

**Our Reference: 536.0080/130324/JR**



13<sup>th</sup> March 2024

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Dear Tim,

**DM/23/3114 - 68 & 70 Keymer Road, Hassocks**

I write in relation to the above application with regards to the application for a Retirement Living development comprising 41 apartments, to provide further information and clarification as requested in your consultation response dated 22<sup>nd</sup> December 2023.

**Access**

The highways comments state the applicant should consider realignment of the access to meet with Keymer Road at 90 degrees. Whilst it is acknowledged that this would ideally be the case, the opportunities to do so are constrained by the root protection area of a Category A tree (T66 on the submitted tree protection plan). The proposed footway already encroaches on the RPA and realigning the access would result in greater intrusion to the detriment of the tree.

Given that suitable visibility and two-way movement are achievable, lack of relevant accident history and that a Stage 1 RSA has been completed, it is considered that the previously proposed access remains appropriate within the constraints. Furthermore, the low trip generation is such that the chance of two vehicles meeting at the access is low. The RSA & DR is enclosed for completeness.

The requested pedestrian visibility splays are achievable within the site boundary and it is suggested these are secured by condition.

**Parking**

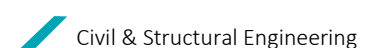
Staff & Visitor Parking

WSCC requested additional information on staff and visitor parking requirements. CRL employ a single staff member at their developments as a lodge manager. They are permitted to park on site and are therefore captured within the presented survey evidence.

In general, explicit visitor parking at CRL developments is neither necessary nor provided, as demand is low. In practice, it is likely that some visitors do park on site and would therefore be captured by the parking survey evidence.

The originally submitted site plan provided 15 parking spaces. The revised site plan enclosed with this letter shows an increased provision of 18 spaces. The survey evidence shows the anticipated demand is for 12 spaces and therefore additional demand can be accommodated on site. Keeping the spaces unallocated provides additional flexibility to respond to demand requirements.

Cont.



Furthermore, there are nearby public car parks including the Orion Parade Car Park with 47 spaces which can be utilised for visitor parking should this be required. However, it is anticipated the on-site parking will be adequate.

#### Cycle & Mobility Scooter Provision

Additional information on the provision of mobility scooter spaces has been requested. A limited survey of 3 sites was carried out in 2018 and this demonstrates an average demand for 0.06 mobility buggy spaces per unit, which for the 41 units proposed would mean a total of 3 (rounded). Data collected in 2023 demonstrates an average mobility scooter trip rate of 0.1 per apartment, equating to approx. 4 trips for the proposed development.

The proposed mobility scooter store has room for 6 buggies and therefore it is considered the store provides sufficient flexibility to accommodate the mobility scooter / cycle demand. There is sufficient space within the site to provide further provision for visitors in the form of 2 x Sheffield stands, and it is suggested that specific details are secured by condition.

#### EV Provision

In line with WSCC requirements, 20% of all parking spaces will be provided with active charging points. The remaining spaces will benefit from passive provision.

#### **Travel Plan Statement**

A Travel Plan Statement has been requested by WSCC and the applicant is willing for this to be secured through the S106, prior to occupation.

I trust this information is sufficient to satisfy the highway authority, however I would welcome the chance to discuss matters if it is considered that further clarification is required.

Yours sincerely

*James Rand*

James Rand

Associate

**Paul Basham Associates**

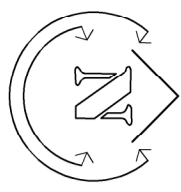
T: 01235 352150

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Enclosed

Revised site layout  
Stage 1 RSA & DR

Proposed Retirement Living Apartments at 68 & 70 Keymer Road, Hassocks, West Sussex, BN6 8QP



0 2m  
20m



REVISIONS

No.	Date	By
P1	01/2/23	AS
P2	28/02/24	AS

This drawing & design are copyright of Churchill Retirement Living  
 - Design review amendments  
 - Quantity revised to provide an additional 3 spaces (18 owned) and 3 spaces (6 shared) to meet the requirements of the planning application.  
 - All rights reserved. No part of this drawing may be reproduced without the prior written permission of Churchill Retirement Living.  
 - All dimensions are in millimeters unless otherwise stated.  
 - All dimensions are to the center of the element unless otherwise stated.  
 - All dimensions are to the center of the element unless otherwise stated.  
 - All dimensions are to the center of the element unless otherwise stated.

