

**WEST SUSSEX COUNTY COUNCIL  
PRE APPLICATION CONSULTATION**

<b>TO:</b>	Organisation:i-Transport LLP FAO:Dominic Smith
<b>FROM:</b>	WSCC - Highways Authority
<b>DATE:</b>	13th February 2020
<b>LOCATION:</b>	Land East of Linnet Lane, Burgess Hill RH15 9BF
<b>SUBJECT:</b>	Internal Reference: PRE-16-20 Development of circa 30 new homes identified as an allocation in MSDC Local Plan Review. Comprises an extension to existing residential area to the east of Croudace development, accessed via Linnet Lane.
<b>DATE OF SITE VISIT:</b>	Not visited as part of the free written advice service
<b>RECOMMENDATION:</b>	Advice
<b>S106 CONTRIBUTION TOTAL:</b>	Not advised at this stage

The Local Highways Authority (LHA) has been consulted for free pre-application advice in regard to the proposed development at Land East of Linnet Lane, Burgess Hill RH15 9BF. The site has been identified for the development of circa 30 new homes. The site has been identified in the Mid Sussex District Council local plan review with the potential to have housing allocation.

The advice provided below has been prepared by means of a desktop study, using the information and plans submitted with this request, in conjunction with other available WSCC map information.

The LHA has reviewed the submitted Technical Note (TN) and would have the following comments to make based on the submitted information:

**Access**-The access has been designed with visibility splays on a 20 mph speed limit. These figures are not based on a formal speed survey data. The justification is given that given the road layout and nature a 20 mph splay of 25 metres can be applied. In addition forward visibility has been demonstrated to take into account the the re-location of the proposed site access. In light of MfS guidance, specifically 10.7.1 the on low speed and lightly trafficked roads the principles are accepted.

It is likely that speeds are in the region of 20 mph given the local context. However we would advise that consideration is given to a formal speed survey to further justify the visibility aspects. The TN recognises the requirement for a Stage 1 Road

Safety Audit (RSA) on the access strategy, this we would concur should be provided as part of any formal submission.

**Capacity-** A Trip Rate Information Computer System (TRICS) assessment has been undertaken on the likely number of trips associated with the proposals. This shows there will be under 15 movement in the AM and PM peak times. From a capacity perspective the LHA would be satisfied there would be no 'severe' residual impact.

**Parking and Servicing-**It is appreciated that a lot of the internals of the site are still to be formally decided. The parking requirements should be in accordance with the latest WSCC parking standards and also incorporate Electric Vehicle (EV) charging points. The TN includes swept path drawings showing a refuse collection and fire appliance vehicles turning within the site confines. These would be accepted based on the current design, however these may need to be revised if the internal layout changes significantly.

**Accessibility-**The site is well located and no concerns would be raised with the sites location and access to sustainable transport facilities.

### **Conclusion**

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.

**Jamie Brown**  
**Planning Services**