

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Amanda Wilkes
FROM:	Stephen Gee WSCC - Highways Authority
DATE:	31 May 2023
LOCATION:	Sandgate Nursery West End Lane Henfield West Sussex BN5 9RD
SUBJECT:	DC/23/0189 Outline application for erection of a continuing care retirement community of up to 72 units of accommodation (Use Class C2) and up to 10 starter homes (Use Class C3) with associated community facilities including medical centre and on-site laundry and catering facilities, with access, infrastructure, open space, landscaping and associated works (all matters reserved except for access).
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information
S106 CONTRIBUTION TOTAL:	TBC

The application is for the erection of a continuing care retirement community of upto 72 units and 10 starter homes with associated community facilities.
Previous applications on the site ref DC/14/0588 and DC/21/0908 have been refused by the LPA. DC/21/0908 included a highway reason for refusal based upon insufficient information being provided.

Access

A simple priority junction onto West End Lane is proposed.

Speed surveys have been undertaken and identify 85th% speeds of 31.8mph eastbound and 28.9mph westbound broadly in keeping with the 30mph speed limit and as such visibility splays of 2.4m x 49 and 2.4x 42m are to be provided.

Vehicle tracking has been provided for a refuse vehicle and shows a vehicle turning left in and left out, for completeness this should be provided for all movements.

In order to create a continuous footway, a single lane chicane is proposed with westbound traffic giving way with speed table. The carriageway would be 3.7m wide with a 2m footway.

The application has not provide a stage 1 Road Safety Audit on the proposals, nor has consultation been undertaken in line with the WSCC Developer-Funded Traffic Engineering

and Traffic Calming Schemes

(https://www.westsussex.gov.uk/media/9306/developers_guidance_note.pdf)

The TS details an emergency/ped/cycle access could be provided onto Hollands Lane and would be detailed at reserve matters stage.

Sustainable Transport

Walking

Currently there are no footways along the West End Lane in the vicinity of the site. The footway starts past the junction of Hollands Road, the site access proposals provide a connection to address the missing section which is required given the proposals.

No details have been provided as to further offsite improvements such as dropped kerbs/tactile paving to allow future residents opportunities to walk to the village centre.

Cycling

Hollands Lane forms part of Bridleway 2583 and connects into the Downs Link which provides an off-road link between Shoreham and Guildford. The vehicle flows on the carriageway would also make on road cycling suitable for most cyclists.

Public Transport

The nearest bus stop is located on Station Road however has very limited services. The nearest regular service is at the High Street bus stops where the no 17 and 100 services provides hourly services to Burgess Hill, Horsham, Pulborough and Brighton

Trip Generation / Development Impact

TRICS has been utilised to establish the peak hour trip generation of the proposals and is an acceptable approach. The development is anticipated to generate a total of 19 AM peak two way trips and 17 PM peak two way trips and as such no junction modelling is required.

Layout

Whilst indicative the internal network would provide a 5.5m carriageway with 2m footway on both sides. Vehicle tracking for a refuse vehicle has been

Parking

A total of 165 spaces are proposed based on 2 spaces per dwelling. No justification has been provided the level being provided or allowances for visitor parking.

EV parking requirements would be covered by building regulations.

A total of 86 cycle parking spaces would be provided with each unit would provide at least space for one cycle parking space and two would be available for staff at the medical centre and as such would be acceptable. It is assumed that the space would also double as mobility buggy parking given the intended residents.

Travel Plan

A travel plan has been submitted with the application and sets a baseline of an 11% reduction in trips by year 5. The TP should include a commitment to undertake TRICS SAM surveys.

Conclusion

Further Information is required to assess the proposals:

Road Safety Audit / Designers Response.

Consultation in line with WSCC policy for traffic engineering and traffic calming scheme.

Reuse tracking for all movements at site access.
Details of offsite pedestrian improvements e.g dropped kerbs/tactiles.

Stephen Gee
West Sussex County Council – Planning Services