

Millwood Designer Homes Limited

Land at St Martins Close,
Handcross

Project Reference: 2002/TN/01

Technical Note

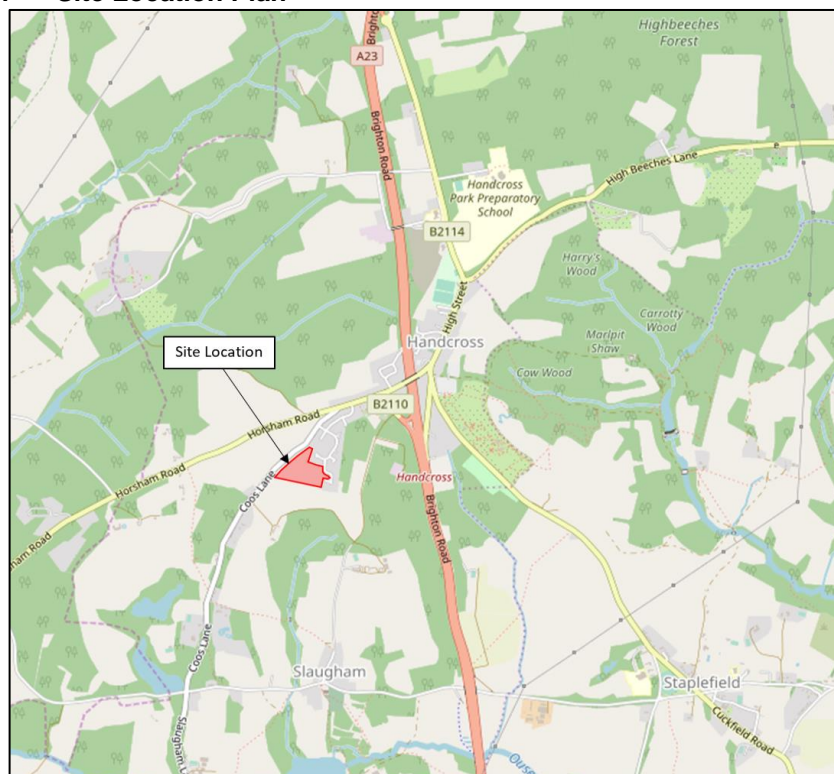
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1 INTRODUCTION

- 1.1 Transport Planning Associates (TPA) has been commissioned by Millwood Designer Homes Limited to provide transport planning consultancy services in relation to the potential development of land to the west of St Martins Close in Handcross, West Sussex.
- 1.2 TPA have been instructed to undertake a desktop study to assess the suitability of the site for a residential development of up to 100 dwellings.
- 1.3 The site is located to the east of St Martins Close, around 800m from Handcross village centre. Handcross is located approximately 7km south of Crawley, 9km east of Horsham and 9km northwest of Haywards Heath. The site location is illustrated in **Figure 1.1**.

