

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Stuart Malcolm
FROM:	WSSC – Highways Authority
DATE:	21 March 2024
LOCATION:	Land Off Scamps Hill Scaynes Hill Road Lindfield West Sussex
SUBJECT:	DM/24/0446 The erection of up to 90 dwellings with public open space, landscaping and sustainable drainage system (SuDS) and vehicular access point. All matters reserved except for means of access.
RECOMMENDATION:	More Information

- Comments are made in respects of,
 - Transport Assessment, report reference 1723/2/A, dated February 2024
 - Framework Travel Plan, dated February 2024

Summary

- It's recognised that outline planning permission is sought with only matters of access to be approved at this stage.

Access

- Vehicle access is proposed into the site from B2111 Scamps Hill. The proposed access is indicated to take the form of a simple 5.5 metre wide priority junction with 6 metre kerb radii. The form of junction is in principle acceptable and reflects existing junctions along the B2111. Given the posted speed limit on the B2111 and in light of the notable encroachment into the opposing lane that would occur when a refuse vehicle is entering from the south and exiting to the north, it's recommended that the kerb radii are increased.
- The posted speed limit on the B2111 in the vicinity of the access is 40mph, changing to 30mph approximately 140 metres to the north. A 7-day speed survey has been undertaken in the vicinity of the proposed junction to determine actual vehicle speeds. Based on the recorded vehicle speeds (noting that these have been adjusted from wet to dry weather speeds as required by current guidance), speeds of 44mph (northbound) and 40mph (southbound) have been identified. These speeds have subsequently been used to determine the visibility splay requirements. It would be requested that the raw traffic data is provided.

5. Given speeds are 40mph or greater, as per the recommendations within Manual for Streets 2, the Design Manual for Roads and Bridges has been used to determine visibility splay requirements. This is acknowledged within paragraph 4.4.5.4 within the TA. However, the subsequent section of the TA (4.4.6) goes on to refer to the visibility standards being based on Manual for Streets. Despite this, and the fact that MfS deceleration and perception parameters are quoted in the calculations in 4.4.6.3 and 4.4.6.4, it still appears that the visibility splays are compliant with the standards within the DMRB. As such, even though there are erroneous references in the TA, the conclusions regarding the visibility splays are correct.
6. Based on the details on drawing 1723/08 revision A that adequate visibility can be achieved for vehicles exiting onto the B2111. The proposed junction is located at the crest of a hill. In light of this, forward visibility has also been considered by the Applicant to ensure a northbound vehicle can see a vehicle waiting to turn right into the development. Again, adequate visibility can be achieved based on the recorded speeds.
7. The development also includes two non-vehicular accesses; one to the north of the proposed junction and another to the south. The southerly access is located adjacent to the proposed junction. Visibility for those crossing the B2111 effectively is considered as part of the visibility splays forming part of the site vehicular junction. The more northerly access is intended to accommodate pedestrians and cyclists with there being a shared use route proposed within the development site (this is recognised as being indicative at this stage). The developer proposed cycle terminates onto the carriageway at the northerly non-vehicular access.
8. The junction arrangement has been reviewed by a Stage One Road Safety Audit. The RSA raises two problems. Both have been positively addressed by the scheme Designer. The Applicant will need to provide an editable version of the Designers Response to enable WSCC to complete the required sections. It's recommended that this is agreed and completed in direct discussions between the Applicant and WSCC, and then submitted for the purposes of the planning application.

Accessibility by Sustainable Modes

9. Although there are references to quite old guidance documents within this section, (there are also references to more recent documents), the methodology applied to determine appropriate walking and cycling distances is accepted. It's acknowledged that there are various day to day services within reasonable walking distance with there being appropriate infrastructure (footways and dropped crossing points) in place to

accommodate additional trips from the development. Some minor footway improvements are shown on drawing 1723/09.

