



LAND SOUTH OF HENFIELD ROAD, ALBOURNE

Highways Statement of Common Ground

June 2023

Croudace Homes Ltd

RESIDENTIAL DEVELOPMENT
LAND SOUTH OF HENFIELD ROAD
ALBOURNE

HIGHWAYS STATEMENT OF COMMON GROUND

CONTROLLED DOCUMENT

<i>Document No:</i>	093.0002/HSOCG/3	
<i>Status:</i>	Original	
	<i>Name</i>	<i>Date</i>
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<i>Checked by:</i>	Harry Cross	June 2023
<i>Approved by:</i>	Harry Cross	June 2023

Revision Record

<i>Rev.</i>	<i>Date</i>	<i>By</i>	<i>Summary of Changes</i>	<i>Aprvd</i>

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1. PURPOSE OF THIS STATEMENT

- 1.1 This document is a Highways Statement of Common Ground (HSOCG) prepared on behalf of Croudace and West Sussex County Council in relation to an appeal (ref: APP/D3830/W/23/3319542) following Mid Sussex District Council's decision to refuse the application as detailed in the decision notice dated 25th November 2022.
- 1.2 The application submitted to the council was seeking outline consent (planning reference DM/22/2416) for the erection of up to 120 residential including 30% affordable housing, public open space and community facilities at Land South of Henfield Road, Albourne.
- 1.3 A highways pre-app was held with WSCC Highways following which comments and suggestions were provided which were taken into account ahead of the subsequent planning submission. To support this planning submission a Transport Assessment (TA) was prepared by Paul Basham Associates (document reference: 093.0002/TA/2) and Travel Plan (TP) (document reference: 093.0002/TP/2) were submitted. The TS detailed the development proposals including the access arrangements, parking provision, servicing arrangements and traffic impact of the development proposal.
- 1.4 West Sussex County Council Highways responded formally to the application on the 16th September 2022, providing commentary on a range of topics and determining that there was no Highways reason for objection to the scheme.
- 1.5 The Council's decision notice included 4 reasons for refusal, however none of these reasons related to highways.
- 1.6 The reason for this SOCG on Highways is therefore to outline the areas of common ground between the appellant and the council on highways and transportation matters.

2. POINTS OF AGREEMENT

- 2.1 As noted above it is considered that all points of assessment have been agreed as a result of either the pre-application engagement or submission of Transport Assessment and Travel Plan to accompany the planning application.
- 2.2 **Table 1** summarises the Highways matters for agreement between the Council's Highways Officer and the Appellant.

Matters	Agreement Reached?
Existing accesses are to be stopped up and new access with visibility in accordance with recorded speeds and appropriate geometry to be provided.	Agreed
A Stage 1 RSA has been undertaken and comments actioned such that safe and suitable access can be achieved.	Agreed
A 2m wide footway will be provided to connect into The Street to the east together with associated pedestrian crossing infrastructure which is acceptable and appropriate.	Agreed
As such the site is located in a sustainable and accessible location in respect to local facilities and public transport options and should be looked upon favourably for development.	Agreed
A school car park for pick up and drop off is to be provided within the site. The principle of this car park and access to it is considered acceptable.	Agreed
The provision of this school car park will result in an improvement to the local highway network through the removal of congestion along The Street within the vicinity of the school during school peak periods.	Agreed
Trip Generation data is derived from TRICS data, the parameters for and outputs of are considered acceptable.	Agreed
The resulting trip generation will result in 71 and 68 AM and PM trips respectively which provides a robust assessment so as to include trips associated with the community shop.	Agreed
The trip distribution is based on 2011 census journey to work data which stipulated that 99% of trips would route eastbound from the site access.	Agreed
Junction Modelling has been taken at the site access / Henfield Road junction which was found to operate under capacity and therefore does not present a severe impact on the highway network.	Agreed
Junction modelling has been taken at the Henfield Road /B2118 junction which was found to operate under capacity and therefore does not present a severe impact on the highway network.	Agreed
Car parking provision is set out within the TA as being policy compliant and will be confirmed at the relevant Reserved Matters application and so is considered acceptable.	Agreed.
A Travel Plan was produced to support the application, the contents to which are considered acceptable and appropriate and will be secured through a s106 agreement.	Agreed.
WSCC highways raise no objection in relation to the above scheme.	Agreed.

Table 1: Highways Matters for Agreement between the Appellant and the Council's Highways Officer

- 2.3 As can be seen from the above, all matters for assessment are agreed to and WSCC Highways raise no objection to the scheme. For further context the above topics are discussed further below.

Sustainability & Availability of Public Transport

- 2.4 Through the pre-app WSCC indicated a preference for links to be provided towards The Street. Subsequently, as part of the application, a 2.0m footway was provided, connecting into the existing footway on The Street to the east. This design also included provision of tactile paving. This is considered acceptable to support sustainable travel towards the key facilities within the village, as well as enhancing access to the existing bus stops primarily located on the B2118.
- 2.5 The site provides convenient access to a range of facilities, including Albourne CoE Primary school to the east of the site, The Duke of York pub and convenience store in Sayers Common, and further stores/supermarkets, a pharmacy/health centre and theatre cinema within Hurstpierpoint. Hassocks and Burgess Hill also benefit from a train station.
- 2.6 Regularly serviced bus stops are located approximately 300m to the east of the site on the B2118, which provide regular services to Sayers Common, Hurstpierpoint, Keymer and Burgess Hill, Crawley and Brighton amongst others. These bus services help provide further convenient access to facilities in Sayers Common and Hurstpierpoint, as well as the train stations in Burgess Hill and Hassocks.
- 2.7 In addition to these facilities, a community shop is also proposed as part of the development proposals, allowing direct access to a shop for both residents of the proposed development and existing residents within Albourne. It should also be noted that development within Sayers Common is facilitating the provision of further improvements to facilities in the area, in which residents of this development would benefit from.
- 2.8 WSCC are accepting of the proposed improvements following submission of the application and raise no concerns about either the footway provision or wider sustainability of the site.

