicle turning right in/ left out of the site access.

In previous pre-app comment the LHA acknowledged the shared surface arrangement of Furners Lane and the site but considered that it would still be beneficial if some suitably surfaced area could be provided for pedestrians at the junction of Furners Lane and the site access, to avoid potential conflict at this point.

## **Wider Improvements**

In previous pre-app comments, the LHA requested that improvements on the footpath/ footway network should be proposed and proportionate to the development proposed. The detailed improvements proposed to the PROW should be set out for WSCC PROW team to comment and could include improved width and surfacing. In terms of wider pedestrian infrastructure improvements, the designer should identify locations along the pedestrian desire line into the village where dropped kerbs/tactile paving could be provided. Could the link to the village through PROW 2549 also be improved/ made clearer?



## **Stage 1 Road Safety Audit (RSA)**

The access arrangements have been subject to an RSA and accompanying Designers Response (DR). The two issues are summarised below, along with the DR.

4.1 – Risk of large vehicle collisions relating to reversing manoeuvres at access. The audit states that refuse collection vehicles will not be able to turn right out of the access, on to Furners Lane due to the access design. The audit recommends that the design is modified to allow this manoeuvre. The DR disagrees, stating that the lane to the east only serves farms and some private dwellings and that it would be unlikely that cars exiting the development would need to turn right on Furners Lane. The LHA agrees with the DR. The access has been designed to discourage large vehicles turning right out of the development on to what is unadopted highway.

4.1.2 – Vehicles parked on-street opposite the proposed access are likely to restrict turning movements for vehicles accessing site and could restrict free-flow of traffic, increasing risk of collision. Auditor recommends measures are introduced to manage on-street parking such as double yellow lines. The DR disagrees, stating that on-street parking on Furners Lane is intermittent and irregular and that this could be further considered at detailed design stage. The LHA do not agree with the DR. Streetview mapping appears to show regular on-street parking in this location. A solution would need to be arrived at which would either allow parking to occur within the access design whilst not impacting access manoeuvres or to remove on-street parking. The designer should explore options for this and present them to the LHA for review. It is unlikely that double yellow lines would be enforceable in this

location and would appear to be out of context with the surrounding area. It is also not clear if the crazy paved area on which vehicles are parked is within the adopted highway.

## **Trip Generation**

TRICs has been used to estimate the potential vehicular trip generation as a result of the development. This found that 15 additional two-way trips in the AM and 13 in the PM peak hours could result.

In previous pre-app comments, the LHA advised it may be useful to undertake traffic counts on Furners Lane to determine existing traffic flows and speeds to support any justification for the proposed alternate access arrangement (i.e. not accessing through Furners Mead). Whilst not explicitly stated within the TS, the ATC outputs in Appendix C suggest that the lane sees an average maximum of 230 two-way movements, past the access point, per day. This averages at less than 10 vehicles per hour. The LHA consider the additional movements on Furners Lane contrasted against the existing would not give rise to a material impact to the operational capacity of the nearby road network.

## **Car & Bicycle Parking**

The car parking provision has been assessed against WSCC Guidance on Parking at New Developments. The site is in PBZ2 and the resulting demand based on 2 x 1-bed, 7 x 2-bed, 11 x 3-bed and 9 x 4-bed dwellings would be 62 x allocated spaces and 6 visitor spaces. Garages have not been included within the parking provision. WSCC guidance advises these can count toward 0.5 of a space. However, because some of the garages meet the required 3m x 6m and some do not, they have not been counted in the demonstrated allocated parking provision. A total of 59 x allocated spaces have been shown which includes 5 x car port spaces within the south of the site. Whilst the allocated provision is below the required 62 spaces it is noted that some of the garages provided do meet required dimensions. Furthermore, a total of 13 x visitor spaces are dispersed throughout the site including along the spine road. It is therefore considered that parking provision broadly meets the demand and could be accommodated within the site, without anticipated overspill to the public highway.

It would be useful for some of the visitor spaces to be marked up with additional hatching to make them suitable for use as disabled parking bays. As per para. 4.16 of WSCC Guidance, a minimum of one space should be provided with access aisle hatching widths and marking to be in accordance with DfT *Inclusive Mobility*.

All dwellings will have provision for 2 x cycle storage spaces which is line with the WSCC guidance. Where a plot does not have a garage, a separate cycle storage shed will be provided. It is noted that the location of these within each plot has not been provided and thus the LHA advise that details should be secured by condition.

## **Internal Layout**

Swept path tracking within the site has not been provided, this should demonstrate that a refuse collection and fire appliance vehicles can manoeuvre within all parts of the site and utilise the turning head south of the site to turn and enable an exit in forward gear.

Whilst the looped estate road and link to PROW 2548 provides some interconnectivity for pedestrians, there could be further links that would improve active travel connectivity for all parts of the site. For example, a pedestrian link between plot 1 and 6 and additional pedestrian links to PROW 2548 within the northern/middle of the site side, for example:



## **Travel Plan Statement (TPS)**

The framework TPS has been provided with an aim of reducing single occupancy car use and promoting sustainable/ active travel modes. The background information of the site has been provided, including details of walking routes to amenities and public transport.

Residents will be encouraged to use car sharing and information on relevant schemes will be provided via the resident's welcome travel packs. The welcome pack will also include maps of facilities, Cycle route planning websites, bus stops, public transport timetables, cost comparisons, home grocery deliveries, health benefits etc. National awareness events such as bike week will be promoted and journey planning websites will also be included. Stagecoach will be contacted to explore supply of free taster tickets as well as commitment to promoting bicycle shop discounts.

A baseline travel survey will be undertaken within 3 months of full occupation of site to establish baseline travel patterns for the site. The travel plan co-ordinator will be responsible for implementing and promoting the TPS.

The TPS should also include a travel voucher for initial occupants (worth at least £150 per dwelling) which could be exchanged for; season ticket for the local bus service, a rail season ticket or network card, a contribution towards the purchase of a new bicycle and/or equipment, Bikeability training up to 4 members of the household (further details and course costs are available at [www.westsussex.gov.uk/roadsafety](http://www.westsussex.gov.uk/roadsafety)) or 12 months free membership to any local Car Club (including joining fee).

The TPS should be secured through s106/ unilateral undertaking legal agreement. The monitoring fee secured should be £1,635. The Travel Plan auditing fees reflect the amount of local authority officer time required to evaluate the initial plan, assess the monitoring data and participate in on-going review and agreement to any amended plans in the future, including post planning once the development is built out and occupied. The costs have been benchmarked against fees charged by other Local Authorities and are considered to proportionate and reflective of the costs incurred.

## **Conclusion**

In summary, the LHA require further information before the proposals can be fully assessed from the highway safety point of view. These are summarised below:

- LHA raise concern on Backsettton farm being accessed through the site. Why is this required if access to farm already exists east on Furners Lane? There could be conflict between large agricultural vehicles and resident vehicles.
- As per previous pre-app comments some suitably surfaced area could be provided for pedestrians at the junction of Furners Lane and the site access, to avoid potential conflict at this point (segregated footway).
- Specifics of PROW improvements (WSCC PROW team to comment).
- What wider pedestrian infrastructure improvements are proposed along the desire line to the village centre (dropped kerb/tactile paved crossings).
- LHA do not agree with DR on 4.1.2 of RSA – please address issue/ provide solutions for review.
- Some visitor car parking spaces could be marked up with additional access aisle hatching for disabled parking bays.
- Swept path tracking within site for all anticipated vehicle manoeuvres.
- Additional pedestrian connections to the PROW from within site to improve interconnectivity.
- Update TPS to include travel voucher.

Please ask the applicant for this additional information and re-consult.

## Appendix B

### Email from WSCC Officer

## Ellie Parton

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**From:** [REDACTED]  
**Sent:** 09 December 2024 17:04  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: 12027 - Furners Lane, Henfield  
**Attachments:** WSCC Travel Plan Statements.doc

Hi Ellie

My comments below in red – hopefully they are self-explanatory and a meeting will not be required but do let me know if you need any clarification.

Kind regards,



**Katie Kurek (she/her) | BA (Hons) MCIHT**  
Senior Transport Planner  
County Highways - Planning Services - Highways Transport & Planning  
West Sussex County Council  
Location: Ground Floor, Northleigh Building, Chichester, PO19 1RH  
[REDACTED]

Please note I do not work on Tuesday and work limited hours on Thursdays and so there may be a wait for a response in these times.

