

## WEST SUSSEX COUNTY COUNCIL - PRE-APPLICATION CONSULTATION

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| <b>TO:</b>                      | Organisation: ICENI PROJECTS - FAO: RICHARD JAY   |
| <b>FROM:</b>                    | WSCC - Highways Authority   |
| <b>DATE:</b>                    | 17 August 2023  |
| <b>LOCATION:</b>                | Land next to Kings Business Centre, Sayers Common, BN6 9LS  |
| <b>SUBJECT:</b>                 | Internal Reference: PRE-56-23<br>The provision of up to 100 residential dwellings with associated access. |
| <b>DATE OF VIRTUAL MEETING:</b> | 17 August 2023  |
| <b>RECOMMENDATION:</b>          | Advice  |

The Highways Authority has been consulted for pre-application advice regarding the proposed development at Land west of Kings Business Centre, Sayers Common, BN6 9LS. Preliminary proposals are for up to 100 dwellings with new access point from Reeds Lane though final dwelling number and internal layout is unknown at this stage.

A virtual Teams meeting was held on 17<sup>th</sup> August 2023. Review of the Transport Scoping Note and discussions in the meeting have formed the basis for the following comments.

At this stage the applicant seeks to agree scope of assessment required at planning application stage.

### Site Context

Reeds Lane is rural carriageway in this location with the village gateway and transition from 60mph to 30mph starting approx. 14m northeast of the proposed access point. There is no footway or street lighting either side of the carriageway in this location. Footway starts on the southern side of the carriageway at Meadow View, approx. 160m northeast of the proposed site access.

Reeds Lane joins with B2118 London Road via mini-roundabout to the east which then provides a route to A23 to the north or Albourne to the south. To the west Reeds Lane joins with Twineham Lane/Henfield Road and onward routes reach Henfield, and further afield Steyning.

DM/22/0640 for 38 x residential units was approved and is north of Kings Business Centre (east of site). Highways raised no objection and a dropped kerb/tactile paved crossing of Reeds Lane to connect to southern footway was secured.

Prow 1A1 crosses the site diagonally – at this stage no proposals for how this will incorporate into site have been provided. WSCC PROW team would comment at planning stage.

### Accessibility

Closest bus stops on London Road (northbound services to Burgess Hill and Crawley, southbound services to Brighton and Pulborough). Both stops are within 10-minute walk/ 0.5 mile from site. Nearest Train Station at Burgess Hill can be reached with the 100 service.

Full walking routes to nearby amenities should be identified and any improvements to infrastructure identified. Possible improvements:

- Footway on Reeds Lane including link in to development.
- Dropped kerb/tactile paved crossing to reach existing footway on southern side Reeds Lane.
- Potential dropped kerb/tactile paved crossing of London Road in vicinity of southbound bus stop.
- Potential contribution for Realtime at London Road bus stops (colleague to confirm).

- Either a Travel Plan (over 80 units) or Travel Plan Statement (50-80 units) would be required at planning stage and associated fee would be secured through legal agreement (£1500 TPS, £3500 TP). Guidance can be sent if required.

## **Access**

Seven-day speed survey revealed 85<sup>th</sup> percentile speeds of 40.5mph in the north-east (for south-west bound vehicles) and 43.4mph in the south-west (for north-east bound vehicles). Splays of 215m to the south-east have been demonstrated as per DMRB for 60mph and 120m to the north-east as suitable for 40mph. This approach is accepted. The red edge of the site and full extent of highway boundary should be included at planning stage to ensure these splays do not pass through third party land. The speed survey outputs should also be provided.

A Stage 1 Road Safety Audit and Designers Response will be provided for all off-site access and infrastructure works.

## **Capacity**

TRICs identified 43 vehicle movements in AM and 63 in PM peak hours. Trip rates from DM/22/0640 have been used. When the confirmed number of dwellings is provided this assessment may change.

