



Hampshire
County Council

**South Downs Local Plan
Site Allocations Highway Assessment**

Highway Assessment Report

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March 2017

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HAMPSHIRE COUNTY COUNCIL
ENVIRONMENT DEPARTMENT

South Downs Local Plan Site Allocations Highway Assessment

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1 Executive Summary

Hampshire County Council's (HCC) Engineering Consultancy was commissioned to carry out a Highways Assessment on behalf of the South Downs National Park Authority (SDNPA) to identify viable highway accesses to potential housing and gypsy sites within the SDNPA area. The highway assessment was based on a list of such sites issued by the Authority as part of the South Downs Local Plan to achieve a medium level of housing growth dispersed across the National Park area. Site visits were undertaken to determine whether the traffic flows generated by each site could safely intergrade into the local highway network. The assessment reviewed the existing highway geometry at each site to confirm the required visibility was achievable, and determined if any vegetation, road signs, road furniture etc. would require removal or reduction to maintain the current highway standards. The requirements of pedestrians and cyclists have also been reviewed, and included in the assessment where relevant. Where it was deemed necessary alternative access arrangements have been suggested, and some assessment of the likely impact on the surrounding traffic flows has been carried out.

Sketches of each site based on Ordnance Survey data have been included in the report. These sketches show the access points which have been assessed, indicating what measures are deemed necessary at each site entrance to satisfy current highway standards, including the Design Manual for Roads and Bridges and the Manual for Streets 2. The Roads in the South Downs document produced by the SDNPA has also been used as a reference point.

The viability of any suggested alternatives have been detailed in the report, but may be rejected due to issues outside the scope of the report such as the difficulty obtaining third party land. The assessment report does not include any specific detailed highway design input, and the various assessments have not been costed.

2 Introduction

2.1 Objectives of the study

The study will include a review and site survey of the access points to each site listed in Section 3 to ascertain the suitability of the various sites for the proposed housing development, based on the likely vehicle and pedestrian traffic generated by each site. If the current access is not deemed satisfactory then where possible alternative access points will be identified. The potential impact of the various housing developments on the surrounding highway network due to increased vehicle movements will also be assessed, and any recommended improvements to the network highlighted. Where a site has a planning history any highway implications will be taken into account when completing the assessment.

2.2 Background Information

The policy approach of the SDNPA is to achieve safe and well-designed access for new development, which responds well to local context and character, and has regard to the Purposes of the National Park. Innovative and creative solutions are encouraged to support these objectives, and the delivery of much-needed housing and gypsy and traveller accommodation. As part of this policy the SDNPA is preparing a South Downs Local Plan (SDLP), which will include the allocation of sites for housing, Gypsies and Travellers and employment.

A Local Plan Preferred Options consultation was carried out in September-October 2015, and has generated a list of sites expected to be taken forward as allocations, whose suitability for Local Plan allocation is now being considered in more depth.

3 Site Highway Assessments

The assessment is based on a selection of potential sites from the Local Plan, where highway issues/access were considered by the SDNPA as most likely to present an issue.. These sites include 19 housing sites and 2 gypsy/traveller sites, and the highway assessment carried out at each site includes visibility checks, provision for pedestrians and cyclists, any level difference issues, existing street furniture and vegetation. The impact the additional traffic generated by the proposed housing will have on existing vehicle movements on the surrounding network has been reviewed, including large commercial vehicles which may need to access the sites. The highway design criteria is based on the Design Manual for Roads and Bridges (DMRB) and the Manual for Street (MfS), as well as referencing local design concepts included in the Roads in the South Downs document.

In general a minimum visibility splay/stopping sight distance (SSD) of 2.4x40m has been applied for sites in a 30mph zone, as stated in MfS, although in many cases a greater SSD is achievable. Sketches highlighting any issues identified and possible solutions or alternatives at each site have been produced based on Ordnance Survey data, and are included in Appendix 1.