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**From:** [REDACTED]  
**Sent:** Tuesday, December 3, 2024 12:27 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** 12027 - Furners Lane, Henfield

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**\*\*EXTERNAL\*\***

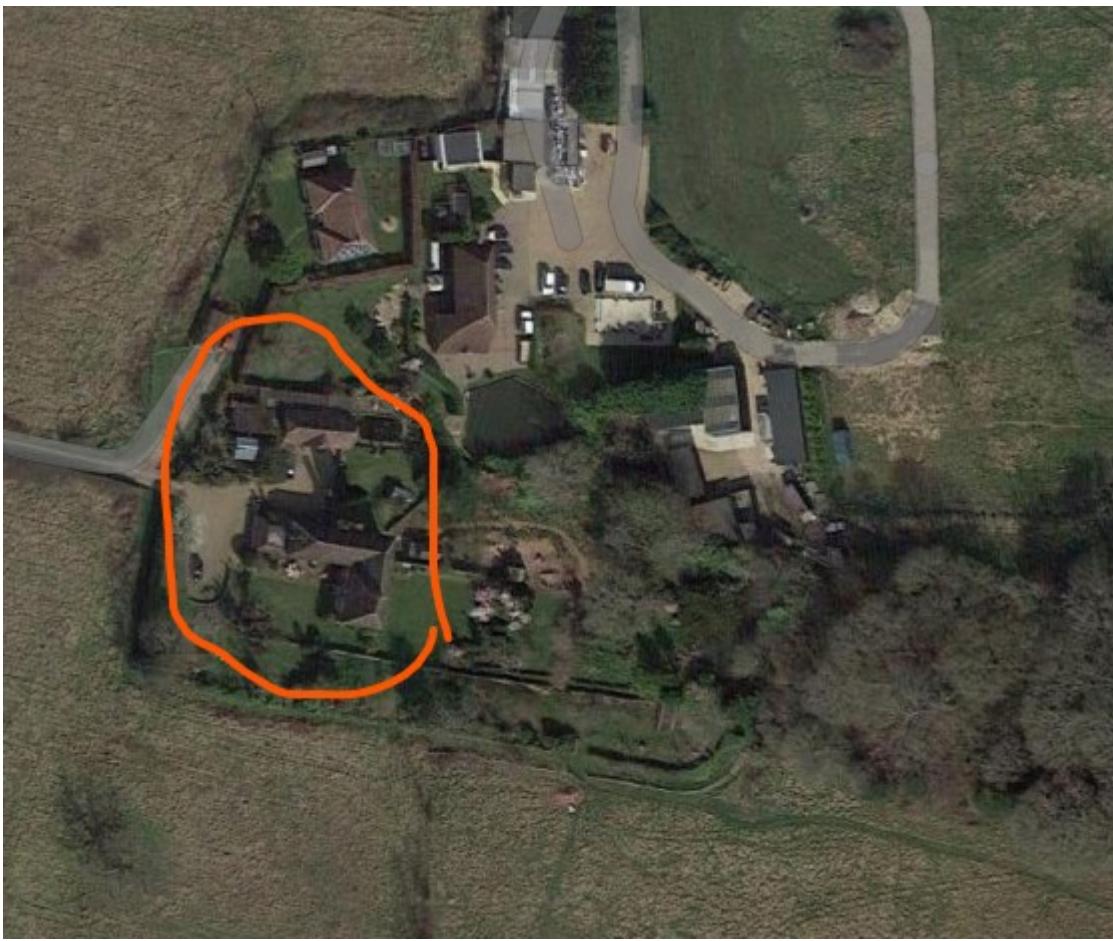
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Hi Katie,

I hope you're well. I'm writing in relation to the highways response you provided for application DC/24/1538, the Land to the south of Furners Lane, Henfield, West Sussex. Works are underway to address your comments regarding pedestrian connectivity within the site and improvements to internal connections as well as changes to parking allocations, updated RSA and Designers Response etc (comments attached for reference).

In relation to the remaining comments, summarised as below, we think these would be best resolved via a short online meeting to discuss as these are minor points that once explained can easily be resolved and incorporated into the layout and final submission:

1. Backsettow Access:- The existing access to Backsettow Farm is through the site and the proposal has always included access to Backsettow. From my understanding the buildings at the southwest of the farmstead cannot be accessed from the Furner's Lane access referred to. See screenshot below:



There are three properties:

1. Backsettown Farm – Farm accessed via their track from Furners Lane and not our site (either now or post-development).
2. Backsettown Farmstead – this is the residential bungalow immediately north of the orange circle above. Currently accessed from our site and proposed to do so post-construction.
3. Backsettown House – this is the residential property circled orange above. Currently accessed from our site and proposed to do so post-construction.

Hopefully this clarifies the situation. **Noted, from this can I surmise that these are all residential properties that will continue to be accessed? It does not appear that any farm vehicles would then use this access, as per existing and LHA are satisfied with this. However, I would just query what the enlarged grey hardstanding area outside these properties is for:**



2. Pedestrian footway leading to the access / across Furners Lane / site access - We would suggest not encouraging pedestrians to use Furners Lane as there are no existing footways. We think that use of internal connections, the existing PROW, Furners mead / High Street is sufficient enough to not warrant an additional footway as this connection would be more convenient and shorter for residents.  
**Noted and accepted, connection to the PROW and Furners Mead should be suffice and the justification for this is accepted.**
3. Swept Path Analysis has already been provided for the layout in detail, see attached. If there is anything that is missing, please can this be clarified. This will be updated with the updated layout following changes to disabled parking provision / visitor parking as mentioned. **Noted, and await amended tracking once parking is amended.**
4. Addressing point 4.1.2 within the RSA. “*– Vehicles parked on-street opposite the proposed access are likely to restrict turning movements for vehicles accessing site and could restrict free-flow of traffic, increasing risk of collision.*” It is noted that the LHA have the opinion that double yellow lines are unlikely to be enforceable within the location and would appear out of context. We are in the process of updating the RSA1 Designer’s Response and drawing to say that the possibility of parking restrictions through a TRO will be considered and discussed with WSCC. We will produce a preliminary plan of possible parking restrictions (we will limit these as much as possible as likely to be controversial locally). We would like to discuss a fallback position to offer visitor spaces along our site access (within our development) for the cars that are displaced. **Yes visitor spaces within the site access road could be an acceptable option and should be as close in proximity to the current parking as possible. If cars do park on Furners Lane opposite the new access this could cause an obstruction. Highway Code rule 243 states drivers should not park opposite or within 10 metres of a junction unless in authorised parking space , whilst not an offence in its own right action could be taken by Sussex police if it is considered a vehicle is parked dangerously/causing obstruction. In light of this we do not consider parking restrictions would be necessary and agree these may be controversial, out of keeping and unlikely to be enforced. Thus it is considered that drivers would be responsible for parking in safe location and that provision of safe and convenient spaces within the development could mitigate this issue.**
5. Travel Plan Statement requirements to be discussed. **Attached guidance**

5. Travel Plan Statement requirements to be discussed. [Attached guidance](#)

Can you please provide your availability on when would be best to arrange a short meeting with us at GTA Civils and Transport as well as the developer Elivia Homes. Happy to work around your schedule.

I look forward to hearing from you soon.