ATC data provides the following movements along Reeds Lane in vicinity of site access:

- AM Peak – 142 Northeast bound + 185 Southwest bound = 327 two-way
- PM Peak – 170 Northeast bound + 125 Southwest bound = 295 two-way

The scoping note suggests that the site access and Reeds Lane/B2118 roundabout will be modelled for capacity. Traffic distribution diagrams should be provided to identify how many movements in which directions/routes and this will determine which nearby junctions should be modelled (LHA guidance is any junction that will see increase in 30 or more movements in any hour). It is considered that the site access and mini roundabout should be modelled for capacity and anticipated vehicle movements in either direction from the site will determine whether any additional modelling would be required. The ATC outputs should be checked, with more AM peak movements south west bound of site it may be necessary to model the nearby Reeds Lane/ Twineham Lane/Henfield Road junctions.

The latest version of Temprow may be used for the capacity modelling. It may be worth including agreed trips from DM/22/0640 as a sensitivity test in addition to this.

## **Internal Layout**

No internal layout at this stage but the following should be included:

- Potential pedestrian/cycle link in north-east corner of site to adjacent development (DM/22/0640).
- Details of how PROW 1A1 will be incorporated into site and any upgrades.
- Potential internal pedestrian link along south edge of site to link to new footway on Reeds Lane.
- Demonstrate inter connectivity in site for all modes.
- Swept path tracking within site for refuse and fire vehicles.
- Car and bicycle parking should be in accordance with WSCC guidance.

The Highway Authority would require the following documents to be submitted as part of any future application:

Transport Assessment to include:

- A site location plan scale (1:1250) with site boundary indicated.
- Description, including site layout plans, of the proposed development and schedule of use
- Schedule of existing uses including planning history with reference numbers

- Review accident data
- Summary of reasons supporting the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated with full justification against guidance and raw speed survey data
- Full swept path tracking
- Full accessibility review including location plan of key services, availability of sustainable modes of transport and of site with walking//cycling distances and provision against relevant guidance
- Final Stage 1 Road Safety Audit (RSA) of the site access and any proposed highway works, **with the Road Safety Audit Response Report (RSARR) in word format for the LHA to edit as Overseeing Organisation**, including any amended plans.
- Reference to supporting national, regional, and local planning documents and policies
- Parking strategy, including provision of parking for all modes of transport
- Proposed trip rates supported with TRICS outputs and site selection methodology existing/future vehicular generation
- Junction capacity assessment in accordance with the WSCC Transport Assessment Methodology
- Travel Plan/Travel Plan Statement

I have provided, below, some standard guidance relating to road design and current standards.

There are two sets of guidance which govern road design: Manual for Streets (MfS) for lightly trafficked residential streets; and Design Manual for Roads and Bridges (DMRB) for all other roads, including rural roads. I have included links to both below.

Manual for Streets:

<http://www2.dft.gov.uk/pgr/sustainable/manforstreets/pdfmanforstreets.pdf>

DMRB supplementary documents CD 109 (Search for "CD 109"):

<https://standardsforhighways.co.uk/dmrb/>

WSCC supports the approach set out in MFS, which has been adopted guidance for residential street design since its introduction in 2007. Within this document there are some very useful references to visibility splays, turning circles and car parking layouts. The document does not however provide specific measurements for visibility splays, so:

"X "Distances from the (kerb back) are typically:

- 2.4 metres - for domestic single access points and shared or busy crossovers (this may be reduced to 2.0 metres in certain circumstances in consultation with the Local Highways Authority and subject to local context)
- 4.5 metres - for busy junctions
- 9.0 metres -major junctions

"Y "Distances are based on vehicle speed, and for lightly trafficked residential streets MFS would be applied:

- 20 mph - 25 metres
- 25 mph - 33 metres
- 30 mph - 43 metres

For a road where the 85th percentile speed is in excess of 39 mph and for roads where MFS does not apply, CD 109 distances from DMRB would be applied:

- 40 mph -120 metres
- 50 mph -160 metres
- 60 mph -215 metres

I have attached a link to our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

The 'Additional Information' section of the WSCC Pre-application advice for roads and transport webpage provides a range of additional advice and guidance which you may find useful in preparing your application. Please click the link below and navigate to the 'Additional Information' section.

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport>

Here you will be able to access our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

### **Parking**

West Sussex County Councils latest parking standards which we adopted in Sep 2020 as Supplementary Planning Guidance (SPG) should be used. This can be found at the link below under the 'Additional Information' section.

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport>

I trust you appreciate that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council with regard to the granting of planning permission in the future. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

**Katie Kurek**  
**Planning Services**