

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Amanda Wilkes
FROM:	Stephen Gee WSCC - Highways Authority
DATE:	7 September 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:	No Objection
<u>S106</u> CONTRIBUTION TOTAL:	£ See below for breakdown.

Additional information has been received from the applicants transport consultant in the form of a Highways note and two Road Safety Audits to address comments in my original response.

Scheme 1 – Single Lane Chicane Option

A stage 1 Road Safety Audit has been undertaken on the proposals and highlights 2 areas of concern relating to vehicle tracking of the site access and that the priority system should be reversed.

The designers response has proposes amendments to the kerb line to allow refuse vehicles access.

The Designer disagrees that the priority system should be reversed and WSCC would agree with the designer that the priority direction is correct. The feature is on a straight section of road and visibility for traffic would not be an issue, Traffic turning from the development would wait behind the proposed speed hump to allow an opposing vehicle through.

Scheme 2 – 4.6m wide carriageway and 1.5m width footway. It is understood that further widening to the highway boundary would not be possible due to level differences however a full topographical survey has not been undertaken to confirm.

Guidance from Manual for Streets indicates 4.6m carriageway would allow two cars to pass or a cyclist and HGV and as such would be acceptable.

A stage 1 Road Safety Audit has been undertaken on the proposals and highlighted 2 areas of concern relating to vehicle tracking of the site access and the width of the footway.

The designers response proposes amendments to the kerb and an analysis of the likely pedestrian footfall has been provided to address the concerns raised.

Consultation upon Traffic Engineering

A consultation exercise has been undertaken on the priority working scheme with statutory stakeholders and directly affected properties, no insurmountable issues have been raised to the scheme. Should the priority working scheme be promoted then it is likely a Traffic Regulation Order would be required to restrict parking along the length of highway.

Refuse vehicle tracking

Vehicle tracking for the site access has been provided and is acceptable.

Offsite pedestrian improvements

A contribution of £15k is proposed to deliver improvements to support pedestrians travelling towards the centre of Henfield and would deliver dropped kerb/tactiles and supporting infrastructure.

Car parking levels

The applicants TN states

The proposed level of car parking (two spaces per dwelling) would allow the residents to park their cars within the curtilage of their own properties. The provision of car parking is based on the principle that the residents although are retired are still likely to own cars to maintain their freedom to travel, although the travel will be outside of the typical commuter peak hours.

Furthermore, the provision of on-plot parking allows for a level of visitor parking per plot, thus ensuring that the demand for on-street car parking on site is minimised and that there is no overspill on the local road network.

Whilst the higher than normal provision for a C2 use and requirement for visitors to either park on plot or on the internal network would raise some concerns it would not lead to an objection being raised

Travel Plan

The applicant has provided confirmation that TRICS SAM surveys will be undertaken. The Travel Plan would be secured via S106.

Conclusion

No objection is raised to the application subject to the following S106 and conditions.

S106

- £15,000 towards local pedestrian improvements
- Travel Plan
- Travel Plan auditing fee of £1,500

Conditions

- Access (to include a suitably worded condition to secure either of the two options including reference to footway provision on West End Lane)
- Provision of a pedestrian/cycle/emergency access onto Hollands Lane
- *Car parking space (details to be approved – for larger sites)*

No dwelling shall be first occupied until the car parking serving the respective dwelling has been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. Once

provided the spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

– *Cycle parking (for larger sites)*

No dwelling shall be first occupied until covered and secure cycle parking spaces serving the respective dwelling have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

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.

INFORMATIVES

Section 59 of the 1980 Highways Act - Extra-ordinary Traffic

The applicant is advised to enter into a Section 59 Agreement under the 1980 Highways Act, to cover the increase in extraordinary traffic that would result from construction vehicles and to enable the recovery of costs of any potential damage that may result to the public highway as a direct consequence of the construction traffic. The Applicant is advised to contact the Highway Officer (01243 642105) in order to commence this process.

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.

Temporary directional signs to housing developments (Major apps only 10 units +)

The applicant is advised that they must apply and obtain approval from West Sussex County Council as Highway Authority for all temporary directional signs to housing developments that are to be located on the highway. Further details of the process and how to apply are available here

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/temporary-development-signs/#overview>

Stephen Gee
West Sussex County Council – Planning Services