3.1 HA01 – Former Allotment Site, Alfriston

The village of Alfriston is located south of the A27 Lewes Road, and is reached via the Alfriston Road from the A27. The village appears to be a popular tourist centre with traditional timber framed buildings around a small Square, and numerous walks along the Cuckmere River to the east of the village. However, the roads leading into Waterloo Square at the centre of the village are narrow with single track sections, and visitors are encouraged to use the two large car parks to the north of the centre to relieve congestion. There is also a coach park adjacent to the car parks off North Street, which is the main route into and out off the village.

3.1.1 Existing Access

The proposed site is a former allotment now overgrown behind the row of properties off North Street and River Lane to the west and south, a public Right of Way to the east and The Willows private property to the north. The current access into the site is off North Street via a narrow 4.2m wide access way serving a few small businesses located in 1 North Street to the north and a small shop to the south. However, this route exits on to North Street which is a narrow throughfare 4.3m wide with a narrow sub standard footway to one side. The Street is two-way and connects into Waterloo Square via a narrow pinch point, which forces drivers to give way to oncoming traffic in either direction. Vehicles using this existing access would only add to the congestion, especially at peak times, and large commercial vehicles would be unable to turn in or out of the site without temporarily blocking traffic in both directions. It may also be necessary to realign the existing walling eitherside of the access to accommodate such vehicle movements, which could be resisted by the property owners.

There is the possibility of a second access into the site at the south east corner adjacent to the Quakers property off River Lane, - see Sketch number EC/RJ506104/HA01-2. The proposed access point is approximately 4m wide and exits on to the end of River Lane, which also has an average width of 4m. The Lane directly serves seven existing properties, although it is possible several other properties to the south may also use the Lane for access, and terminates at an area of unmade ground adjacent to the River Cuckmere. This option has a number of issues. From the existing access point there is a sharp right hand bend into River Lane with a limited forward visibility of around 13m, requiring vehicles speeds of 12mph or lower to safely manoeuvre out of and into the site. Both the access point and River Lane are too narrow for two-way traffic and there is has no pedestrian provision along the Lane. River Lane is over 120m long from the access point to the junction with Waterloo Square, and the additional vehicle movements generated by the proposed housing will have

an additional impact on the current traffic, both pedestrian and vehicular, along the Lane. The visibility is poor at the junction with Waterloo Square, with sightlines to North Street blocked by the building on the corner until traffic has entered the Square resulting in a SSD of 24m. There are similar visibility issues south from the junction with a maximum SSD of 13m. This reduced visibility is partially mitigated by likelihood of low vehicle speeds due to restricted lane widths into and around the Square. For a more comprehensive assessment of the possible impact the proposed development will have on the operation of River Lane and the junction with Waterloo Square a Transport Assessment will be needed to understand the effect the additional trips will have on the Lane and the surrounding road network.

3.1.2

Two alternative access points could be via the coach park or the private access road serving The Willows, both of which have issues. Traffic using the forecourt area between the coach bays would have to negotiate with large coaches entering and exiting, and manoeuvring in the parking bays. To use The Willows access would require the removal of several mature trees to widen the access, as well as negotiating with the property owner for easement over their land. However, the advantage of these two options is the provision of direct access on to North Street and the A27 avoiding the possible congestion of the village centre. They would also allow easy access to the site for refuse wagons and delivery vehicles, and would have none of the highway design issues associated with the accesses leading to North Street or Waterloo Square.

3.2 HA05 – Marriner’s Farm, Cheriton

The Marriners Farm site is located on a sweeping bend on the B3046 as it leaves Cheriton Village southwards to the junction with the A272. The plot has an existing driveway egressing on to the carriageway serving the farm property, with a gravel track running along the western boundary providing access to the Halycon and Applebarn properties. This track also forms part of the public footpath running from the north of Applebarn, and connecting into the footpath around the southern boundary of the site.