10. For cycling, existing infrastructure is limited. It is also recognised that the development would generate very few additional cycle trips. On this basis, whilst cycling improvements would be beneficial to future residents, this would entail significant works that are disproportionate to the needs arising from the development.
11. With regards to specific cycle related works, the proposal includes an indicative shared use route running within the site and behind the hedgerow fronting the B2111. The route does end abruptly at the northern most non-vehicular access point with details of the shared route/carriageway transition shown on drawing 1723/08.
12. There are a number of existing bus services that use the nearest stops. The service frequency is not unreasonable and journey times to nearby towns are not overly great. There is the potential that some residents may use these services for some journey purposes.
13. Improvements are proposed to existing bus stop infrastructure. These works are shown on drawing 1723/09. The Applicant should note that WSCC do not adopt or maintain bus shelters. Whilst improvements to waiting facilities are consequently welcomed, there would need to be separate discussions with an appropriate body to ensure the future maintenance of these shelters. The other works (which include pedestrian improvements referenced above) should form a scheme of works secured by planning condition.
14. Notwithstanding the lack of infrastructure for cyclists, the development in all other respects seeks to take opportunities to promote sustainable transport modes given its location as required by the NPPF.

Travel Plan

15. As required, the Applicant has submitted a Framework Travel Plan. This has been reviewed and the following amendments/comments would be offered.
 - Page 6 – The full Travel Plan will need to be agreed and implemented prior to first occupation. It is essential that the Travel Plan is in place prior to dwellings first becoming occupied to influence residents travel habits from any early stage. Implementing the full Travel Plan at 40% occupation would be too late.
 - Page 6 and 17 – There appears to be a difference in terms of the triggers for monitoring within the relevant section on page 6 and 17. This should be clarified and corrected.

- Page 14 – The travel pack should include a voucher or such like to be used by individual households towards suitable sustainable transport modes.
- Page 14-17 – The majority of the measures listed are 'soft' The effectiveness of these will need to be carefully reviewed as part of the travel plan process.
- Page 17 – WSCC would require TRICS SAM surveys to be undertaken commencing on 75% occupations, and thereafter in years 3 and 5 following the first survey. TRICS SAM surveys would be undertaken alongside any surveys completed by the Applicant.
- Page 19 – Whilst the targets will be led by the results of initial surveys, there would be no harm in initial percentage/numerical targets being included.

16. Overall, it is recognised that this is a Framework Travel Plan. Nevertheless, the Framework should accurately reflect what will be included in the Full Travel Plan. The submitted Framework TP should be updated.

Highway Capacity

17. In summary,

- Vehicle trip generation is based on 90 dwellings.
- Trip rates are based upon surveys of private houses only within comparable located sites taken within the TRICS database.
- Vehicle trip rates are provided for the AM and PM network peak hours. These hours are recognised as those most sensitive to change.
- The site is estimated to generate 53 (13 arrivals, 40 departures) two way movements in AM peak hour and 59 (38 arrivals, 21 departures) two way movements in the PM peak.
- Trips are distributed using Census Journey to Work data for the local area. This is taken as a proxy for where residents of the new development will likely travel to.
- Vehicle trips have been assigned using the most direct route towards the identify destination. As route choices are known, this then identifies those junctions that will experience traffic increases.
- The impact at the identified junctions is considered for with and without development (this includes other consented developments) future year scenarios in 2029 (5 years after the submission of the planning application).
- The future year base scenario has been generated by applying a suitable local growth rate from the Department for Transport's TEMPro system to traffic surveys.

18. In applying the above methodology, three junctions are identified within the TA as requiring further detailed assessment due to the anticipated increase in vehicle movements. These junctions are the proposed site access, the B2111/Gravelye Lane priority junction, and the Gravelye Lane/Westlands Road priority junction. In all instances, the detailed assessment demonstrates that the junctions would operate with more than adequate capacity with the additional development traffic.

19. It is recognised that this development will increase vehicular traffic on the surrounding highway network. For the most part, these trips will disperse quickly. Based on the TA, it's accepted that the additional vehicle movements resulting from this development would not result in any severe or otherwise unacceptable safety impacts.

Layout

20. Matters of internal layout are not being approved at this stage. It is recognised that an indicative shared use foot/cycle is indicated on the Framework Master Plan. Full details of this will be reviewed as part of any detailed planning application.

Further Actions and Conclusions

21. No in principle issues or concerns have been identified following a review of the TA and associated documents. There are still some matters that the Applicant should seek to address and where appropriate update the necessary documents. These matters are,

- Increase kerb radii at junction
- Provide raw traffic data
- Editable version of RSA Response
- Update Framework Travel Plan

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