Access

- 2.9 The site access comprises the closure of two existing farm accesses and replacement with one singular point of access in the form of a bell mouth. Discussions were held regarding relocating the 30mph speed limit however due to recorded speeds this was not pursued further at planning stage. Instead at the point of planning submission visibility spays were set out in accordance with recorded speeds and these are accepted by WSCC.
- 2.10 WSCC noted that fire and refuse vehicles would overrun the centreline of the carriageway but confirmed that these movements would only occur infrequently, and that sufficient forward visibility is available and so is considered acceptable.

- 2.11 Access is therefore agreed and considered acceptable and suitable for the proposals.

Trip Generation and Distribution

- 2.12 Trip rates were derived from the TRICS database and set out as part of the pre-app engagement process through which WSCC confirmed they were acceptable. At application submission stage the trip generation was again considered acceptable with it noted that the trip rates were based on 140 dwellings in order to provide a robust assessment and therefore included for any trips associated with the community shop.
- 2.13 Trip distribution has been informed by 2011 Census Journey to Work Data which identified that 99% of trips would route to the east given the proximity of the A23 to the east. WSCC confirmed this distribution is acceptable and was subsequently used for the assessment which accompanied the planning application to which WSCC raised no objection to.

Highways Impact Assessment

- 2.14 Junction modelling of the site access/Henfield Road junction and the Henfield Road/B2118 junction was undertaken for a 2022 base year and 2027 forecast year with and without development. The results show that both junctions would operate well within capacity. WSCC noted that whilst they would typically also require modelling for the end of local plan 2031 period, given the extent of spare capacity at the modelled junctions this further modelling was not necessary and that the modelling and associated impact was acceptable.

Highways Safety

- 2.15 As is standard practice in West Sussex for a development with a newly proposed access, an independent Stage 1 Road Safety Audit of the access proposals and off-site works has been undertaken. The RSA suggested the undertaking of a Road Restraints Risk Assessment which can be addressed at detailed design stage, as well as ensuring that vegetation within the visibility splay envelope (that wholly comprises of land under either client ownership or highway ownership) is maintained. This is agreed and will be maintained between a height of 0.6m and 2.0m to ensure adequate visibility splays are achievable in perpetuity.
- 2.16 It is therefore considered that there is no highways safety issue resulting from the proposed development.

School Parking Pick Up/Drop off

- 2.17 As part of the application a 30-space car park to alleviate congestion along The Street within the vicinity of the adjacent school is proposed. Access is proposed via the internal spine road and has been supported by parking surveys to ensure sufficient demand is provided. The associated traffic impact of

the car parking facility and community shop has been captured in the robust quantum of development used within the capacity assessment modelling and is considered acceptable by WSCC.

Wider Improvements to Road Network

- 2.18 Footway improvements are proposed as part of the proposed development, as well as providing additional school parking within the red line plan with associated pedestrian access to the school site. This provides a wider benefit by reducing the reliance on The Street, which currently experiences a large number of parking and trips associated with school pick up/drop off.

Travel Plan

- 2.19 A Travel Plan was submitted alongside the application. WSCC reviewed the Travel Plan and raised no concerns, with the only stipulation being that a fee of £3,500 was secured via the S106 towards the auditing of the Travel Plan. The Travel Plan is therefore agreed as acceptable.

3. POINTS OF DISAGREEMENT

- 3.1 There are no points of disagreement between the applicant and West Sussex County Council Highways.

4. CONDITIONS

- 4.1 Subject to finalisation of conditions and the S106 agreement, it is common ground that there is no highways or transport basis on which the appeal should be dismissed.

Highways Conditions

- 4.2 It is agreed that the following can be secured through planning conditions:

- Access to be provided prior to first occupation;
- Existing access to be closed prior to first occupation;
- Car parking details to be provided;
- Cycle parking details to be provided;
- Construction Management Plan is required;
- Enter into a S59 Agreement relating to Extra-Ordinary Traffic arising from construction;
- Works within the highway to secure necessary consents.

- 4.3 Specific details of the recommended conditions are set out within WSCC Highways formal response.

S106 Commitment

4.4 As part of the s106 a Total Access Demand (TAD) contribution is to be secured in accordance with the following formula:

- $TAD = \text{Infrastructure Contribution} + \text{Sustainable Transport Contribution}$
- $\text{Infrastructure Contributions} = \text{Car parking spaces} \times \text{Cost Multiplier (£1,407 per space)}$
- $\text{Sustainable Transport Contribution} = (\text{net car parking} - \text{occupancy}) \times £703$

4.5 Specifically, this TAD contribution will be put towards the following schemes:

- A scheme which improves the safety of road users and pedestrians along the Albourne stretches of the B2118 and B2116 roads and/or
- Cycle improvements in accordance with the West Sussex Walking and Cycling Strategy which improve sustainable links from Albourne to Sayers Common, Hurstpierpoint and Hassocks and/or
- Traffic management improvements across the Parish in accordance with the Albourne Neighbourhood Plan

Signed by

Harry Cross

Principal Transport Planner, Paul Basham Associates on behalf of the appellant



27.06.23

Signed by

Stephen Gee

Principal Transport Planner, West Sussex County Council



27..06.23