3.2.1 Existing Access

A proposed access point for the site located at the position of the existing farm drive would have good visibility both ways on to the B3046, with a SSD in excess of 50m, and there are no sightline obstructions with street furniture or vegetation. The access point will need to accommodate vehicles accessing both Halcyon and Applebarn, and avoid conflict with the access from Colston to the south of Marriners Farm. The existing public footpath will need to be accommodated across the proposed access, although there is no footway provision along the B3046 with pedestrians forced to walk along the road.

3.3 HA10 – Land at Park Lane, Droxford

The Park Lane site is located on a narrow road on the south west edge of Droxford village. The plot is currently accessed via a vehicle crossover of a narrow 1.5m footway, and Park Lane continues on to serve the Droxford Junior School and the village recreation fields, including a small park, cricket field, football pitch and pavilion.

3.3.1 Existing Access

A proposed vehicle access point located at the current site entrance would require the removal of a length of the existing 3m high established hedge which runs the entire length of the sites boundary with Park Lane. The hedge removal would be required to maintain visibility along Park Lane, and although there is no evidence of any direct vehicle access requirements to the properties opposite the site, the junior school is likely to generate traffic along the Lane especially at school peak times. There is an existing B250 grade chamber cover in the footway which would require upgrading if the site access was located in its existing location. The length of hedge to be removed could be reduced if the existing access point is moved towards the eastern end of the frontage, although the eastern sightline will need to be checked to ensure the visibility splay is not obscured by the boundary of Park Cottage.

The footway runs the length of the site frontage but terminates approximately 10m before the junction with Union Lane and Police Station Lane. From the junction there is no footway network linking Park Lane to the village area or to the A32, and with narrow carriageway width around all arms of the junction pedestrian access between the site and the village could be an issue. A greater concern is the narrow width of Park Lane, which is unsuitable for two-way traffic. There is little scope for widening the Lane beyond the site frontage due to the location of a pumping station and electricity sub station close to the junction with Union Lane, which will always be a pinch point despite any carriageway widening carried out within the site boundary. A Transport Assessment may be required to estimate the additional trip movements generated by the housing proposal, and the impact on the existing layout of the Park Lane junction with Police Station Lane. It is possible any planning application could be improved if the number of proposed properties is reduced, and the Transport Assessment could be modelled on various property numbers to allow the planning authority more scope to approve the application.

3.4 HA12 – Former Allotment land to the rear of Cowdray Road, Easebourne

The former allotment plot is set back from Easebourne Lane behind a row of properties, and includes the existing allotment car park which is now used by Conifers School. The school is situated on the corner of Easebourne Lane and Egmont Road, and school children cross the road to access the school mini buses parked in the car park. Egmont Road runs between Easebourne Lane and the A286, but is one-way only between the Lane and the junction with Cowdray Road presumably to prevent drivers using the road as a cut through from the A286.

3.4.1 Existing Access

If the car park is to be retained for the school's use the only option would be to fence off a strip approximately 8.5m wide along the NW boundary for an access road into the proposed development, with an access off the development road into the car park. This would locate the access point away from the junction

with Easebourne Lane and would provide good visibility splays due to the wide verge on Egmont Road. Due to the one-way section vehicles would be forced to turn right out of the site towards the junction with the A286. However, the A286 provides easy access to Midhurst town centre and beyond.

3.5 HA13 – Former Easebourne School

Easebourne School and sports field site is located along Easebourne Street approximately half a kilometre through the village from the junction with the A272. Easebourne Street is narrow and the village section can become congested due to on-street parking. There is a substantial ditch running alongside the carriageway approximately half a metre below the road level, protected by a concrete kerb upstand through the village section and along the school frontage up to the main entrance. The width of the carriageway varies from 5.7m at the southern end of the site by the school car park entrance, to 6.5m at the main school entrance, before narrowing to 4.6m at the northern end of the site. The level difference between the carriageway and school site also varies from 0.8m between the two entrances, but increases to over 2m at the northern boundary.

3.5.1 Existing Access

The car park entrance provides a suitable access to the site with good visibility in both directions, a relative wide carriageway for turning and kerb protection along the ditch. Visibility could be further enhanced with minor realignment of the existing stone walls to either side. The main school entrance option has the advantage of a wider carriageway section with good visibility, but would require more level reduction to provide an access point with a standard gradient.

