

**WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION**

TO:	Organisation: RPS FAO: Melanie A'Lee
FROM:	WSCC-Highways Authority
DATE:	8 October 2019
LOCATION:	Land to the rear of Catholic Church of St Stephen, Hamsland, Horsted Keynes, RH17 7DX
SUBJECT:	Internal Reference: PRE-87-19 Development of 30 residential Dwellings.
DATE OF SITE VISIT:	4th October 2019
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	TBC

Background

The Local Highways Authority (LHA) has been consulted for pre-application advice in regard to the proposed development of 30 dwellings at Land to the rear of Catholic Church of St Stephen, Hamsland, Horsted Keynes, RH17 7DX. The LHA met with RPS on the 4th October 2019 where the principle of the development was discussed on site. Hamsland is a 'D' class road subject to a 30 mph speed limit. The area is not street lit but does benefit from an existing pedestrian footpath on both sides of the carriageway.

The proposals are supported by a Transport Statement (TS) which includes a Stage 1 Road Safety Audit (RSA), Trip Rate Information Computer System (TRICS) data and a parking survey.

Site

The site is located 500m south of the Horsted Keynes village centre. The site is/has been used for agricultural purposes with access via a gate with Hamsland. The site is adjacent to the Catholic Church of St Stephen.

Access and Visibility

The application will utilise the existing access onto Hamsland albeit with modifications to take the form of a priority junction. The access is 5.5 metres and narrows to 4.8 metres going into the site. The applicant has undertaken a speed survey which indicates that speeds are 26 mph to the east and 25 mph to the west. On that basis the LHA would support the approach of Manual for Streets (MfS) of splays measuring 2.4 by 34 metre and 35 metres respectively. The applicant has provided a 25 metre forward visibility splay indicating that drivers can see sufficiently up the road. The access works would be subject to a Section 278 Agreement with the LHA's Implementation Team.

Internal Layout and Parking

No concerns would be recorded with the internal layout. The principle would appear to be acceptable. The applicant proposes a 1.5 metre internal footway which would accord with MfS parameters and provide safe access into the site for pedestrians. The applicant has provided a swept path diagram to demonstrate turning for larger vehicles within the site. This includes a refuse vehicle which we would advise is run past the Local Planning Authority's (LHA) waste collection authority for their input on the proposals. The applicant has indicated that the internal layout may be offered for adoption under a Section 38 Agreement. This can be confirmed at the planning application stage however. The applicant states that parking will according with the LHA's parking allocations. For clarity the LHA's parking calculator has been updated from August 2019. It is therefore the parameters of this which the proposals should be measured against with print outs provided within a submitted TS to the LPA.

Parking Survey

The applicant undertook a parking survey to assess the parking stress along Hamlands. The results show that the maximum parking available was 57% of the capacity at the busiest period. The LHA would be satisfied with the surveys findings that there is not significant stress on Hammland which could result in highway safety issue, coupled with this is the proposed lay-by (detailed in the section below) which will help alleviate any issues with the free flow of traffic.

Proposed Lay-By

The applicant proposes a lay-by which would be achieved by narrowing the existing highway verge. The proposed lay-by will require re-positioning the existing pedestrian crossing point. The proposed dimensions shown are accepted and would allow a larger vehicle to turn in and out of the site whilst cars are parked. In the current arrangement this manoeuvre would be restricted therefore there is an advantage to all road users with this proposed amendment. As detailed in the section below the lay-by has been considered as part of the sites access appraisals in the Stage 1 RSA. The works for the lay-by would need to be undertaken with a Section 278 Agreement with the LHA's implementation Team. This will also include a Stage 2 RSA and Technical Check as part of the process.

Stage 1 Road Safety Audit

The applicants TS provides a Stage 1 RSA. The RSA has been completed in accordance with GG 119 parameters. The RSA finds 2 problems with the proposed access arrangements. These relate to an internal accessway pinch point and the removal of the pedestrian crossing point as part of the proposals for the lay-by. The applicants Designer's Response provides confirmation that each point of the Auditors has been agreed to and the plans have been modified to include the amendments.

Capacity

A trip analysis has been undertaken on the use type 'residential' in the use class 'houses privately owned'; the assessment has been undertaken in accordance with TRICS 'Best Practice Guidance'. A copy of this report is found at the end of the

document in appendix 'J'. This establishes that there would be two defined peak hours, one at 0800-0900 and another at 1700-1800. It is anticipated that there would also be in excess of 22 movements between the hours of 0900-1000 and 19 two way trips between and 1600-1700. These numbers are below the requirement for an formal junction assessments. The LHA would therefore concur with the TA's assessment that the proposals are unlikely to have a 'Severe' residual impact on the highway network.

Accessibility

The TS provides a good overview of facilities nearby the site such as bus services which link to other nearby areas of employment and retail. Such as the location of schools and other local facilities. Other points are covered such as pedestrian walk ways and public rights of way routes.

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Conclusions

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 LPA.

Jamie Brown
Planning Services