

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Giles Holbrook
FROM:	WSCC – Highways Authority
DATE:	8 May 2025
LOCATION:	Land North of East Street Rusper West Sussex
SUBJECT:	DC/25/0523 Erection of 18no. 2, 3 and 4 bedroom dwellings, (including 6no. affordable housing units), together with access from East Street, vehicle and cycle parking, landscaping and open space, and sustainable drainage.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice / No Objection / Objection / More Information / Modification / Refusal

WSCC as the County Highway Authority has considered the proposal to provide a new access onto East Street, Rusper, to create a development of 18 dwellings. No Objection is raised subject to conditions, and a s106 agreement to include TRO and scheme of works to provide a speed limit change, and off-site highway works to create a new pedestrian footway.

Access

Site Access Arrangement Plan ITB200340-GA-002 Rev C has been reviewed. Access will be created onto East Street and provide 5.5m in width to allow two vehicles to pass each other. A 6m kerb radii will ensure vehicles can turn into the site without traversing the centre line of the access.

East Street has a posted 30mph speed limit, which changes to 40mph to the west of the proposed access. Therefore, ATC surveys were undertaken in order to design the access to the current speeds of the road.

Visibility splays of 2.4m x 58m to the west (off set to 0.5m) and 2.4m x 120m to the east (off set to 0.5m) are provided and these are based on the recorded 85th percentile speeds of 36.9mph eastbound, and 38.8mph in the westbound direction. These are in line with Manual for streets and DMRB speed stopping sight distance, however it does highlight that speeds are slightly lower than the posted 40mph limit.

It is noted there are a number of developments currently in the process of approval on East Street. A new access is proposed directly opposite the site access currently under planning permission for 6 dwellings (DC/21/2172). Given the low number of trips associated with this access, this proposal it is not considered to create any highway safety issues however we would ask that the access and pedestrian improvements are safety audited.

The access can be implemented under a section 278 agreement.

Pedestrian Access

A pedestrian access will also be provided to the west of the vehicular access and will link into a new 2m footway on the southern side of East Street. Drawing ITB200340-GA-008 Rev A shows dropped kerbs and tactile paving will be provided here and at key crossing locations.

Pedestrian visibility splays of 1.5m x 43m to the west and 1.5m x 59m to the east are provided which are in line with the ATC speed data collected.

The new footway will eventually tie into the existing footway on the northern side of East Street providing a continuous pedestrian link into the village of Rusper.

A retaining feature, likely to be a wall, will be required as part of these works and will need construction methods approved by WSCC as part of the detailed design stage. These works can be included in a s106 agreement as 'off site highway works' and delivered as part of the s278 access works agreement.

Swept Path Analysis

Drawing ITB200340-GA-003 & GA 004 of a refuse and fire appliance show that all appliances can enter turn and exit in forward gear and use the proposed access safely. Swept path analysis for an estate car is also shown in plan ITB200340-GA-005 Rev A, and is accepted by WSCC.

Stage 1 Road Safety Audit

A Stage 1 Road Safety Audit and Designers response was undertaken by Fenley for I-transport in December 2024, in accordance with GG119.

Four problems have been identified and recommendations given. The table below outlines the problem, recommendations, designers' response and Overseeing organisation response which is WSCC.

There is only 1 problem which requires further confirmation regarding third party land over the western pedestrian visibility splay from the site which appears to travel over land which is neither highway nor owned by the property (no 10) here. As shown approximately on the plan and photo below highlighted in green.



RSA PROBLEM	RSA RECCOMENDATION	DESIGNERS RESPONSE	OOR	AGREED RSA ACTION
<p><i>A.1 Location: East Street</i></p> <p><i>Summary: Application site is set at a level above the carriageway</i></p> <p><i>Problem: Overshoot type collision and pedestrian slips, falls and personal injuries</i></p> <p><i>The land either side of East Street is set at a higher level than the existing carriageway with the level difference exceeding 1.9 metres in places. The proposals include the provision of a simple priority access as well as a footway link off the northern side of East Street. No levels information has been provided with the Audit Brief. This is common for Stage 1 Road Safety Audits, nevertheless, the Audit Team have concerns that</i></p>	<p><i>It is recommended that the proposals fall towards the East Street at an appropriate gradient.</i></p>	<p>Accept – Levels will be considered through the detailed design stage of the scheme; however, it can be confirmed that levels within the site will be reduced and cuttings formed to ensure that the proposed access and footway link are set at an appropriate gradient.</p>	<p><i>Agreed. Gradient levels will be checked at detail design stage</i></p>	<p><i>Agreed. Gradients to be provided within the s278 design pack and to not fall in excess of 5%.</i></p>