3.5.2 Proposed Access

The option to locate the access point at the northern boundary has several disadvantages, as the substantial level difference of over 2m between the site and the carriageway would require considerable earthworks to provide an entrance road with the required gradient. To provide even the minimum visibility

splays would also require considerable earthworks to cut back the existing retaining walls, as well as lowering the ground level in front of the adjacent property, which may result in objections from local residents. A large mature conifer close to the boundary would need to be removed, which could cause further destabilisation to the adjacent property. The carriageway at this location is at its narrowest, and turning movements out of the site could become difficult especially for emergency vehicles and large vehicles such as refuse wagons and delivery vehicles. With no edge protection to the ditch at this location there would be a danger of turning vehicles getting stuck in the ditch.

3.6 HA16 – Atalanta & Mayland, Findon

These two adjacent private properties front on to the A24 dual carriageway approximately 60m to the north of the roundabout junction with the A280. The access on to the A24 could be problematic due the high traffic flows on the A24, although vehicle speeds are low as drivers slow to negotiate the roundabout junction. With a 6m wide verge between the property line and the edge of carriageway there is good visibility to the approaching traffic.

3.6.1 Existing Access

One option would be to combine the proposed access with the existing double access point to Highdene and Atalanta, but would require agreement from the property owner. Provision will be required as part of any development to allow large vehicles such as refuse wagons to turn around within the site. It is unclear how the refuse is collected from the several adjacent properties. However, if the site is developed refuse collection will need to take place within the site.

3.7 HA18 – Soldiers Field House, Findon

The Soldiers Field House site is located on the edge of a small residential area off Nepcote Lane on the eastern side of Findon Village. The site is accessed from Nepcote Lane via Soldiers Field Lane, which is a single track lane 3.3m wide. The Lane currently serves 10 properties from Finden Heights and a

Riding Stables, and the distance from the junction with Finden Heights to Nepcote Lane is approximately 150m long.

3.7.1 Existing Access

A solution would be to purchase a 40m long strip of the verge of sufficient width to the south of the site sufficient to provide a nominal 5.5m wide access to allow two-way traffic and a 1.5m footway. With the exit point from the site located near the southern boundary, this would avoid conflict with the drive of St Francis Cottage opposite the site.

There is an additional planning proposal, which has been approved, to develop the existing Training Stables and Stable Yard to the north of the site, to provide holiday cottages and a new dwelling. This will increase the vehicle flows along Soldiers Field Lane, and could impact on the site proposals for another 11 dwellings. Therefore the proposed widening of the Lane may be required to accommodate this extra traffic. A Transport Assessment should be carried out to estimate the additional trip movements generated by the permitted and proposed developments, and assess the impact on the Lane. This assessment would allow the planning authority to make a more informed judgement on the additional housing proposals.

The junctions of Soldiers Field Lane with Convent Gardens, and Convent Gardens with Nepcote Lane both have an open aspect with good visibility in both directions. Nepcote Lane leads into the main village, and also provides a direct route south to the A24 avoiding the village centre. The village has narrow roads with on-street parking which can become congested, and there is evidence of large agricultural vehicles passing through the village. The potential number of additional trips generated by the proposals may be low, but the lack of pedestrian facilities along Nepcote Lane may be an issue when assessing the proposals, and the Transport Assessment should include this area of the village.

3.8 HA19 – Fern Farm, Greatham

The Fern Farm site is located on Longmoor Road which has good connections to the A3/A325 junction to the east. Greatham Village is to the west of the site along Longmoor Road and Petersfield Road where the local Primary School is located. Traffic calming features have been installed on the approaches to the school, resulting in congestion during the school drop-off/pick-up times. There is low density housing along Longmoor Road either side of the site with an area of woodland along the opposite side of the road. The ground generally falls away quite steeply around the site area from the NE to SW, and the site currently appears to be occupied by travellers.