Kind regards

## Transport Planner



## Consulting Engineers

[www.gtacivils.co.uk](http://www.gtacivils.co.uk)

***Please note I am currently out of the office every Thursday***

Civil Engineering - Transport Planning - Flood Risk

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GTA Civils and Transport Ltd, Maple House, 192-198 London Road, Burgess Hill, West Sussex, RH15 9RD



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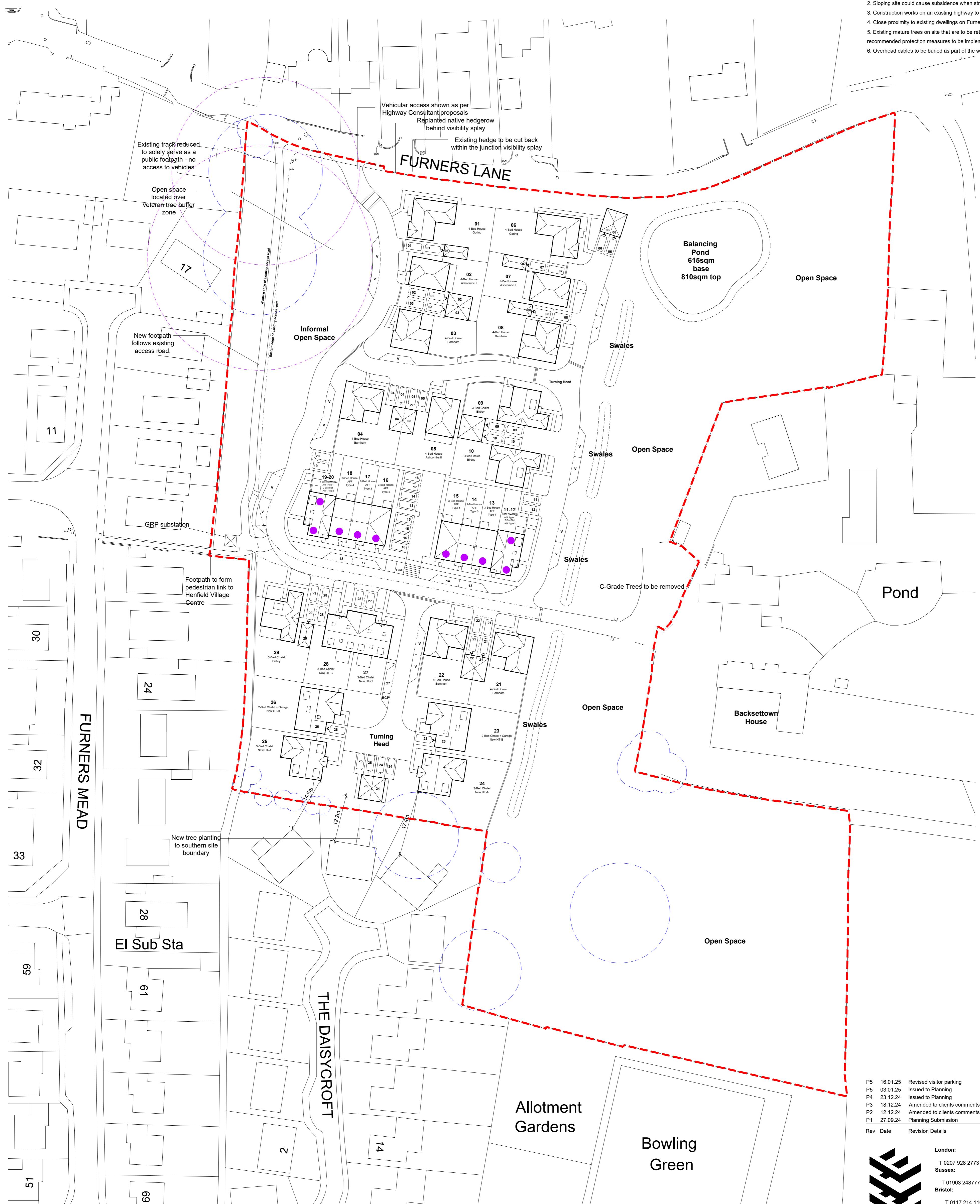
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## Appendix C

### Amended Masterplan Site Layout

## Designers Hazard Register

- Conflict between construction work and Furners Lane highway.
- Sloping site could cause subsidence when strip foundations are dug.
- Construction works on an existing highway to create site access.
- Close proximity to existing dwellings on Furners Mead and The Daisycroft.
- Existing mature trees on site that are to be retained, full arboricultural recommended protection measures to be implemented.
- Overhead cables to be buried as part of the works.





Contractors are not to scale dimensions from this drawing

## LEGEND

EV	BY	DESCRIPTION	DATE
	AR	schedule added	12.09.2023
	AR	Layout updated	20.09.2023
	AR	roof colours changed	26.09.2023
	AR	Layout updated	14.01.2024
	AR	Layout updated	27.01.2024
	AR	Layout updated	03.02.2024
	AR	key updated	03.02.2024

 **landscape perspective**  
Chartered Landscape Architects

Fowlers'  
Broxmead Lane,  
Cuckfield,  
Hayswards Heath,  
West Sussex,  
RH17 5IH

T: 01483 343176 M: 07894 075577  
[www.landscapeperspective.co.uk](http://www.landscapeperspective.co.uk)

Client  
**Elivia Homes**  
Project

## Title

---

## States

Scale	Drawn	Date
1/500@ A1	AR	SEPT 2024
Job number	Drawing number	Revision
1699	L90-200	G
Original size 100mm	Copyright Landscape Perspective Ltd	

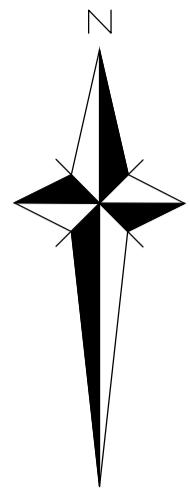
#### PLANTING NOTES

**Timing**  
The proposed enhancement planting along the existing boundary with Furner's Lane and the proposed planting of new hedgerow along PRoW 2548 is to take place prior to any development above ground floor slab level taking place. These areas are to be fenced off and protected as part of the site's enabling works therefore enhancement planting can take place as soon as possible.

**Sourcing:**  
Native trees are to be sourced from seed or stock from the Region of Provenance 40 in order to ensure resilience and therefore successful establishment

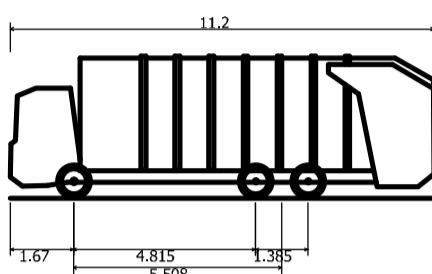
## Appendix D

### Refuse Vehicle Swept Path Analysis



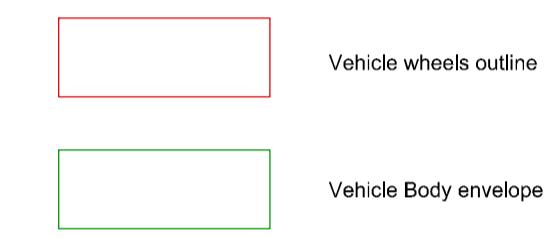
**GENERAL NOTES**

- The location, size, depth and identification of existing services may be shown or referred to on this drawing have been assessed from non intrusive observations, record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. Any discrepancies shall be notified to gta prior to works commencing.
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Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length 11.200m  
 Overall Width 2.530m  
 Overall Body Height 3.751m  
 Min. Ground Clearance 0.00m  
 Track Width 2.500m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 9.500m



**KEY**

— Collection distance for operatives (max 25m)

P3	Updated to latest layout	17.01.2024	JMW	EP
P2	Updated to latest layout	14.01.2024	JMW	EP
P1	INITIAL ISSUE	30.12.2024	JMW	EP
Rev	Amendments	Date	Dsn	Chk

Status PRELIMINARY

Client MILLWOOD HOMES

Architect

Project FURNERS LANE HENFIELD

Title REFUSE VEHICLE TRACKING

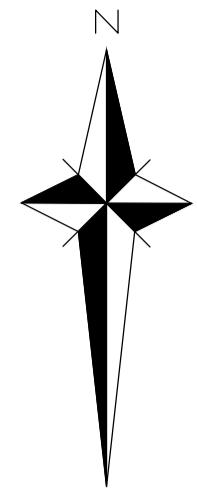
Date JULY 2024	Scale @ A1	1:500
Clients Ref.	Project Ref.	12027

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 Burgess Hill, West Sussex, RH15 9RD  
 Tel 01444 871444 Web: www.gtacivils.co.uk