Figure 1.1 Site Location Plan

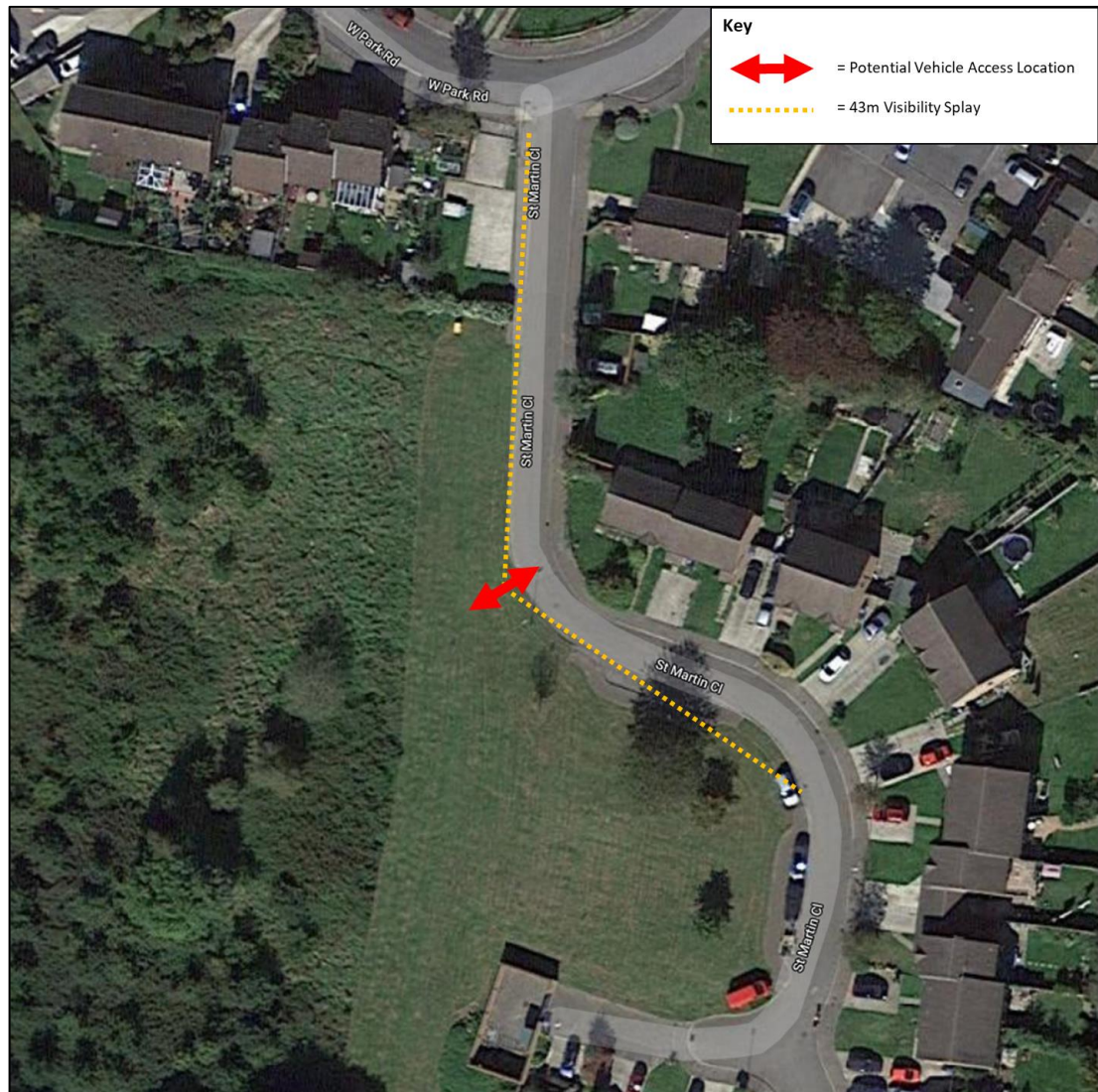


2 SITE ACCESS

Highway Access

- 2.1 It is envisaged that the site will be accessed from St Martins Close. St Martins Close is a cul-de-sac which runs roughly north to south from West Park Road and provides access to a number of residential properties and a small pumping station.
- 2.2 St Martins Close forms part of the adopted highway network as is shown in the Highway Extent Plan, which is reproduced at **Appendix A**.
- 2.3 The Highway Boundary abuts the land to the west of St Martins Close and as such, this provides scope for a new access to be provided at this location. It is considered that St Martins Close meets the requirements for a local access road as will be outlined next.
- 2.4 St Martins Close has a minimum width of approximately 4.8m and as such is suitable for two vehicles to pass safely as is outlined in Figure 7.1 in Manual for Streets. In addition, servicing vehicles already utilise St Martins Close to provide refuse collection for the existing properties providing further evidence of the suitability of St Martins Close.
- 2.5 All properties along St Martins Close appear to have allocated parking spaces in the form of driveways, with potentially two parking spaces being provided at each property. In addition, there are a total of four off-street parking bays provided for visitors. The provision of these spaces reduces the need for users to park on street and therefore reduces the chance of the visibility along St Martins Close being obstructed.
- 2.6 The vehicle access point from the site into St Martins Close is likely to be located in the northeast corner of the site. An indicative location for the vehicle access is shown in **Figure 2.1**.
- 2.7 In addition to the site access, **Figure 2.1**, also outlines the proposed 43m visibility spays that are required for a 30mph road as outlined in Table 7.1 of Manual for Streets. Given the alignment of St Martins Close, vehicle speeds are likely to be lower than 30mph.

Figure 2.1 Indicative Site Access Location



2.8 The visibility splays at the West Park Road / St Martins Close also appear to be in excess of 43m and therefore are consistent with the requirement for 30mph road.

Pedestrian Access

2.9 The footways along St Martins Close appear to be approximately 1.8m, which is considered suitable, given the fact that it allows two pedestrians to pass, as outlined in Figure 6.8 of Manual for Streets, and the likely low level of pedestrian flows on St Martins Close.

