

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

<b>TO:</b>	Horsham District Council FAO: Giles Holbrook
<b>FROM:</b>	WSCC – Highways Authority
<b>DATE:</b>	5 September 2025
<b>LOCATION:</b>	Land North of East Street Rusper West Sussex
<b>SUBJECT:</b>	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.  Amended plans received.
<b>DATE OF SITE VISIT:</b>	n/a
<b>RECOMMENDATION:</b>	No Objection

WSCC as the CHA has considered the above proposal to create 18 residential dwellings with a new simple priority junction onto East Street, Rusper. No objection is raised subject to any conditions attached.

### Access

Access into the site will be created as a simple priority junction with a 5.5m carriageway width and 6m corner radii. Visibility splays of 2.4m x 120m to the West and 58m to the east will be created in accordance with the results from speed survey data which confirmed 85<sup>th</sup> percentile speeds of 38.8mph to the west and 36.9mph to the east. The drawing demonstrates these visibility splays are achievable either within the public highway or land under the applicant's control.

East Street currently has a 40mph speed limit at the location of the proposed access and as such the proposed splays will fall in line with this speed limit however; WSCC are aware of plans as part of the Millfield's Farm development opposite the site to reduce this to a 30mph with a traffic regulation order. This is a package of mitigation measures are discussed in more detail later.

Pedestrian access into the site has been created by providing a 2m wide pedestrian access from the south west corner of the site and creating a kerb buildout on East Street. This will provide an informal crossing with dropped kerbs and tactile paving to link into a new footway on the southern side of East Street. This footway will be a minimum of 1.5m in width and will include a retaining wall feature where the dropped kerb crossing is located.

All proposed works are within the public highway and can be undertaken as part of the S278 access works agreement.

### TRO – scheme of supporting works.

The applicant has shown the visibility splays are in accordance with the design speed of the road however; in order to better integrate with the existing urban area, the applicant has offered to make a financial contribution to fund all reasonable costs related to the implementation of a TRO and any associated works. These works would include a new gateway feature, change in road surface colour or material, signing and lining, rumble strips and/or dragons teeth markings. This will be consistent with measures proposed through the approved (but not yet implemented) Millfield Farm development (DC/24/0699).

## **S106**

Rather than take a contribution WSCC would ask the applicant to enter into a s106 agreement to include the progression of a TRO if it has not already been progressed by the Millfield Farm Development. The cost of a TRO at the time of writing this response is £10,205.

It is important to acknowledge the access works are not dependant on this TRO and as such the access works and speed limit reduction and associated works will be handled as two separate processes.

WSCC are satisfied that should the TRO process be successful a clause in the S106 agreement will trigger the applicant to design and submit a scheme for approval and all works associated with the TRO scheme of works to be paid for and delivered by the applicant.

## **Stage 1 Road Safety Audit with designers' response**

An independent Stage 1 Road Safety Audit was undertaken on Monday 16<sup>th</sup> December 2024. This was carried out in accordance with GG119 and submitted for approval along with a signed and dated designers' response.

Problems identified in the audit related to:

1. Appropriate gradients – overshoot type collisions and pedestrian slips , falls and personal injuries.
2. Visibility from the proposed access is limited- side/rear impact type collisions.
3. Visibility to a stationary right turning vehicle is limited – rear type impact collision.
4. Intervisibility between a pedestrian and approaching traffic may be limited – vehicle to pedestrian type collision.

All problems identified by the auditor have been accepted by the designer and have been problem solved to create a design which is approved by the auditor. WSCC as the overseeing organisation are satisfied all problems are addressed and agreed to be considered at detail design stage and as part pf the s278 process.

## **Internal Layout**

Whilst the whole site is said to be provided as a shared surface the first section of the access is laid out as a formal carriageway and a footway is provided around the corners of plots 1 and 7. The footway provides a horizontal desire line across the front of plots 1 and 7. Therefore the first section of the access road is provided as carriageway with a footway on one side which leads into a shared surface layout. The access provides no footway as this is provided in the south western corner and links into the pedestrian connections on east street. WSCC note pedestrians are dropped into the shared surface after any rumble strips which will allow all users to navigate the space safely.

## **Swept Path Diagrams**

Swept path diagrams for a fire tender and refuse vehicle have been provided and show how these vehicles are able to enter turn and exit in forward gear.

### **Car parking**

Car Parking has been allocated as follows: -

The site will provide 42 parking spaces including 4 visitor spaces. All parking will be provided on plot on either driveways or in garages or in designated car parking bays.

Parking has been allocated as follows: -

2 bed and 3 bed semi-detached - 2 spaces each.

3 bed detached – 2 spaces each plus garage.

4 bed detached – 3 spaces each plus garage.

Bicycles will be stored in garages which should be 3m x 6m or in sheds in gardens.

4 visitor spaces are provided evenly across the site, which equates to 20% of the overall spaces provided.

WSCC has checked this against our car parking standards and we are satisfied this parking strategy will meet the expected demand and not overspill into the adjacent highway.

### **Trips**

An analysis has been undertaken using the TRICS database. The methodology has been checked and the summary of trips for this site indicates trips would be low.

The data suggests there would be 8 two-way movements during the weekday morning peak hour and 11 two-way movements during the weekday evening peak hour.

This equates to 1 vehicle every 5.5 minutes. As the proposal will generate a low level of trips there would be no need for any further junction capacity analysis.

WSCC are also mindful that there are a number of committed developments along East Street and these have also been considered. These are: -

-43 dwellings at Millfield Farm. DC/24/0699

-6 dwellings on land south of east street. DC/21/2172

-2 dwellings on land to the rear of Longfield House. DC/14/0413

These developments and this proposal have been considered alongside the existing traffic flows and the additional development would increase the existing two-way traffic flow by 13% in the AM peak hour, and 8% in the PM peak hour.

### **Summary**

WSCC has considered the impact the proposed development for 18 residential units will have on East Street and the village of Rusper. A review of the proposed access works and off site highway improvements have been checked and road safety audited, a TRICS analysis of the proposed impact of this development and its cumulative impact when considered against recent committed development has also been considered and WSCC are satisfied as per paragraph 116 of the NPPF, 'This increase would not be considered to cause any unacceptable impact on highway safety, nor would the residual cumulative impact on the road network following mitigation be severe taking into account all reasonable future scenarios'.

No Objection is raised.

### **CONDITIONS**

#### **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.

**Alison Meeus**  
**West Sussex County Council – Planning Services**