3.8.1 Existing Access

The site has a 1.8m high fenced boundary along the carriageway frontage which is continued down both the east and west boundaries. There is a large gated entrance with a wide asphalt bell mouth area on to the carriageway, and a narrow verge and footway strip separating the site from the carriageway edge. Visibility is good to the west but is restricted to the east by the 1.8m high fencing. It is not clear who owns this section of fencing although it is likely to belong to the adjacent property. At least one section of fence will need to be removed or lowered to allow sufficient visibility eastwards. There is some evidence of services in the footway, with a BT chamber and water stop valve, and there are both electricity and telecoms poles in the verge on both sides of the road.

3.9 HA23 – Land to the south of Wellgreen Lane

The village of Kingston lies to the south of the A27 and the town of Lewes, with Wellgreen Lane forming the main route through the village. The site lies to the south of the Lane adjacent to the entrance for the local farm. Wellgreen Lane is subject to a 20mph speed limit, with traffic calming features including kerb build outs, road humps and speed cushions along the site frontage. The proposed site is now overgrown, but was probably part of the fields belonging to the farm as the current access point is off the farm entrance track. The land is separated from Wellgreen Lane by a grass verge approximately 4m wide, with a line of

large mature trees along the boundary between the verge and the plot. To the east of the site is a building plot where two new houses are being constructed.

3.9.1 Existing Access

With the low vehicle speeds the access visibility is easily achievable, and there are various options for locating the access point. The main issue is the two electric poles located in the verge along the plot frontage. The preferred option would be to utilise the existing farm access on the western boundary of the site as a combined field and site access, as this location provides the best visibility away from the electric poles and the road junction with Snednore opposite. However, this option may result in third party land issues with the landowner over shared use of the access.

3.9.2 Proposed Access

An alternative option could be to place the access point at the location of the existing kerb build out and road hump. The build out and hump could be removed and replaced by a full height speed table to maintain the traffic calming element which would also extend into the site. Sightlines are good in both directions at this point, although several of the trees either side will require cutting back and crown lifting to maintain visibility. A footway would be required along the verge to the west of the proposed access, with a crossing point to the existing footway on the north side of the carriageway. This crossing point could be located at the existing speed cushions, which would be replaced by an additional full height speed table to ease crossing. There is a manhole cover in the verge between the two electric poles, which could be a sewer or soakaway, but should not conflict with proposed access road.

3.10 HA24 – Land at Hoe Court

The site is set back from the A27 dual carriageway to the east of Lancing on the approach to the junction with the A283. Between the site and the carriageway is the demolished site of what was an old filling station, which

appears to have been sold to developers. This section of the A27 is subject to a 40mph speed limit. There is good visibility to the approaching traffic on the A27 due to the wide verge, although traffic flows are likely to be high throughout the day, and especially at peak times. There is a roundabout junction and a controlled crossing point approximately 400m back along the dual carriageway from the site which does regulate the traffic flows, but access could be an issue with this development. This could be a particular problem for large vehicles such as delivery vehicles and refuse wagons trying to negotiate into and out of the site.

3.10.1 Existing Access

The site could utilise the existing entrance and exit points of the old filling station, which were once used by vehicles accessing and egressing the filling station. This option could be further enhanced by acquiring an additional strip of land alongside the carriageway to provide a diverge and merge taper, which would allow exiting vehicles match the traffic speeds, although accommodating the existing footway and electricity sub station could be problematic. It is likely the sub station would require relocating within the filling station site with the footway realigned to accommodate any proposed taper, both of which could impact on any proposed development. However, in DMRB there is only a requirement for tapers on dual carriageways with a design speed of 50mph or above.