Drawing Number 12027/2200 Rev. P3

## Appendix E

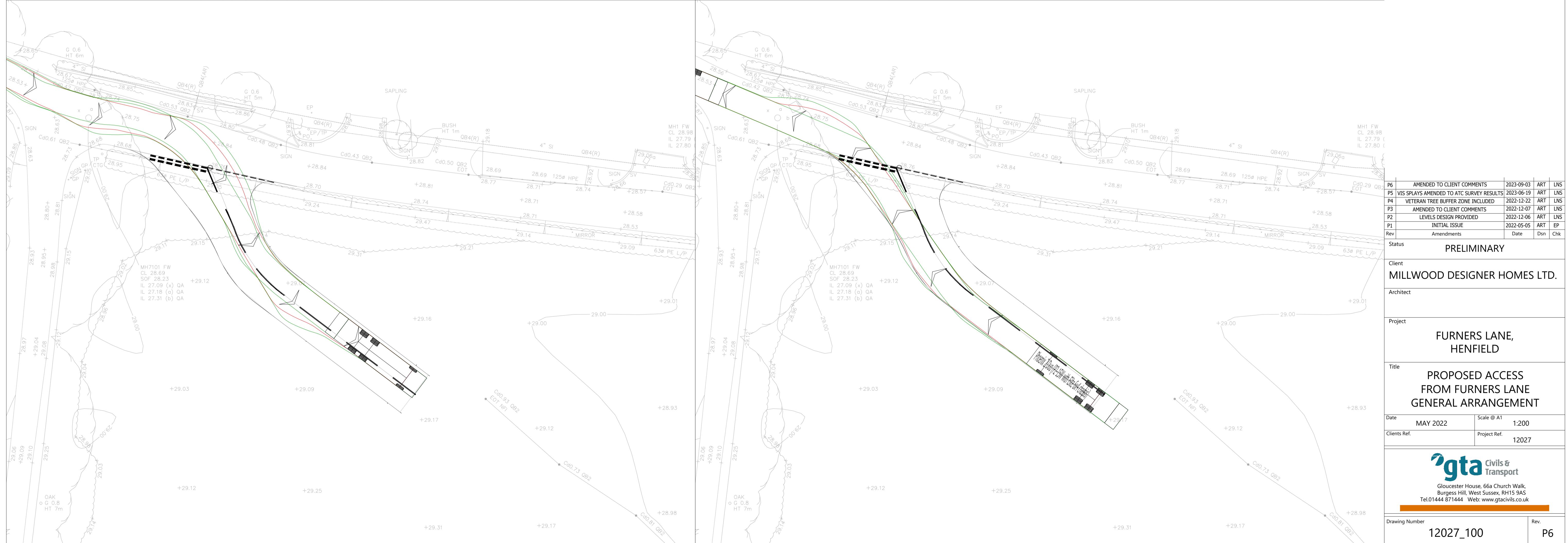
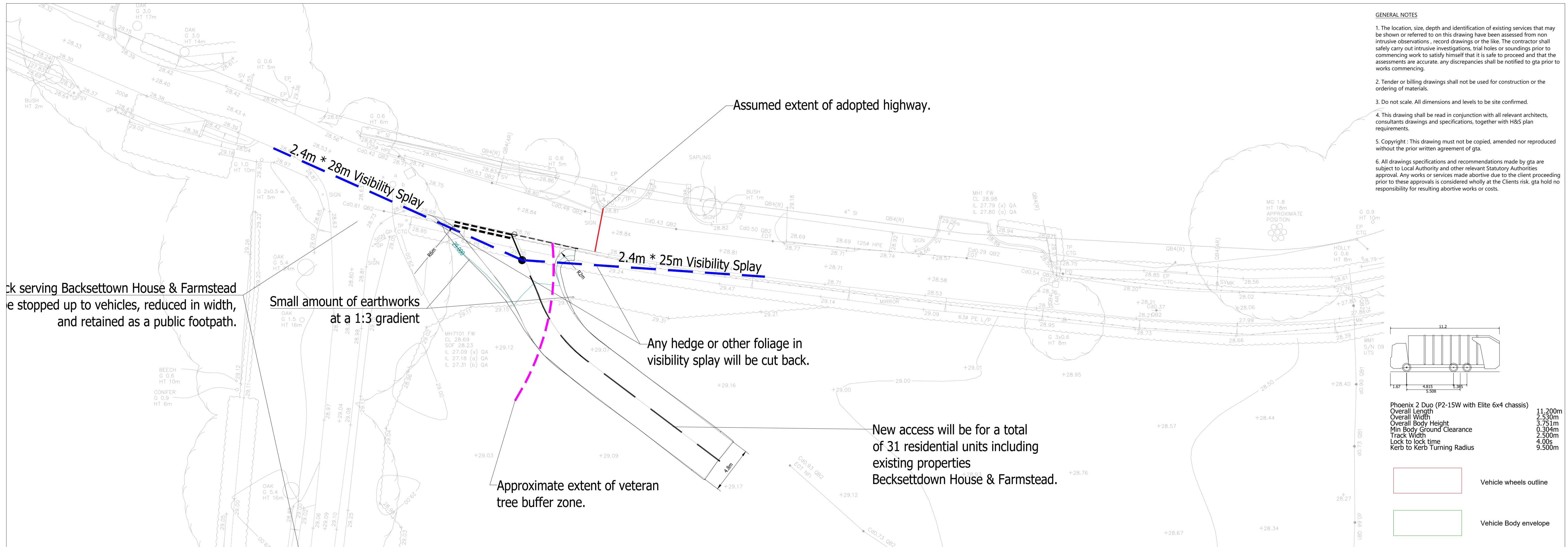
### Emergency Vehicle Swept Path Analysis



GENERAL NOTES			
1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations, record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. Any discrepancies shall be notified to gta prior to works commencing.			
2. Tender or billing drawings shall not be used for construction or the ordering of materials.			
3. Do not scale. All dimensions and levels to be site confirmed.			
4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.			
5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.			
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KEY			
P3 Updated to latest layout 17.01.2025 JMW EP			
P2 Updated to latest layout 14.01.2025 JMW EP			
P1 INITIAL ISSUE 30.12.2024 JMW EP			
Rev. Amendments Date Dsn Chk			
Status PRELIMINARY			
Client MILLWOOD HOMES			
Architect			
Project FURNERS LANE HENFIELD			
Title FIRE TENDER VEHICLE TRACKING			
Date JULY 2024 Scale @ A1 1:500			
Clients Ref. Project Ref. 12027			
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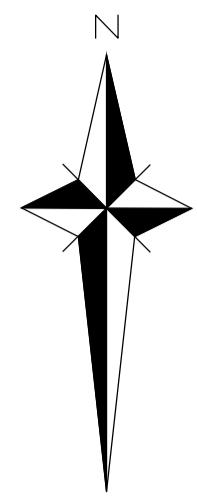
## Appendix F

### Visibility Splays



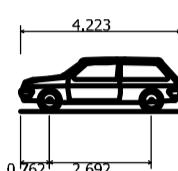
## Appendix G

### Private Car Swept Path Analysis



**GENERAL NOTES**

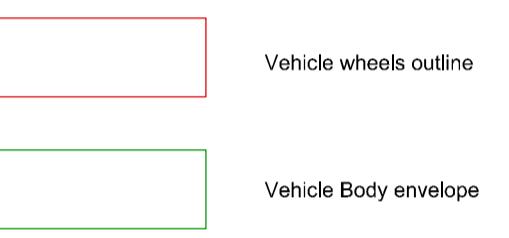
- The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations, record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. Any discrepancies shall be notified to gta prior to works commencing.
- Tender or billing drawings shall not be used for construction or the ordering of materials.
- Do not scale. All dimensions and levels to be site confirmed.
- This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.
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DB32 Private Car  
Overall Length  
Overall Width  
Overall Body Height  
Min. Body Ground Clearance  
Max. Track Width  
Lock to lock time  
Kerb to Kerb Turning Radius

4.223
1.715m
1.397m
1.339m
1.629m
4.00s
5.780m

4.223m  
1.715m  
1.397m  
1.339m  
1.629m  
4.00s  
5.780m



Vehicle wheels outline  
Vehicle Body envelope

P2	Updated to latest layout	17.01.2024	JMW	EP
P1	INITIAL ISSUE	15.01.2024	JMW	EP

Rev. Amendments Date Dsn Chk

Status PRELIMINARY

Client MILLWOOD HOMES

Architect

Project FURNERS LANE HENFIELD

Title PRIVATE CAR VEHICLE TRACKING

Date JAN 2025 Scale @ A1 1:500  
Clients Ref. Project Ref. 12027

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Drawing Number 12027/2202 Rev. P2

## Appendix H

### Designers Response and RSA1

# Stage 1 Road Safety Audit – Designers Response

Land south of Furners Lane,  
Henfield,  
West Sussex



## Index

1	Introduction	3
2	Project Details	4
	Key Personnel	4
3	Road Safety Audit Decision Log	5
4	Design Organisation and Overseeing Organisation Statements	7

## Schedule of Appendices

- A Access Plan
- B Stage 1 Road Safety Audit

Issue	Issue date	Compiled	Checked	Authorised
1	September 2024	EP	LNS	LNS
2	December 2024	EP	LNS	LNS