PROPOSED FLAT MIX

1-BED	2-BED
GRD 11	03
1st 14	04
2nd 04	07
<b>TOTAL 29</b>	<b>14</b>
<b>TOTAL - 41 units (64.1% 2Bed)</b>	

1 - 1 BED APARTMENTS  
 2 - 2 BED APARTMENTS  
 COMMUNAL AREAS

BOUNDARY TREATMENT  
 A - B : 2m/1ft Ruling  
 B - C : None with access with 1.5m segregated  
 C - D : 2m/1ft Ruling with good access for escape from stair 2  
 D - E : 2m/1ft Ruling with good access for escape from stair 2  
 E - F : 2m/1ft Ruling with good access for escape from stair 2  
 F - A : None with access with 1.5m segregated  
 Existing boundary will make good

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Project Title  
**PROPOSED RETIREMENT LIVING APARTMENTS**  
 68 & 70 Keymer Road  
 HASSOCKS, West Sussex  
 BN6 8QP

Drawing Title  
**SITE PLAN**  
 PLANNING

Scale: 1:2000 A1 Date: DEC23  
 Drawing No: 200901HK\_PL\_002 Rev: P2



**Road Safety Audit Stage 1**

**Proposed Site Accesses**

**Keymer Road**

**Hassocks**

**West Sussex**

**Date: 1<sup>st</sup> November 2023**

**Report produced for: Paul Basham Associates**

**Report produced by: M & S Traffic**

### DOCUMENT CONTROL SHEET


M&S Traffic has prepared this report in accordance with the instructions from Paul Basham Associates. M&S Traffic shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Project Title            Keymer Road, Hassocks

Report Title            Road Safety Audit Stage 1

Status                    Final

#### Record of Issue

Document Ref	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
PBA/23/174.0006/1/MM				
Revision	Martin Morris	David Bond		1 <sup>st</sup> November 2023
Designers Response	Gemma Hull	James Rand	<i>James Rand</i>	17 <sup>th</sup> November 2023
Authority Response				

#### Distribution

Organisation	Contact	Copies
Paul Basham Associates	James Rand	-

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## 1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit carried out on a proposed drop kerb access to serve a retirement living development on Keymer Road in Hassocks.

The Audit was requested by the design organisation, Paul Basham Associates, The Lambourn, Wyndyke Furlong, Abingdon, Oxfordshire, OX14 1UJ on behalf of West Sussex County Council, as the Highway Authority.

- 1.2 The Audit Team membership was as follows:

Audit Team Leader

Martin Morris, PGD, MCIHT, MSoRSA

Highways England Approved RSA Certificate of Competency

Audit Team Member

David Bond, BA (Hons), MCIT, MILT, Audit Team Member

RoSPA Cert. of Professional Competency

- 1.3 The audit was undertaken following the principles of GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.
- 1.4 The Audit took place at the Gillingham offices of M&S Traffic in October 2023 and comprised an examination of the documents provided as listed in Appendix A, plus a joint visit to the site of the proposed scheme on the 12<sup>th</sup> of October 2023 between 10:30 and 11:30. Weather conditions at the time were fine and the road surface was dry. Traffic flows were moderate and free flow speeds were moderate. No pedestrian or cyclist movements observed during the site visit.
- 1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any "Technical Check" function on these proposals. It is assumed that the Project Sponsor is satisfied that such a "Technical Check" has been successfully completed prior to requesting this safety audit.
- 1.6 The auditors have not been informed of any Departures from Standards in this scheme construction.
- 1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

## **2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS**

2.1 No previous safety audits were submitted for assessment.



### **3 ITEMS RAISED AT THE STAGE 1 AUDIT**

#### **3.1 General**

3.1.1 No comment.

#### **3.2 Local Alignment**

3.2.1 No comment.

#### **3.3 Junctions**

##### **3.3.1 PROBLEM**

**Location.** Proposed access with Keymer Road.

**Summary:** Restricted visibility could lead to side impact or rear end shunt collisions.

Visibility splays are proposed, where the adjacent walls and vegetation could restrict visibility. Restricted visibility could lead to side impact or rear end shunt collisions.

