

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Joseph Swift
FROM:	WSCC – Highways Authority
DATE:	17 July 2024
LOCATION:	Land South Of Hanlye Lane Longacre Crescent Cuckfield West Sussex
SUBJECT:	DM/23/2610 Residential development of 55 dwellings with vehicular and pedestrian access, car parking, open space, play space, landscaping and all other associated works. (Amended description and plans 24/06/2024)
DATE OF SITE VISIT:	7 November 2023
RECOMMENDATION:	Advice

This is the second WSCC Highways response to the above planning application for residential development of 55 dwellings with vehicular and pedestrian access, car parking, open space, play space, landscaping and all other associated works.

Comments below respond to additional information submitted by the applicant (24 June 2024) and should be read alongside previous WSCC Highways response dated 8 November 2023.

Summary of previous WSCC Highway Authority comments.

Following review of the previously submitted information and a site visit, the Highway Authority, in its response to the LPA dated 8 November 2023, requested that the following additional information be provided. The full detail of that required can be found in the main text of the earlier response.

- 1.** Plan of proposed vehicular access to the site with forward visibility splays marked on.
- 2.** Plan showing visibility splays for, and forward visibility to, pedestrians crossing the access from east to west given the presence of the hedgerow alongside Hanlye Lane.
- 3.** Road Safety Audit Decision Log to be provided.
- 4.** Plan showing footway on the western side of the access point being extended further into the site.
- 5.** Plan showing how the footway on the eastern side of the access will connect to the existing footway running along the southern side of Hanlye Lane.
- 6.** Details of speed controls within the layout. And if these conflict with pedestrian crossing points and/or desire lines, the crossing points to be shown moved away from them.
- 7.** Plan showing visibility splays and dropped kerb for path/twitten running form development to Hanlye Lane.

8. A plan showing the cycle storage shed amended to provide for easier access for cycles.
9. Updated Travel Plan, as may be required.

Latest WSCC Highways response.

Please see comments in *red italic text* alongside the original request:

1. Plan of proposed vehicular access to the site with forward visibility splays marked on.

To respond to this comment, drawing 020.0885-0006-P03 has been produced by the applicant and is attached as Appendix N in the revised Transport Statement.

The drawing shows that a vehicle waiting to turn right into the development can see a car travelling westbound along Hanlye Lane for 66m. The recorded vehicle speeds (30.5mph eastbound and 30.7mph westbound) require a visibility splay of 44m. Therefore, forward visibility is achievable to 1.5 times the required distance and, as such, the comment has been addressed.

2. Plan showing visibility splays for, and forward visibility to, pedestrians crossing the access from east to west given the presence of the hedgerow alongside Hanlye Lane.

Pedestrian visibility splays of 44m have been provided from the dropped kerb, tactile paving crossing point at the site access. The pedestrian visibility splay has been measured to 44m in line with the recorded vehicle speed requirement ((30.5mph eastbound and 30.7mph westbound) requiring a visibility splay of 44m) in-line with WSCC guidance.

The applicant states that the visibility splays do not require any hedgerow to be removed and it has been indicated on the drawing where vegetation is required to be kept below 600mm. The pedestrian visibility splays are shown on drawing 020.0885-0007-P03 attached as Appendix N found in the revised TA.

3. Road Safety Audit Decision Log to be provided.

A copy of the Road Safety Audit Decision Log (in Microsoft WORD format) has been completed by the designer and is attached as Appendix G in the TA. A finalised copy with WSCC comments, signature and date will be made available to the designer and LPA.

4. Plan showing footway on the western side of the access point being extended further into the site.

The applicant has said that the footway to the western side of the access will connect and tie into the existing provision to the west of the site access along the southern side of Hanlye Lane.

5. Plan showing how the footway on the eastern side of the access will connect to the existing footway running along the southern side of Hanlye Lane.

The applicant has said that the footway on the eastern side of the access road will tie into the existing footway behind the verge on the southern side of Hanlye Lane.

Both these connection points are shown on drawing 020.0885-0007-P03 attached as Appendix N in the revised TA.

- 6.** Details of speed controls within the layout. And if these conflict with pedestrian crossing points and/or desire lines, the crossing points to be shown moved away from them.