## 1 Introduction

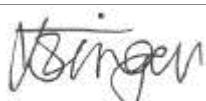
- 1.1 EC Road Safety Limited has been commissioned by GTA Civils & Transport Limited to undertake a Stage 1 Road Safety Audit on the proposed Site Access at Land south of Furners Lane, Henfield, West Sussex.
- 1.2 The Designer for the scheme is GTA Civils & Transport Ltd and the Client is Elvia Homes. The Overseeing Organisation is West Sussex County Council.
- 1.3 The scheme consists of the following elements:
  - A new vehicle access located adjacent to the existing site access;
  - Existing access that serves Backsettow House and Farmstead to be reduced in width, stopped up to vehicles and retained as a pedestrian access;
  - Minor earthworks associated with the new access;
  - Visibility splays of 2.4m x 28m and 2.4m x 25m;
  - Vegetation and hedges to be cut back from within proposed sightlines.
- 1.4 The Audit took place at the offices of EC Road Safety between 3<sup>rd</sup> and 11<sup>th</sup> September 2024 and comprised an examination of the information provided by the Design Organisation, plus a visit to the site of the proposed scheme. The Audit was undertaken in accordance with email instruction and the report has been prepared with reference to the Design Manual for Roads and Bridges (DMRB) GG 119 (revision 2).
- 1.5 The Audit Team visited the site together on Friday 6<sup>th</sup> September 2024 between 09.45am and 10.15am. The weather during the site visit was overcast with light rainfall. The carriageway surface was wet with localised flooding in places as a result of the prolonged heavy rainfall overnight. Traffic flows were low, and vehicle speeds were observed as being low. No pedestrian or cyclist movements were observed during the time of the site visit.
- 1.6 No details of collisions, levels, drainage, lighting or strategic signage have been provided. These issues are not, therefore, considered further in this report except where it is considered that the absence of them could contribute to a road safety concern.
- 1.7 The site access drawing can be seen in **Appendix A**. The Stage 1 Road Safety Audit can be reviewed in full in **Appendix B**.

## 2 Project Details

Table 2.1 Project Details

Report title:	Stage 1 Road Safety Audit Response Report
Date:	11 <sup>th</sup> September 2024
Document reference and revision:	12027C
Prepared by:	GTA Civils & Transport Ltd
On behalf of:	Elivia Homes

Table 2.2 Authorisation sheet

Project:	Land south of Furners Lane, Henfield, West Sussex
Report title:	Stage 1 Road Safety Audit
Prepared by:	
Name:	Eleanor Parton
Position:	Transport Planner
Signed:	
Organisation:	GTA Civils & Transport Ltd
Date:	17 <sup>th</sup> December 2024
Approved by:	
Name:	Lawrence Stringer
Position:	Director
Signed:	
Organisation:	GTA Civils & Transport Ltd
Date:	17 <sup>th</sup> December 2024

## Key Personnel

Table 2.3 Key Personnel

Overseeing Organisation:	WSCC
RSA Team:	Paul Nevard/Vinny Rey, EC Road Safety Ltd
Design Organisation:	Eleanor Parton, GTA Civils & Transport Ltd

### 3 Road Safety Audit Decision Log

Table 3.1 RSA1 Problems, Recommendations &amp; Response

Problem	Location	Description	Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
4.1	Proposed Access	<p>Risk of large vehicle collisions relating to reversing manoeuvres at the access – The drawing states that refuse vehicles will not be able to turn right from the access onto Furners Lane. Although the refuse collection authority may agree to their vehicles only turning left out of the access, drivers of other large vehicles may wish to turn right onto Furners Lane. In order to achieve this manoeuvre, they may pull out of the access towards the other side of the carriageway and reverse back to achieve the turn. This three-point manoeuvre will increase the risk of reversing related collisions involving vehicles or pedestrians crossing the access behind any manoeuvring HGV.</p>	<p>It is recommended that the design be modified to allow large vehicles to turn right out the access. Swept path analysis should be undertaken to demonstrate that the right turn out of the site access can be safely made by all large vehicles likely to access the site.</p>	<p>Not agreed. The access has been designed for all vehicles to turn right in / left out as the lane to the east only serves farms and a few private dwellings. Therefore, this movement will not be needed. If vehicles need to access further east of Furners Lane, it is likely that they will be travelling in that direction along Furners Lane as existing and will not be entering the proposed development.</p>	<p>The LHA agrees with the DR. The access has been designed to discourage large vehicles turning right out of the development on to what is unadopted highway.</p>	

4.1.2	Proposed Access	<p>Parked vehicles increase the risk of vehicle-to-vehicle collisions – It was noted on site that several vehicles currently park directly opposite the proposed access. Such vehicles are likely to restrict turning movements for vehicles accessing site, particularly larger vehicles. The parked vehicles could also interfere with the free flow of traffic increasing the risk of vehicle-to-vehicle collisions.</p>	<p>It is recommended that measures are introduced to manage on street parking at the location. Measures may include, but are not limited to, 'At any time waiting' restrictions (double yellow lines).</p>	<p>Not agreed. Historically, the parking outside of the proposed development access equates to two vehicles. As the LHA has the opinion that double yellow lines would unlikely be enforceable in this location and not well received by the general public, there will be two visitor bays provided on the spine road of the development for the two displaced cars outside of the access. They will be located on the western side of the road to distinguish them from visitor parking on the east.</p>	<p>Yes, visitor spaces within the site access road could be an acceptable option and should be as close in proximity to the current parking as possible. In light of this we do not consider parking restrictions would be necessary and agree these may be controversial, out of keeping and unlikely to be enforced. Thus, it is considered that drivers would be responsible for parking in safe location and that provision of safe and convenient spaces within the development could mitigate this issue.</p>	
-------	-----------------	---	--	--	---	--

## 4 Design Organisation and Overseeing Organisation Statements

Table 4.1 Design Organisation statement

<b>On behalf of the design organisation, I certify that:</b>	
1) the RSA actions identified in response to the road safety audit problems have been discussed and agreed with the Overseeing Organisation	
Name:	
Signed:	
Position:	
Organisation:	
Date:	