<p><i>both the proposed access road and footway link, will fall towards East Street at an inappropriate gradient. Falls in excess of 5% on approach to a priority junction or crossing point could lead to overshoot type collisions and pedestrian slips, falls and personal injuries.</i></p>				
RSA PROBLEM	RSA RECCOMENDATION	DESIGNERS RESPONSE	OOR	AGREED RSA ACTION
<p><i>A.3 Location: East Street</i></p> <p><i>Summary: Visibility from the proposed access is limited</i></p> <p><i>Problem: Side / rear impact type collision</i></p> <p><i>To the east of Rusper, East Street is rural in nature with no footway and follows a bend in the road whilst falling from west to east. The proposals include the</i></p>	<p><i>It is recommended that adequate visibility is achievable.</i></p>	<p><i>Accept – Drawing ITB4215-GA-023 has been prepared based on levels detailed on the topographical survey and demonstrates that a 2.4m x 120m visibility splay is achievable to the left in the vertical plane for vehicles exiting the site from a typical driver's eye height of 1.05m to an object height of 0.26m above the ground.</i></p>	<p><i>WSCC agree with the designer and the auditor has now also agreed that visibility can be achieved</i></p>	<p><i>Agreed. To be included in s278 design pack.</i></p>

provision of a simple priority access off the northern side of the carriageway at a location opposite an extant shared driveway access that is to serve 6 dwellings. The scheme drawing identifies that a visibility splay of 2.4x120 metres is achievable to the northern channel line, to the east (left) of the proposed access. It is noted, however, that dense vegetation to the south of the carriageway as well as the bend in the road, could limit visibility to westbound traffic. The Audit Team have concerns that an insufficient level of visibility may be achievable from the proposed access, particularly to a westbound motorcycle travelling close to the southern channel line.

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<i>Inadequate visibility could result in a motorist or cyclist attempting to exit the proposed simple priority access when it is not safe to do so which could lead to a side / rear impact or vehicle to cyclist type collision.</i>				
RSA PROBLEM	RSA RECCOMENDATION	DESIGNERS RESPONSE	OOR	AGREED RSA ACTION
<p>A.3.2</p> <p><i>Location: East Street</i></p> <p><i>Summary: Visibility to a stationary right turning vehicle is limited</i></p> <p><i>Problem: Rear Impact Type Collision</i></p> <p><i>East Street is rural in nature with a verge as well as dense vegetation both sides of the carriageway and bends by circa 14° whilst following a circa 270 metre road centreline radius and falling from west to east. The proposals include the</i></p>	<p><i>It is recommended that adequate forward visibility is achievable</i></p>	<p><i>Accept – Drawing ITB200350-GA-006A has been generated based on levels detailed on the topographical survey and identifies that a 120m stopping sight distance for approaching westbound drivers is achievable. East Street is also adequate in both the horizontal and vertical plane to see vehicles waiting to turn right into the proposed site access within the highway. Overgrown vegetation will be cut back within the visibility envelope as part of the</i></p>	<p><i>Agreed. Auditor also agrees with designers' comments based on plan ITB200350-GA-006A.</i></p>	<p><i>Agreed. To be progressed as part of the S278 design pack tom include 120m stopping sight distance.</i></p>

<p>provision of a simple priority access off the northern side of the carriageway. Due to the existing horizontal alignment of the road and dense vegetation on the inside of the bend, as well as the existing topography of the verge and vertical alignment of the carriageway, the Audit Team have concerns that forward visibility for westbound motorists, to a vehicle waiting to turn right into the proposed access, is limited. Motorists approaching at the speed limit of the road may therefore not become aware of a stationary right turning vehicle in the road ahead, at a safe distance which could lead to heavy braking and loss of control as well as rear end shunt type collisions</p>		<p>proposed works. It must be noted that vegetation clearance is to be undertaken as part of the works to provide the extant access on the opposite side of East Street in order to allow for the 2.4m x 60m visibility splays to an offset of 1.0m from the channel line, which were deemed acceptable by the County Highway Authority.</p>		
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RSA PROBLEM	RSA RECCOMENDATION	DESIGNERS RESPONSE	OOR	AGREED RSA ACTION
<p><i>A.4.1</i></p> <p><i>Location: East Street</i></p> <p><i>Summary: Intervisibility between a pedestrian and approaching vehicle traffic may be limited</i></p> <p><i>Problem: Vehicle to pedestrian type collision</i></p> <p><i>Within the village of Rusper, East Street benefits from a footway both sides of the carriageway with the northern footway terminating at a location where a property frontage abuts the carriageway. The proposals provide a pedestrian connection between the application site and the existing footway network within Rusper with the provision of a pedestrian link off the northern side</i></p>	<p><i>It is recommended that adequate intervisibility is achieved.</i></p>	<p><i>Accept – Land registry plans illustrate that the legal property boundary lies beyond a 1 metre verge and plans detailing the adopted highway identify highway boundary lies along the line of the kerbs. As such, there is a 1 metre strip of land that is not officially owned which can be cleared and maintained clear to allow for adequate visibility to be achieved. Drawing ITB200340-GA-008A illustrates the land ownership details.</i></p>	<p><i>Clearance of this vegetation would keep pedestrian visibility splays clear. However, can the applicant prove the land is in the ownership of the applicant or WSCC as otherwise this is third party land. If it can be evidenced this land is not owned by anyone to ensure vegetation can be legally cleared.</i></p> <p><i>Planting currently in this area not owned does not appear to be very high and is a low hedge feature.</i></p>	<p><i>Provide evidence the land is not in anyone's ownership and can be legally cleared to provide pedestrian visibility splays.</i></p>