2.10 Footways run along St Martins Close, West Park Road, Covert Mead and Horsham Road, providing pedestrians with a safe route from the site to the village centre where a range of services are available including a convenience store with post office, coffee shop and a newsagent / off licence. In addition, this route provides connections to the local bus stops and primary school.

- 2.11 Dropped kerbs appear to be provided at all crossing points within the vicinity of the site, providing a permeable route for pedestrians and for those with mobility impairments.
- 2.12 The local roads also benefit from street lighting, providing pedestrians with a safe route between the village centre at all times of the day.

3 POTENTIAL TRIP RATES AND DISTRIBUTION

Trip Rates

- 3.1 Initial trip rates have been obtained from the Trip Rate Information Computer System (TRICS) version 7.6.1. The TRICS rates are summarised in **Table 3.1**.

Table 3.1 Vehicle Trip Rates (per 100sqm)

	Arrivals	Departures	Two-Way
08:00 – 09:00	0.115	0.360	0.475
17:00 – 18:00	0.360	0.161	0.521
Daily	2.080	2.116	4.246

Source: TRICS version 7.6.1;

Notes: Trip Rates output per dwelling

- 3.2 Assuming a development of 100 units, it is likely that the resultant two-way trip generation in the AM peak is likely to be 48 vehicles, while in the PM peak it is likely to be 52 two-way vehicle movements.

Trip Distribution

- 3.3 It is likely that trips to / from the site will be spilt across multiple destinations, with approximately:

- **43%** (21 vehicles in AM peak and 22 vehicles in the PM peak) heading north towards London, Gatwick Airport and Crawley;
- **33%** (16 vehicles in AM peak and 17 vehicles in the PM peak) heading southeast towards Heywards Heath;
- **13%** (6 vehicles in AM peak and 7 vehicles in the PM peak) heading south towards Brighton; and,
- **11%** (5 vehicles in AM peak and 6 vehicles in the PM peak) heading west towards Horsham (Office for National Statistics, 2011).

Summary

- 3.4 Given the likely trip generation and distribution of vehicle trips to / from the site, it is unlikely to have a detrimental effect on the local junctions or highway network.

DOCUMENT SIGNATURE AND REVIEW SHEET

	Prepared By:	Checked By:	Approved for issue
Name	T Wilkins	D. Ford	D. Ford
Signature	<i>TW</i>	<i>DEF</i>	<i>DEF</i>
Date	20/01/2020	22/01/20	22/01/20

Document Review

Revision	Date	Description	Checked By

APPENDIX A

Dear Sirs,

Application for Highway boundary information

Our reference: DPRCE-3-56753

Your reference: SF25645840000

1 & 4 For clarification, I attach a 1:1250 scale G.I.S. extract from an Ordnance Survey Map, on which I have shown shaded in pink the extent of the publicly maintainable highway in the immediate vicinity of the above named property according to the West Sussex County Council's current records.

2 & 5 None proposed as far as West Sussex County Council is aware as Highway Authority.

3 There are no legally recorded Definitive Public Rights of Way shown crossing or abutting the site edged red on the plan submitted with your letter. You may be interested to know that there is a procedure under the provisions of Section 53 of the Wildlife and Countryside Act, 1981, whereby members of the public can claim that a path has become public through long use or may apply to alter the status of an existing highway, on the basis of user or documentary evidence. No such claims have been received to date in this area.

Kind regards,

The Local Land Charges Team

Local Land Charges Team, Strategic Planning, [West Sussex County Council](#) | Location: Ground Floor
Northleigh, County Hall, Chichester PO19 1QT
Internal: 26700 | External: 0330 2226700
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This reply is specific to the above mentioned property/area and cannot be relied upon for use on any other property/area. Information about the status of a highway, and in some circumstances the extent of the highway, may be taken from a number of sources held by the County Council. Unless taken from a legal agreement the information should be regarded as guidance only. This is particularly important when there are legal consequences arising from information shown on any plan attached to this letter. If you would like further details or have any information which you feel the County Council should consider please write to the contact above.

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Local Development
for Customers and Communities

Information about the status of a highway, and in some circumstances the extent of the highway, may be taken from a number of sources held by the County Council. Unless taken from a legal agreement the information should be regarded as guidance only.

Date: 11/10/2017
 Scale: 1:1,250