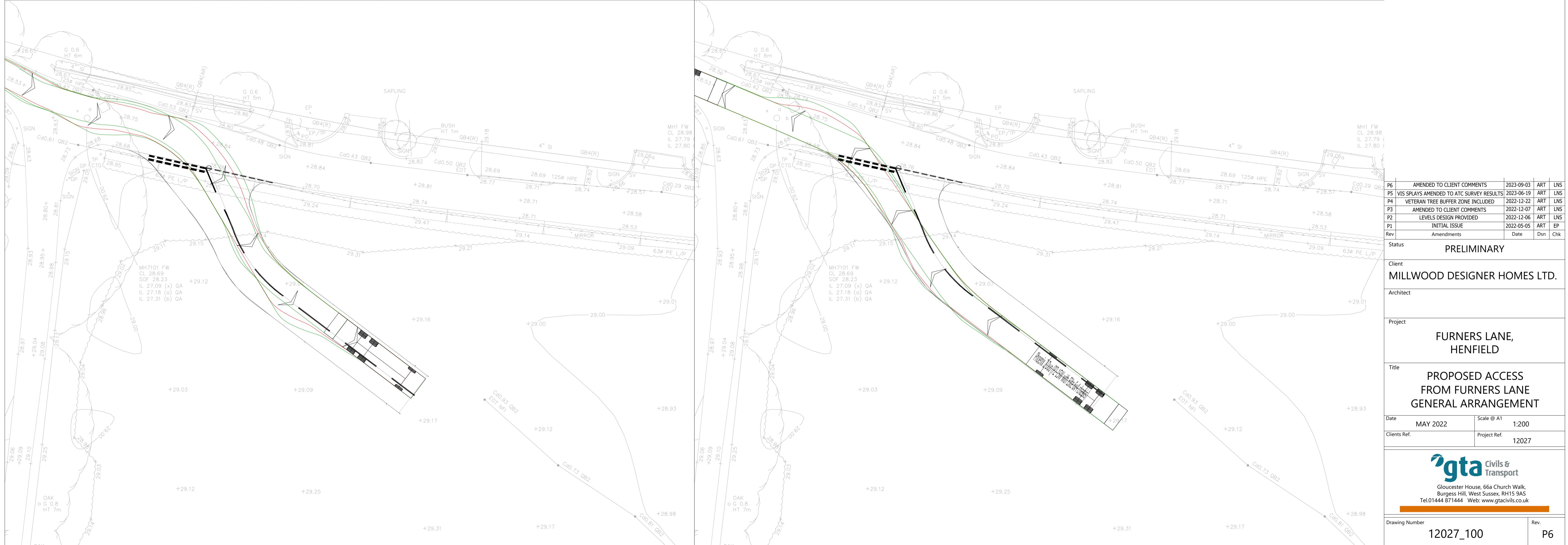
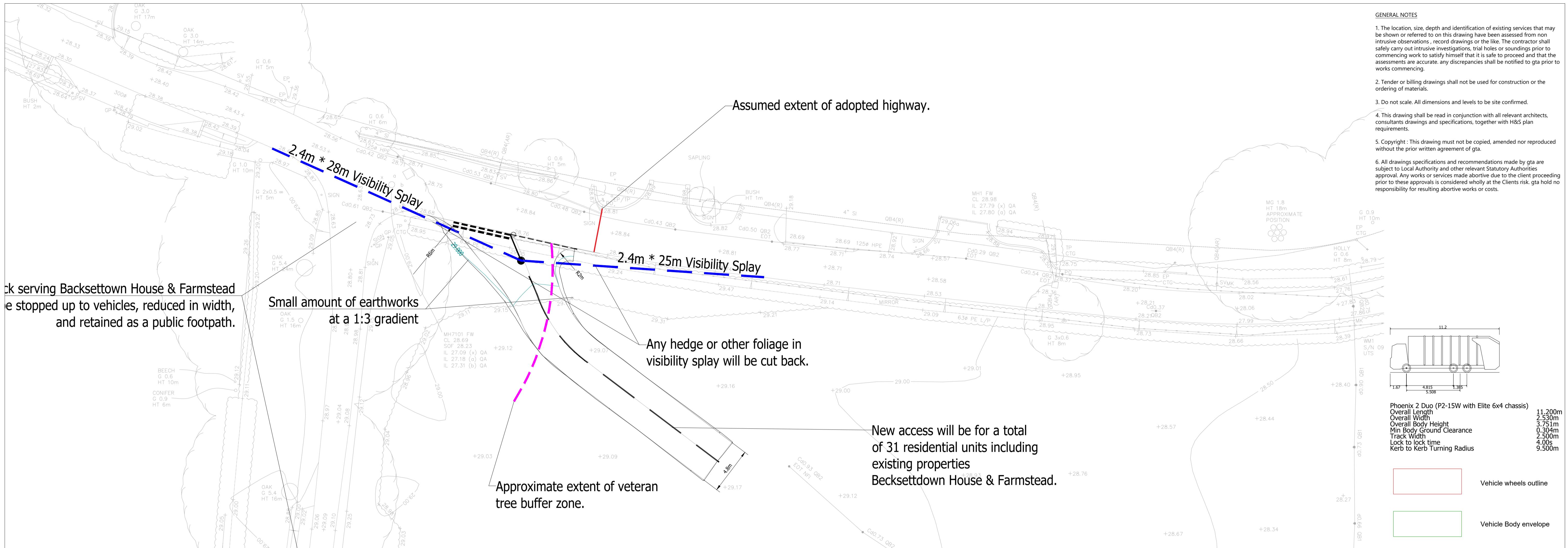
Table 4.2 Overseeing Organisation statement

<b>On behalf of the Overseeing organisation, I certify that:</b>	
1) the RSA actions identified in response to the road safety audit problems have been discussed and agreed with the design organisation; and	
2) the agreed RSA actions will be progressed	
Name:	
Signed:	
Position:	
Organisation:	
Date:	

- End of Report -

## Appendix A

### Access Plan



## Appendix B

### Stage 1 Road Safety Audit



EC ROAD SAFETY LIMITED  
[audits@ecroadsafety.co.uk](mailto:audits@ecroadsafety.co.uk)  
[www.ecroadsafety.co.uk](http://www.ecroadsafety.co.uk)

**Furners Lane  
Henfield  
West Sussex  
BN5 9HS**

## **Site Access**

### **Stage 1 Road Safety Audit**

Report No. EC/2024/09/GTA2

September 2024



**Prepared by:**

**EC ROAD SAFETY LIMITED**

Tall Trees  
Downe Road, Keston, Kent  
BR2 6AD  
United Kingdom

## AUTHORISATION SHEET

**Overseeing Organisation:** West Sussex County Council  
**Design Organisation:** GTA Civils & Transportation  
**Project:** Site Access  
**Address:** Furners Lane  
Henfield  
West Sussex  
BN5 9HS

## PREPARED BY

**Name:** Paul Nevard  
**Position:** Director – EC Road Safety Limited  
**Date:** 10 September 2024

## AGREED BY

**Name:** Vinny Rey  
**Position:** Road Safety Engineer  
**Date:** 11 September 2024

## AUTHORISED FOR ISSUE

**Name:** Paul Nevard  
**Position:** Director – EC Road Safety Limited  
**Date:** 11 September 2024

## DISTRIBUTION

Organisation	Contact	Date	Copies
GTA Civils & Transportation	Ellie Parton	11/09/2024	ecopy

## 1. INTRODUCTION

### 1.1 General

- 1.1.1 EC Road Safety Limited has been commissioned by GTA Civils & Transportation to undertake a Stage 1 Road Safety Audit on the proposed Site Access at Furners Lane, Henfield, West Sussex.
- 1.1.2 The Road Safety Audit was produced for Ellie Parton on behalf of (overseeing organisation): West Sussex County Council. The Designer for the scheme is GTA Civils & Transportation.
- 1.1.3 The Audit Team membership was as follows:

#### **Audit Team Leader**

Paul Nevard Road Safety Engineer – EC Road Safety  
MCIHT, MSoRSA, HE RSA Cert. Competency

#### **Audit Team Member**

Vinny Rey Road Safety Engineer – EC Road Safety  
MCIHT, MSoRSA, HE RSA Cert. Competency

- 1.1.4 The Audit Team was approved by Ellie Parton of GTA Civils & Transportation.
- 1.1.5 The Audit took place at the offices of EC Road Safety between 3<sup>rd</sup> and 11<sup>th</sup> September 2024 and comprised an examination of the information provided by the Design Organisation and listed in Appendix A, plus a visit to the site of the proposed scheme. The Audit was undertaken in accordance with email instruction and the report has been prepared with reference to the Design Manual for Roads and Bridges (DMRB) GG 119 (revision 2) with exceptions set out in paragraph 2.4.
- 1.1.6 The Audit Team visited the site together on Friday 6<sup>th</sup> September 2024 between 09.45am and 10.15am. The weather during the site visit was overcast with light rainfall. The carriageway surface was wet with localised flooding in places as a result of the prolonged heavy rainfall overnight. Traffic flows were low and vehicle speeds were observed as being low. No pedestrian or cyclist movements were observed during the time of the site visit.
- 1.1.7 No details of collisions, levels, drainage, lighting or strategic signage have been provided. These issues are not, therefore, considered further in this report except where it is considered that the absence of them could contribute to a road safety concern.
- 1.1.8 The location of any problems raised can be found within the report, photographed for reference, or referenced in Appendix B of this report. If no problems are identified, only a location plan will be provided for reference in Appendix B.
- 1.1.9 A Road Safety Audit Response log has been provided in Appendix C; this may assist the designer in appropriately documenting all subsequent decisions with regard to Road Safety Audit comments raised within this report.
- 1.1.10 The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. This Road Safety Audit has not considered structural safety or checked for compliance to standards. This safety audit does not perform any “Technical Check” function on these proposals. It is assumed that the Design Organisation is satisfied that such a

“Technical Check” has been successfully completed prior to requesting this safety audit. Design Organisations are responsible for ensuring that their designs have been subject to the appropriate design reviews (including where applicable, Non-Motorised User (NMU) Audits) prior to Road Safety Audit.

1.1.11 This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Accident Investigation, Road Safety Engineering and Road Safety Audits. No member of the Road Safety Audit Team has had any previous input to the design of the scheme. The audit has been carried out with the sole purpose of identifying any features of the design that should be removed or modified to improve the safety of the scheme. The problems identified have been noted in this report together with recommendations for safety improvements, which should be studied for implementation.

## **2. ITEMS CONSIDERED**

### **2.1 Scheme Proposals**

2.1.1 The scheme proposes a new access to serve 31 residential dwellings including the existing properties Backsettow House and Farmstead.

