

WEST SUSSEX COUNTY COUNCIL CONSULTATION

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| TO: | Horsham District Council FAO: Stephanie Bryant |
| FROM: | WSCC – Highways Authority |
| DATE: | 11 th March 2025 |
| LOCATION: | Land at Campsfield Linfield Close Southwater West Sussex RH13 9FR |
| SUBJECT: | DC/25/0102 Outline application with all matters reserved except for access for up to 82 dwellings with vehicular and pedestrian accesses, public open space, noise mitigation measures, landscaping, foul and surface water drainage and associated works. |
| DATE OF SITE VISIT: | n/a |
| RECOMMENDATION: | More Information |

Background

WSCC in its role of Local Highway Authority (LHA) has been consulted on the proposals for highway safety, capacity and access. The development proposals subject to this Outline application are for up to 82 units, of which it is expected that at least 50% will be 2-3 bed units. The site will be accessed from the Mulberry Fields development to the north. This application (DC/14/2582) to the north was a development for 193 units which the LHA raised no objections to in 2014.

The highway aspects of the application are supported by way of a Transport Assessment (TA).

Vision Led Approach to the TA

In line with paragraphs 115 and 118 of the National Planning Policy Framework (NPPF) a vision-led transport planning seeks to set out a preferred future in terms of how people will travel and cater for that vision, promoting active and sustainable travel. It seeks to move away from a Predict & Provide approach. Where future travel forecasts are predicated on historical travel data and the assumption that future travel habits will mirror those in the past. The Vision-led approach also incorporates more rigorous monitoring, and potentially additional mitigation, should the monitoring show that forecasts do not materialise as envisaged at application stage. WSCC requires that Transport Assessment and Statements are taking a vision led approach, as is now required by the NPPF.

The LHA would therefore request some additional clarity from the applicant on the following matters:

- The applicant should demonstrate how the vision led approach has been adopted through the TA.
- Explicit vision and specific targets in the Travel Plan should be provided. It is noted that the standard target of 10% reduction in vehicle trips has been set

within the Travel Plan. However, no vision is included and clarification should be provided as to whether additional targets are to be set.

- How will any additional mitigation be provided, if the target and vision isn't met? What form will this additional mitigation take?

Travel Plan

Notwithstanding the points above, the submitted travel plan is noted. The applicant should note that WSCC apply an auditing fee to all new travel plans. The travel plan and associated auditing fee would be secured via a s106 agreement. 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

Access and Visibility

The proposed development would be accessed via the neighbouring Mulberry Fields development, with vehicles utilising Centenary Roa. The TA demonstrates visibility splays at the access in line with Manual for Streets (MfS) guidance for a 30mph speed limit in line with the internal speed limit of Centenary Road. Visibility splays from the access appear to be achievable with 2.4m x 43m in the primary direction and to 2.4m x 22m in the secondary direction, reflecting the end of the carriageway.

In terms of servicing delivery, refuse and deliveries will take place from on-site and an internal turning area will be provided to allow access and egress the site in a forward gear within Appendix B of the TA.

In principle the LHA would be satisfied with the access strategy put forward by the applicant.

Network Capacity

Traffic flow information has been provided with the current application within the TS, this has been provided by the applicant on what vehicular activity currently exists at the site. This information considers the permitted and proposed uses. The traffic flow generation is based upon the use of TRICS. TRICS is a database containing surveys of other completed and occupied developments. The database can be refined to use comparably located site uses to forecast potential traffic generation. TRICS is an accepted means of determining traffic generation. Using this data, it is evident that the proposed development would generate 45 AM movements and 29 PM movements.

Junction Modelling

As outlined within the TA Section 6 the applicant has tested the capacity of the following junctions via Junctions 9 software. The assessment takes into account:

- Baseline 2023 (for validation purposes)
- Baseline 2024
- Baseline 2029
- Baseline 2029 + Committed Development
- Baseline 2029 + Proposed Development + Committed Development

The following junctions have been assessed with the Junctions 9 assessment:

- Roman Lane – The modelling highlights the junction would operate within capacity
- Mill Straight South- The modelling highlights the junctions would operate within
- Site Access- The modelling highlights the junction would operate within capacity, there will be a minor increase in queuing however

- Mill Straight North– The modelling highlights the development would have not have an effect on the operation.

Having assessed all the scenario's there is no expectation for this proposal to give rise to any increase or material change over and above what has previously been agreed.

Layout and Parking

Whilst it is acknowledged the application is for Outline consent only the LHA has reviewed the indicative drawings submitted within the TA and would offer the following comments to be taken into consideration:

- Walking and cycling connection central path within the site to existing dev north of it (plus link on the existing site to be provided). Consideration should be given to priority for pedestrians and cyclists across the access road possibly incorporated into a speed control, as latter needed given straight alignment of the spine road.
- Service margin missing from northern edge (this could also be put in as a footway).
- Driveways widths for some of the plots look narrow – recommend 6.0m min width to give decent space to open doors.
- Path running along the northern side of the eastern portion of the site, it is suggested that this be widened to permit walking and cycling.
- Fire and refuse collection should be demonstrated as some of the drives/narrower access roads etc. might make it difficult for access by said vehicles.
- What is proposed main spine road width? Ideally the final design should avoid anything less than 4.8m although private drives could be narrower. However, final widths would probably be dictated by refuse and Fire and Rescue requirements.
- EV cables ducting for parking spaces remote from dwellings.
- The TA acknowledges that parking will be in accordance with LHA parameters.

Conclusion

Having assessed the information submitted within the TA the LHA would request some further information on the point regarding the Vision Led Transport Planning approach as outlined in the first stage of this report.

Jamie Brown
West Sussex County Council – Planning Services