3.10.2 Proposed Access

There is an outline planning permission for 6 new dwellings on the filling station site, set in two terraces of three properties either side of a cul-de-sac access road at right angles to the A27. It is noted that the application was originally refused on several issues with the proposed access/exit arrangement being one of the reasons given. However, as it is assumed that the access to the proposed housing site has to be compatible to the existing planning permission the only option would be to extend the proposed cul-de-sac into the site to provide the access for both developments. The level difference between the

proposed housing site and the filling station land varies from approximately 1m to over 2m west to east, and is estimated to be around 1.2m at the location of the proposed access. There is no indication of levels on the planning drawing but assuming the carriageway is at ground level there will be considerable earthworks required to accommodate the new access road to an acceptable gradient, especially as the site continues to rise to the rear of the plot. This arrangement would require approval from the landowner to allow access through the development, and may require adjustment to the current planning application layout. The additional vehicle movements through the development may also impact on the proposed entry/exit arrangement, and raise further objections from the planning authority.

3.11 HA27 – Former Brickworks Site, Highways Depot & Wyndham Business Park, Midhurst

The former brickworks site outside Midhurst is on two levels either side of the original railway line, currently occupied by the Wyndham Business Park on the upper level and the Council Highways Depot on the lower level. Each level has a separate access point exiting on to Bepton Road which connects to the A286 running through Midhurst.

3.11.1 Existing Access

Access to the lower level has few issues as there is an existing full width entrance into the site currently being used by all types of vehicle including large commercial vehicles. There is also negligible level difference between the site and Bepton road, although visibility to the right from the entrance is impaired by the speed limit sign mounted only 1m above the verge. The signpost should be replaced with a full height post and the sign mounted at the standard 2.1m above ground. If a footway is installed between the two entrances there may not be sufficient width to provide a shared use facility along this route. However, a dedicated cycleway from Bepton Road through the development could be achieved by installing a short section of footway to the west of the lower entrance with a drop kerb to allow cyclists to enter the site off-road. They

could then be routed through the site to the upper entrance, exiting on to an off-road length of cycleway and joining into the facility on the A286.

3.11.2 Proposed Access

The existing access into the upper level on to Bepton Road is via an oblique junction layout, favouring a left turn towards the A286 and Midhurst but resulting in a restricted view of traffic approaching from the right. Any proposed access road junction would need to be at right angles to Bepton Road, which would require cutting into the existing corner further west of the present junction to provide a square on alignment. This would provide good visibility in both directions on Bepton Road, and would result in a more offset junction with Oakwood Close on the opposite side of the road. There is evidence of an existing cycleway facility from the A286 running into Bepton Road, and the realignment of the new junction would provide an opportunity to continue the cycleway into the proposed development. There is currently no footway along the site side of Bepton Road and only a narrow sub standard footway along the opposite side of the road. The site development would provide the opportunity to install a new footway along Bepton Road between the two proposed site access points.

However, due to the considerable level difference at this location the earthworks required to provide an acceptable gradient for both the access road and the footway would result in a large area of undevelopable land. A better solution may be to abandon this access point and route all the potential site traffic into and out off the existing entrance at the lower part of the site.

3.12 HA31 – Land at Lamberts Lane, Midhurst

The site consists of the Youth Club and the adjacent Netball and Tennis Courts, and is located off Lamberts Lane. The junction of Lamberts Lane and the A286 North Street is narrow and there is width for only one vehicle over the first 70m section to Orchards Way. After the junction with Orchard Way the Lane widens to approximately 8m at the Youth Club entrance, and continues round

eventually rejoining the A286 North Street to the north of the town centre. To the north of the site are the playing fields of the Midhurst Rother College, with the small residential development of Millbrook Court to the south. At the northern junction of Lamberts Lane with the A286 the road width is less than 3m in places, and could be challenging for large commercial vehicles.

3.12.1 Existing Access

The existing Youth Club entrance provides an easy access point into the site, and with a wide 4m verge and footway strip visibility is good in both directions. A second access could be located at the tennis court area, and despite the decreased width of the footway strip and carriageway width sightlines in both direction are acceptable. The carriageway area at both proposed entrance locations would provide easy access for large vehicles. However, due to the lack of housing and access points along this section of Lamberts Lane, and with the location just off the North Street the section of the Lane in the vicinity of the site appears to have become a parking area. There seems to be a continuous line of on-street parking along the Lane almost to the Youth and Community Centre by the college entrance. Some form of parking restrictions may be required along the site frontage to allow safe access and egress to the plot.