2.1.2 The scheme consists of the following elements:

- A new vehicle access located adjacent to the existing site access.
- Existing access that serves Backsettow House and Farmstead to be reduced in width, stopped up to vehicles and retained as a pedestrian access.
- Minor earthworks associated with the new access.
- Visibility splays of 2.4m x 28m and 2.4m x 25m.
- Vegetation and hedges to be cut back from within proposed sightlines.

2.1.3 The scope of the audit relates to the proposed Site Access at Furners Lane, Henfield, West Sussex.

2.1.4 Information that has been provided to the Audit Team, for the purpose of this audit, is as outlined within Appendix A of this report. The information includes a design drawing.

### **2.2 Purpose of Scheme**

2.2.1 The purpose of the scheme is to provide a new Site Access at Furners Lane, Henfield, West Sussex.

### **2.3 Departures from Standards (Design)**

2.3.1 The Audit Team has not been advised of any design departures from standards.

### **2.4 Departures from Standards (Audit)**

2.4.1 The Road Safety Audit has been produced with reference to DMRB – GG119 – Road Safety Audit with the following exceptions:

- A formal Road Safety Audit brief approved by West Sussex County Council has not been provided to the Audit Team, however the Audit Team received all relevant background data and information, and therefore did not consider that the lack of a formal brief would compromise the production of a Road Safety Audit for these proposals.

## **3. PROBLEMS IDENTIFIED IN PREVIOUS ROAD SAFETY AUDITS**

No previous audits have been supplied to the Audit Team and the Audit Team believe that none have been produced.

#### **4. ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT**

##### **4.1 GENERAL**

###### **PROBLEM**

Location: Proposed access

Summary: Risk of large vehicle collisions relating to reversing manoeuvres at the access.

Detail: The drawing states that refuse vehicles will not be able to turn right from the access onto Furners Lane. Although the refuse collection authority may agree to their vehicles only turning left out of the access, drivers of other large vehicles may wish to turn right onto Furners Lane. In order to achieve this manoeuvre, they may pull out of the access towards the other side of the carriageway and reverse back to achieve the turn. This three-point manoeuvre will increase the risk of reversing related collisions involving vehicles or pedestrians crossing the access behind any manoeuvring HGV.

###### **RECOMMENDATION**

It is recommended that the design be modified to allow large vehicles to turn right out the access. Swept path analysis should be undertaken to demonstrate that the right turn out of the site access can be safely made by all large vehicles likely to access the site.

#### 4.1.2

#### PROBLEM

Location: Proposed access

Summary: Parked vehicles increase the risk of vehicle to vehicle collisions.

Detail: It was noted on site that several vehicles currently park directly opposite the proposed access. Such vehicles are likely to restrict turning movements for vehicles accessing site, particularly larger vehicles. The parked vehicles could also interfere with the free flow of traffic increasing the risk of vehicle to vehicle collisions.



#### RECOMMENDATION

It is recommended that measures are introduced to manage on street parking at the location. Measures may include, but are not limited to, 'At any time waiting' restrictions (double yellow lines).

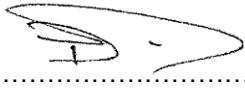
[End of Safety Comments](#)

## 5. AUDIT TEAM STATEMENT

We certify that this audit has been carried out in accordance with GG 119 (revision 2).

### Audit Team Leader

Paul Nevard  
MSc, BA (Hons), CMILT, MCIHT, MSoRSA  
HE RSA Cert Comp.  
Road Safety Engineer  
Director EC Road Safety

Signed: 

Date: 10<sup>th</sup> September 2024

### Audit Team Member

Vinny Rey  
BEng (Hons), MCIHT, MSoRSA  
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Road Safety Engineer

Signed: 

Date: 11<sup>th</sup> September 2024

### EC Road Safety Limited

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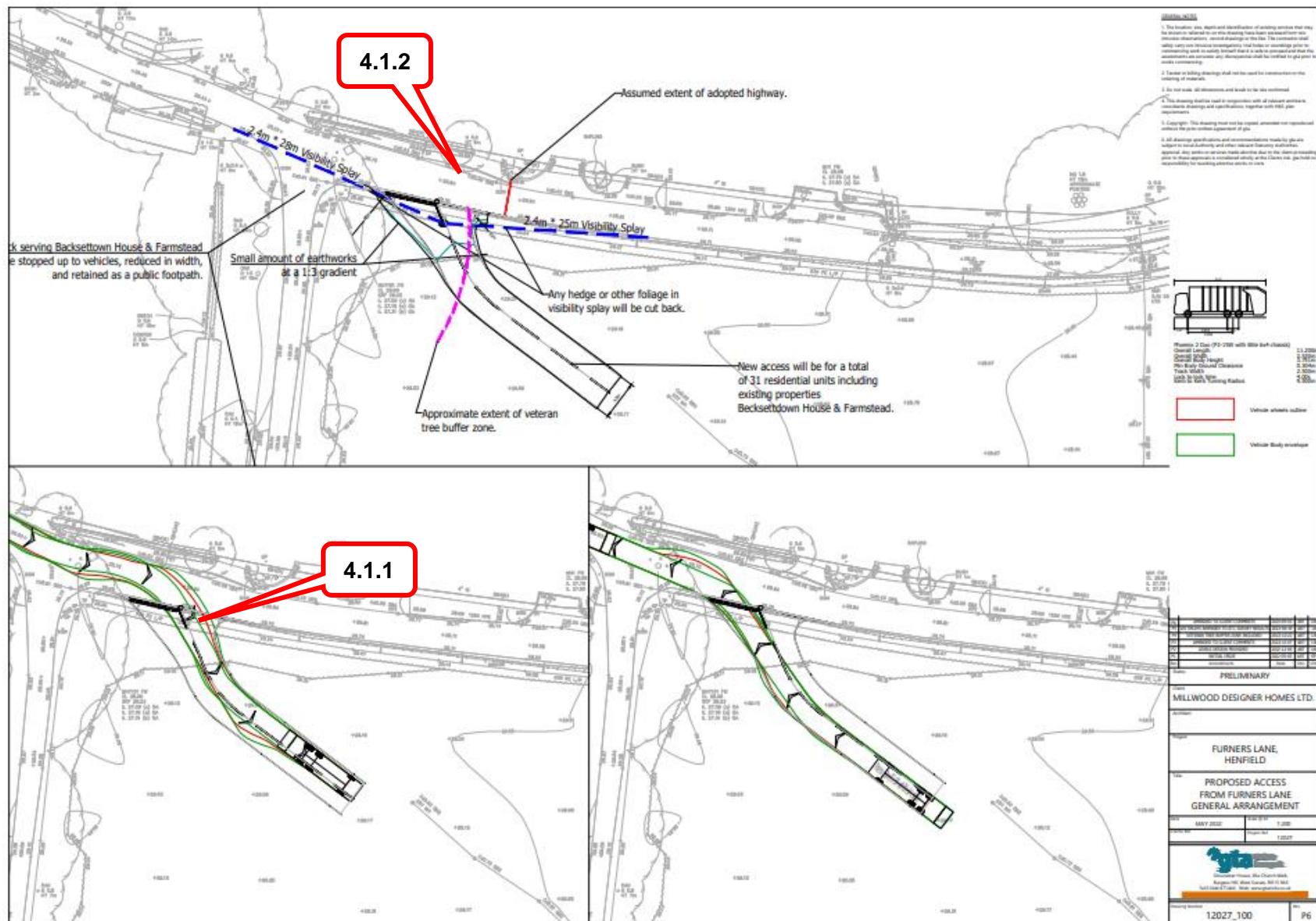
**APPENDIX A**  
**INFORMATION PROVIDED**

List of information provided:

Drawing Reference Number	Revision	Title
12027_100_P6 Furners Lane Site Access General Arrangement		Access Plan

## APPENDIX B

### LOCATION OF PROBLEMS PLAN



## APPENDIX C: ROAD SAFETY AUDIT RESPONSE LOG

<b>Report Title:</b>	<b>RSA Stage:</b>
<b>Location:</b>	<b>Date:</b>
<b>Prepared by:</b>	<b>Document Reference:</b>
<b>On Behalf of:</b>	

<b>Original RSA Report Ref:</b>	<b>Date:</b>
<b>Compiled by:</b> Paul Nevard and Vinny Rey	
<b>On behalf of:</b> EC Road Safety Limited	

### Key Personnel

<b>Overseeing Organisation:</b>
<b>RSA Team:</b> EC Road Safety Limited – Paul Nevard and Vinny Rey
<b>Design Organisation:</b>

## Road Safety Audit Decision Log

Prob No:	Location / Summary	Recommendation (summary)	Design Organisation Response	Overseeing Organisation Response	Agreed Action in Response to RSA
	Location: Summary:				

## Appendix I

### WSCC PROW Comments – FPs 2540, 2548 and 2548\_1

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

<b>TO:</b>	Horsham District Council FAO:
<b>FROM:</b>	WSCC Highways - Public Rights of Way
<b>DATE:</b>	11 November 2024
<b>LOCATION:</b>	Land To The South of Furners Lane Henfield West Sussex
<b>SUBJECT:</b>	DC/24/1538 Erection of 29 dwellings with associated landscaping, open space, parking and creation of new vehicular access
<b>DATE OF SITE VISIT:</b>	n/a
<b>RELEVANT PUBLIC RIGHTS OF WAY NUMBER(S):</b>	Public Footpaths 2540, 2548 & 2548_1
<b>RECOMMENDATION:</b>	No Objection
<b>S106 CONTRIBUTION TOTAL:</b>	Yes: see below

Thank you for the opportunity to comment on the above numbered planning application. This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSCC map information. In respect to the above planning application I would provide the following comments.