<p>of East Street, just to the east of the village, and a number of uncontrolled crossings as well as an upgrade of the existing verge along the southern side of the carriageway to form a footway. The scheme drawings identify that the associated works are to include retaining structures and verge regrading due to existing levels, however, no pedestrian visibility splays are illustrated which are likely to encroach outside the public highway and could become obstructed. The Audit Team have concerns that intervisibility between pedestrians at the proposed crossing points and approaching motorists may be limited, particularly at the uncontrolled crossing</p>				
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associated with the pedestrian link, which could lead to a pedestrian attempting to cross when it is not safe to do so, leading to a vehicle to pedestrian type collisions.				
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On behalf of the Overseeing Organisation, I certify that:

- 1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and
- 2) the agreed RSA actions will be progressed.

Name: Alison Meeus Position: Senior Transport Planner

Organisation: West Sussex County Council Date 8th May 2025

TRO Speed Limit Relocation from 40mph to 30mph

A change to the posted speed limit from 40mph to 30mph, is proposed and the inclusion of a new rusper village gateway feature is shown on the potential site access arrangement.

The extent of the speed limit change and gateway feature has already been considered as part of the consultation process under planning application ref DC/24/0699 for the development of 43 residential dwellings at Millfield's Farm south of this development on East Street.

As part of this application the road safety audit highlighted the additional residential units along the eastern side of the development should also be included within the 30mph speed limit and a suitable position for a gateway feature be provided further east of the development.

WSSC agree this would be in the best interests of the applicant to extend the 30mph gateway feature to include residential; dwellings up to Red Fox Barn/Normans to ensure the TRO gains support.

The TRO should be included in the s106 agreement.

TRO - With Millfield's development and Without Millfield's development

Should Millfield's development come forward first they are obligated to promote and provide the TRO and speed limit reduction and gateway feature, however if this development does not get approval there needs to be an obligation within this application to provide the TRO and gateway feature.

Therefore, WSSC would ask the applicant to provide two options for the TRO and gateway feature.

Option 1 – with the Millfield's Development. A TRO and gateway feature will already be provided. Therefore, no TRO is required.

Option 2 – Without the Millfield's development the applicant will have to progress and cover all associated costs with the TRO. At the time of writing the initial cost of a TRO is approximately £10,205.

This will include the progression of a TRO and gateway feature extending to Red Fox Barn/Norman's, including any supporting measures as necessary to make the scheme acceptable under the WSCC speed limit policy.

Internal Layout

Site Layout Plan (PL-06 Rev A) and Detailed Layout Plan (PL-04 Rev A) been reviewed, and the following advisory comments made as this layout will not be adopted as public highway.

The site will be provided as a shared surface which is considered acceptable

- in short lengths, or where they form cul-de-sacs
- where the volume of motor traffic is below 100 vehicles per hour at peak times
- where parking is controlled, or it takes place in designated areas

Car parking

WSCC car parking guidance has been used to determine the number of parking spaces required and it is in Parking behaviour zone 1.

Number of Bedrooms	Number of Habitable Rooms	PBZ1	PBZ2	PBZ3	PBZ4	PBZ5
1	1 to 3	1.5	1.4	0.9	0.9	0.6
2	4	1.7	1.7	1.3	1.1	1.1
3	5 to 6	2.2	2.1	1.8	1.7	1.6
4 +	7 or more	2.7	2.7	2.5	2.2	2.2

Therefore 42 spaces are provided which also includes 4 spaces for visitors. All spaces are provided with dimensions of 2.4 x 4.8m and swept path diagrams demonstrate these can be used.

Cycle storage is provided for in sheds in gardens or in garages. All gardens will have sides access points so bicycles can be moved outside of the dwellings.

Trips

The number of trips associated with this development of 18 dwellings in the AM peak would be 8 two-way trips And in the PM peak 11 two-way trips. This equates to 1 additional vehicle trip every 5-6 minutes.

The transport assessment of the site has also considered the cumulative impact of the other developments proposed from East Street. The information provided demonstrates that an additional 53 dwellings (including 18 from this development) would also be using this road for access in the future. The transport assessment demonstrates the increase in trips will still be modest.

This has been expressed as a percentage and there would be a 13% increase in AM traffic flows and an 8% increase in PM traffic flows as a result of all the proposed development combined.

Construction Management Plan

A construction management plan should be submitted for approval to ensure all construction related traffic can be contained within the site boundary. Construction routing should also be considered to avoid going through Rusper Village. This can be covered via a construction management plan condition.

Alison Meeus

West Sussex County Council – Planning Services

CONSTRUCTION

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Works within the Highway – Implementation Team

The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.