##### **RECOMMENDATION**

It is recommended that there should be no obstructions to visibility in the visibility splays above 600mm, further that visibility splays should be maintained to be unobstructed.

#### **3.4 Non-Motorised User Provision**

3.4.1 No comment.

#### **3.5 Road Signs, Carriageway Markings and Lighting**

3.5.1 No comment.

#### **4 ISSUES IDENTIFIED DURING THE STAGE 1 AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE**

- 4.1 Any issues that the Audit Team wish to bring to the attention of the Client Organisation, which are not covered by the road safety implications of this audit have been included in the following section. These issues could include maintenance items, operational issues, or poor existing provision. It should be understood however, that in raising these issues, the Audit Team do not warrant that a full review of the existing highway environment has been undertaken beyond the scope of the audit.
- 4.2 The Audit Team had no issues to raise within this section.

## 5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.

### Audit Team Leader

Martin Morris  
PGD, MCIHT, MSoRSA  
Highways England Approved RSA Certificate of Competency

Signed:  Date: 01/11/2023

### Audit Team Member

### Audit Team Member

David Bond  
BA (Hons) MCIT, MILT  
RoSPA Cert. of Professional Competency

Signed:  Date: 01/11/2023

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## **APPENDIX A**

List of drawings and documentation submitted for auditing:

<b>Drawing Number</b>	<b>Title</b>
536.0080-0001 P03	VISIBILITY ASSESSMENT
536.0080-0002 P03	PRIVATE VEHICLE TRACKING
536.0080-0003 P03	FIRE TENDER TRACKING

### **Supporting Documentation:**

- Road Safety Audit Brief October 2023

## **APPENDIX B**

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

**APPENDIX C: Road Safety Audit Decision Log.**

Auditors: Martin Morris (Team Leader) and David Bond (Team Member).

Scheme: Keymer Road, Hassocks

Date Audit Completed: 1<sup>st</sup> November 2023

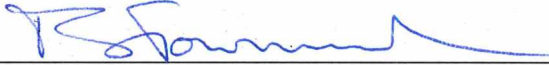
This response is to a Stage 1 Road Safety Audit to the design standard detailed within GG 119 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

RSA Problem	RSA Recommendation	Design Organisation response)	Overseeing Organisation response	Agreed RSA action
<p>3.3.1 <b>PROBLEM</b></p> <p><b>Location.</b> Proposed access with Keymer Road.</p> <p><b>Summary:</b> Restricted visibility could lead to side impact or rear end shunt collisions.</p> <p>Visibility splays are proposed, where the adjacent walls and vegetation could restrict visibility. Restricted visibility could lead to side impact or rear end shunt collisions.</p>	<p>It is recommended that there should be no obstructions to visibility in the visibility splays above 600mm, further that visibility splays should be maintained to be unobstructed.</p>	<p>Obstructions will be maintained to below 600mm within the visibility envelope.</p>	<p><b>Accept RSA recommendation and Accept Design Organisation's response to it.</b></p>	<p><b>That</b> obstructions will be maintained to below 600mm within the visibility envelope.</p>

## APPENDIX D: DESIGN ORGANISATION STATEMENT

<b>PROJECT NAME: Stage 1 Road Safety Audit Keymer Road, Hassocks</b>	
<b>On behalf of the Design Organisation, I certify that:</b>	
1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Overseeing Organisation	
<b>Name</b>	James Rand
<b>Signed</b>	<i>James Rand</i>
<b>Position</b>	Associate
<b>Organisation</b>	<b>Paul Basham Associates Ltd</b>
<b>Date</b>	17.11.23

## APPENDIX E: OVERSEEING ORGANISATION STATEMENT

<b>PROJECT NAME: Stage 1 Road Safety Audit Keymer Road, Hassocks</b>	
<b>On behalf of the Overseeing Organisation, I certify that:</b>	
1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Design Organisation; and	
2) The agreed RSA actions will be progressed.	
<b>Name</b>	Tim Townsend
<b>Signed</b>	
<b>Position</b>	Principal Transport Planner
<b>Organisation</b>	West Sussex County Council (Highways)
<b>Date</b>	05.01.2024