The main issue to developing the site could be the access points off the A286. With over 40 existing properties, the Youth Club and various small businesses using the narrow sections at either junction, congestion is likely to occur especially at peak times. The addition of a further 15 properties proposed will only increase traffic flows, and due to the existing buildings located tight to the edge of the carriageway there is little scope to widen these pinch points. There is a construction site for 17 new dwellings on the site of the Midhurst Grammar School off Lamberts Lane, which will further increase traffic flows along the Lane and may increase congestion at the pinch points around the junctions with North Street. However, the traffic assessment submitted as part of the planning application states that with the removal of the Grammar School there will be a net reduction in vehicle movements with the completion of the development.

3.13 HA32 – Midhurst Bowls Club, Midhurst

The Midhurst Bowls Club is located on a small compact site off June Lane close to the centre of the town. There is a difference in level between the site and the carriageway of over 2m, and any access via June Lane at the location of Primrose Cottage would be very challenging. To provide an access road to an acceptable gradient would result in an earthworks footprint almost the length of the site, and would severely compromise any development within the site. The embankment along the edge of June Lane would have to be cut back considerably to provide the required visibility splays, further reducing the developable area, and the narrow width of the Lane would make negotiating into and out off the site for large vehicles very difficult. The environmental impact on the Lane would be considerable with the loss of vegetation, the stone walling and extensive changes to the existing ground levels around the entrance to Primrose Cottage.

3.13.1 Proposed Access

An alternative access point could be provided through the recently completed St Margaret's Way housing development to the rear of the Bowls Club. The ground level is the same, and there is sufficient access width through the new parking area of the development to provide a 5.5m wide access to join the two developments up. The new development already has a full standard entrance on to the A272 Petersfield Road, which would be far more practical than attempting to exit on to June Lane, and trying to negotiate the junction with North Street. Using the A272 avoids the need to go into the town centre which can become congested at anytime during the day. Large commercial vehicles such as refuse wagons already service the development successfully, and could easily carry on into the Bowls Club site as part of their normal operation. However, the development roads are not adopted, so negotiations will be required with the landowner to agree access.

Various planning applications have been submitted for this site, but they propose to access the site from June Lane. As stated this will result in considerable engineering works which may not be physically possible in the constrained area of the Lane, and would have substantial effect on the rural nature of the area that may result in local objections.

3.14 HA34 – Land at Park Crescent, Midhurst

The site is located at number 12 Park Crescent off Lamberts Lane, which is one half of a pair of semi detached properties at the end of the cul-de-sac.

3.14.1 Existing Access

Access on to Park Crescent can only be achieved if the property is demolished, but this could result in building issues with the adjoining property and would require party wall works to the remaining property. There may also be objections from surrounding residents of Park Crescent over the additional vehicle movements through the cul-de-sac generated by the additional 10 proposed properties.

3.14.2 Proposed Access

An alternative option would be to acquire a strip of third party land at the rear of the site across the end of the rear gardens of numbers 10 & 11 to allow access into the proposed site at Lamberts Lane, - see Section 3.12. This strip would need to be of a sufficient width to allow for an access road and 1.5m footway. However, the likely location at the northern boundary of both sites may compromise the development layouts of the two sites. The access issues already discussed for the Lamberts Lane site would be relative to this proposed development, and the additional 10 properties proposed would further add to the possible congestion at the Lamberts Lane/A286 junctions.

3.15 HA38 – Land to the rear of Ketchers Field, Selborne

The site is located behind the Ketchers Field residential development, and is accessed via a narrow concrete track off the B3006 south of Selborne village. The track is generally 3m wide and provides access to three properties as well as the car park for the village recreation ground. The section of the B3006 between the junction with the track and Ketchers Field is subject to a 30mph speed limit, although further north towards the village centre there is a section of traffic calming where the speed limit has been reduced to 20mph. The verge to the north of the track junction is over 8m and provides a good sightline to approaching traffic, and although the verge to the south is narrower sightlines in excess of 50m can be achieved.