It is understood that the application will directly impact upon Public Rights of Way in the vicinity of the development. The Public Right of Way team offer no objection to the proposal but requests that the Local Planning Authority considers the following points and requests that improvements are made under a section 106 agreement between the developer and the Highway Authority.

I note that vehicular access to the site is proposed to be from Furners Lane, which carries Footpath 2540. It is anticipated that vehicle movements will conflict with pedestrian access along the PROW. The developer should therefore have a Traffic Management Plan in operation for the construction of the development, details of which must be agreed with the LPA.

FP 2548\_1: The application states that this will form the pedestrian link to the village centre. It is outside the red line application boundary but within the blue line (land owned by the applicant). This is an unbound surface and should be upgraded to a Countryside Services limestone path. A specification must be agreed with the PROW Team prior to construction taking place. Works should be delivered by the developer through a s278 agreement with the Highway Authority.

FP 2548: This footpath is part within and part beyond the red line boundary. It provides a link south from the development to the village allotments, bowling club and Henfield Common. It is an unbound surface that will become muddy with increased footfall, particularly in wet conditions. This public right of way should be resurfaced by the developer to a Countryside Services limestone path. A specification must be agreed with the PROW Team prior to construction taking place. Works should be delivered by the developer through a s278 agreement with the Highway Authority.

It is understood that the Applicant intends to stop-up the northern part of Footpath 2548 to motor vehicles, where it currently carries a track providing vehicular access to neighbouring properties. The specification for a new surface and width must be agreed with the PROW Team prior to construction taking place. In view of the comments (below) on the lack of cycle access to the development, this should be constructed to the PROW Team's bridleway standard as it will provide the only potential cycle access point into and out of the development. Cycle access should be provided along this route on a permissive basis by the developer and liability for maintenance of this, above and beyond that required for the public's pedestrian right should be the responsibility of the developer / land owner.

Should the Local Planning Authority (LPA) be minded to approve the application, in order to minimise disruption to the PROW network, the PROW Team requests that the LPA consider making it a requirement for the PROW improvements to be delivered by the Developer, through a s.278 agreement with the Highway Authority, at the beginning of the construction phase and that, following their improvement, the PROW are to be kept open for the remainder of the duration of the construction.

It is noted that the Design and Access Statement para 7.02 Concept / Site Strategy, *02 Provide new and improved connections*, is flawed in several respects. This states, "the proposed scheme prioritises the importance of an enhanced network of pedestrian and cycle friendly routes into and through the site", whereas there are no cycle access points to the site other than the main vehicular access.

The map accompanying this (7.02. 02) shows a dashed black east-west arrow along Furners Lane; it should be noted that there are no recorded public vehicular or cycle access rights along Furners Lane to the east of the proposed site access point, it being a private road carrying a public footpath.

If the applicant does now, or in future, propose any alteration to the public rights of way then they must first consult directly with West Sussex County Council, Public Rights of Way team ([prow@westsussex.gov.uk](mailto:prow@westsussex.gov.uk)).

If the Local Planning Authority is minded to grant planning consent the applicant should be advised of the following informative notes:

A. The granting of planning permission does not authorise obstruction of, interference to or moving of any Public Right of Way (PROW); this can only be done with the prior consent of West Sussex County Council (WSCC), as highway authority, and possibly also a legal Order process by the relevant local planning authority. Further advice can be provided on request.

B. Safe and convenient public access is to be available at all times across the full width of the PROW, which may be wider than the available and used route – advice on the legal width can be provided by the WSCC PROW Team.

C. The path is not to be obstructed by vehicles, plant, scaffolding or the temporary storage of materials and / or chemicals during any works. These will constitute an offence of obstruction under the Highways Act 1980.

D. No new structures, such as gates and stiles, are to be installed within the width of the PROW without the prior consent of the WSCC PROW Team. These will constitute an offence of obstruction under the Highways Act 1980.

E. Any down pipes or soakaways associated with the development should discharge into an existing or new drainage system and away from the surface of the PROW. No

drainage system is to be installed through the surface of the path without the prior consent of the WSCC PROW Team.

F. Where the ground levels adjacent to the PROW are to be raised above existing ground levels, this could increase the potential to flood the path. A suitable drainage system must be installed adjacent to the path to a specification agreed with the WSCC PROW Team prior to development commencing.

G. Any alteration to or replacement of the existing boundary with the PROW, or the erection of new fence lines, must be done in consultation with the WSCC PROW Team to ensure the legal width of the path is not reduced and there is no unlawful encroachment.

H. Access along a PROW by contractors' vehicles, deliveries or plant is only lawful if the applicant can prove it has a vehicular right; without this an offence under the Road Traffic Act 1988 section 34(1) is being committed.

I. The applicant is advised that a public access right has precedence over a private access right. Where a PROW runs along a route also used for private access purposes, usually for private vehicle access, this shared use has the potential for accident or injury – the applicant must consider how access is managed so the public is not endangered or inconvenienced.

J. Some properties have private rights over them for the benefit of a particular individual or property; for example, a landowner may have the right to drive over a neighbour's track to gain access to property. This right of access is granted to individuals and / or properties only and does not extend to the public. The WSCC PROW Team does not hold records of private rights of access; the applicant is encouraged to check that no private access rights will be detrimentally affected by this proposal.

K. It is an offence to damage the surface of a PROW without the prior consent of the WSCC PROW Team. The applicant must supply a specification and secure the approval of the WSCC PROW Team before works affecting the PROW begin, even if the surface is to be improved. Where a PROW surface is damaged and there was no prior consent, the applicant will be liable and required to make good the surface to a standard satisfactory to the WSCC PROW Team.

L. Where it is necessary to undertake works within the legal width of a PROW, e.g. install utilities, (or for development works immediately adjacent to a PROW that can not reasonably be managed through different Health and Safety practice) the applicant must be advised to apply to WSCC PROW Team for a temporary path closure. The applicant must be advised there is no guarantee an application will be approved; that a minimum of 6 weeks is needed to consider an application.

M. Where it will be necessary to permanently divert or extinguish a path 'to enable development to take place' by means of a Public Path Order (PPO) (most often under Town & Country Planning Act 1990 s257), to be applied for by the developer through the Local Planning Authority prior to development, WSCC PROW Team is not able to grant a temporary path closure as a precursor to a PPO. In such circumstance, WSCC PROW Team will only consider an application for a temporary path closure once the Local Planning Authority has made and confirmed a PPO.

N. Consented development is often subject to various environmental requirements, which can impact on the availability of PROW. For example, Great Crested Newt fencing has often been known to be laid across a PROW, which is either subject to installation of unauthorised stiles or gates, or unlawfully diverted around the site edge. The applicant must be advised that any environmental licence, such as from Natural England, does not negate the need to provide the legal line of a PROW without additional structures.

O. If the development proposes shared use of a PROW with vehicles (and / or introduces a vehicle crossing point of a PROW), which may increase the risk of accident or injury to a PROW user, then the applicant is encouraged to introduce signage to advise vehicle drivers of the hazard and to act responsibly.

**Nigel Bird**  
**Access Ranger**  
**Public Rights of Way**  
**West Sussex County Council**

## Appendix J

### FP2548\_1 Footpath Photos







## Civil Engineering - Transport Planning - Flood Risk

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