The applicant's transport consultant has said that changes are being made by the architect and a response to comments/drawing updates will be issued separately to cover these points. Looking at the planning file, Drawing No. PL-05 Revision 'E', produced by ECE Architecture, shows the internal layout coloured. At several points where pedestrians are invited to cross the internal estate roads, there are markings across parts of the carriageway. It is not made clear on the drawings whether these markings are raised or flush with the carriageway or intended to be speed controls. If they are flush, then as long as they are not constructed out of materials that are uneven or textured, then pedestrians should be able to cross, although would only have limited effect on vehicles speeds. If the markings are raised, then the pedestrian crossing routes adjacent should be moved away from them as otherwise they could prove difficult to use by pedestrians although would assist with controlling vehicle speeds. Where connections are to be made either-side of the carriageway, then tactile paving should be provided either-side. Any approved plan should ensure properly designed crossing points for pedestrians following the Highway Authority's advice contained in this response. And finally on this point, different road finishes should be applied in different parts of the layout as these, alongside speed controls, would assist with speed control within the layout. A plan provided in the Technical Note prepared by Paul Basham Associates, does indicate shared surface areas and areas showing traditional surface materials alongside. Therefore, different road surfacing areas are clearly proposed. A planning condition to secure an appropriate FINAL layout is recommended to be attached to any planning consent granted.

- 7.** Plan showing visibility splays and dropped kerb for path/twitten running form development to Hanlye Lane.

Providing a footway and a dropped kerb and tactile paving crossing point has been explored by the applicant. However, due to the amount of hedgerow which would be lost to obtain pedestrian visibility splays, plus the difference in levels between the footpath within the site and Hanlye Lane, it was deemed that this connection is not suitable to provide.

Discussions have been had with WSCC highways officers who agreed that the connection would result in too much hedgerow loss to achieve visibility and there was concern around this becoming a highways safety issue if the area was not maintained. Additionally, having users crossing from north to south would require them to cross where visibility is constrained by hedgerow at the side of the road, with the same resultant concerns as for those crossing south to north. Finally, the applicant states that as the site is providing connections to PRow routes to the south of the site, it was not deemed necessary to provide a connection to the PRow bridleway considering the constraints.

Therefore, the internal footpath connection from the site to Hanlye Lane is to be removed.

- 8.** A plan showing the cycle storage shed amended to provide for easier access for cycles.

This is now shown on Drawing No. PL52 Revision 'A' produced by ECE Architecture.

- 9.** Updated Travel Plan, as may be required.

The Travel Plan has been updated and now reflects latest WSCC Travel Plan guidance. The only change is that the monitoring fee has, from 1 April 2024, increased from £3,500 to £3,815. Both the Travel Plan and its monitoring fee should be secured by S106 Agreement.

Conclusion.

Should the LPA be minded to approve the proposal, the Highway Authority recommends that any permission includes the following:

S106 Agreement to secure:

- Travel Plan and monitoring fee of £3,815; and,
- TAD payment for both WSCC highway and WSCC non-highway infrastructure (case officer to see separate submission from Highway Authority that informs this)

And the following **conditions**:

1. Access (*Access to be provided prior to first occupation*)

No part of the development shall be first occupied until such time as the access serving the development, including footway connections and visibility splays, have been constructed in accordance with the details shown on the approved drawings, and including recommendations contained in any associated Road Safety Audits.

Reason: In the interests of road safety.

2. Internal Access Road

No part of the development shall be first occupied until the road(s), footways, and casual parking areas serving the development have been constructed, surfaced, and drained in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To secure satisfactory standards of access for the proposed development.

3. Car parking spaces

No dwelling shall be first occupied until the car parking serving the respective dwelling has been constructed in accordance with the approved plans. Once provided the spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use.

4. EVC Parking Spaces*

No part of the development shall be first occupied until 'active' and 'passive' Electric Vehicle Charging spaces have been provided 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 EVC charging points to support the use of electric vehicles in accordance with national sustainable transport policies.

*(*If EV parking is a matter that the case officer considers can be solely informed as part of Building Regulations approval, then condition 3 above would not be required).*

5. Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with the approved plans.

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

6. 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.

1. Temporary Works Required During Construction

The applicant is advised of the requirement to enter into early discussions with and obtain the necessary licenses from the Highway Authority to cover any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing, should such works be required. These temporary works may include, the placing of skips or other materials within the highway, the temporary closure of on-street parking bays, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, the provision of cranes over-sailing the highway.

2. Temporary Developer Signage

The applicant is advised that the erection of temporary directional signage should be agreed with the Local Traffic Engineer prior to any signage being installed. The applicant should be aware that a charge will be applied for this service.

3. 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 access and any related off-site highway works. As such, the applicant should 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.

Tim Townsend
West Sussex County Council – Planning Services