Existing Access

There is little scope to widen the concrete track between the B3006 junction and the entrance to the recreation ground as the track is bounded either side by private land. Beyond the recreation ground the track is constricted by a line of mature trees currently screening the recreation ground from New Cottage and numbers 11 to 15 Ketchers Field. The track is only 2.6m wide between the frontage of New Cottage and the verge containing the trees, and to widen this section to provide a minimal 5m wide access would require the removal of these trees. This may result in objections from local residents on environmental grounds and loss of amenity.

3.15.1 Proposed Access

An alternative option would be to provide an access across the existing car park behind the Ketchers Field estate between numbers 19 & 20. This has the advantage of utilising the existing estate road network and existing junction on to the main road. This option may result in lose of 3 existing parking bays in Ketchers Field, but could be mitigated by providing additional spaces in any proposed development. However, the proposed development may result in objections from the existing residents over the additional traffic through their estate.

3.16 HA40 – The Old Riding School, Sheet

The only access from the site appears to be via a narrow track off the B2199 Pulens Lane between properties number 18 & 20. This track is 3.5m wide between the perceived property boundaries and the edge of the vegetation strip, and is suitable only for single vehicle access. The track currently provides access for five properties off Pulens Lane, numbers 20, 20a, 20b, 22a & 22, and the Old Riding School, situated at the back of the housing along Pulens Lane.

3.16.1 Existing Access

The access track has good visibility on to Pulens Lane, although large vehicles such as refuse wagons and emergency vehicles would have difficulty in negotiating into and out of the access. It is unclear how the refuse is currently collected from the five properties, although it is possible the wagon parks temporarily on the main road and the bins are brought down to the vehicle for emptying. The maximum distance bins will be collected from is currently around 30m, so it is possible some of the property owners have to deliver their bins to an agreed collection point. With the potential of an additional 15 properties to serve this arrangement would not be acceptable, and delivery/collections vehicles would need to access the development directly. This would require re-modelling the existing entrance to accommodate such vehicle turning movements, which may require third party land from the two adjacent properties on Pulens Lane. The main issue is the width of the existing track which can only accommodate one vehicle. The track is over 80m long with no opportunity to provide passing areas. The traffic generated from the proposed housing is likely to result in congestion along the track, with opposing vehicles having to reverse back to allow passing. This situation could result in safety issues and may raise objections from the existing residents.

A planning application has been submitted for 5 properties on the site, and the highways assessment has raised no objection to the use of the current access.

The proposals indicate that the access could be widened to 4.8m to satisfy MfS, but it is difficult to identify from where this additional width can be gained. Using the assumed boundary line of the existing private properties along the track a measurement of only 3.2m can be achieved, although the vegetation strip could be utilised with the agreement of the owner. However, as the property boundaries are not entirely clear the available width of the track will need to be confirmed from a Land Registry search at a later more detailed survey stage. If a width of 4.8m is assumed it is doubtful whether this could accommodate any safety strip for pedestrian use, and may be challenged on safety grounds.

Shared Space solutions have been employed in certain residential locations, normally within a development where traffic speeds are low and where pedestrians only occasionally need to venture into the trafficked area. With a 4.8m wide access the edge of the trafficked area will be up against private land, and pedestrians will be forced to walk permanently in the trafficked area for the whole length of the track. There are locations along the access track where pedestrians could take temporary refuge to avoid traffic, but this would require using private land, possible in practise but not something that should be designed for. It is likely the planning authority will make a judgement on whether a Shared Space solution would be appropriate in this instance.

It is unclear if the application has assessed the turning movements of large commercial vehicles at the junction with Pulens Lane. As indicated by the auto tracking plans produced a refuse wagon would stray into the opposite carriageway of Pulens Lane when turning out of and into the access track. Widening the bell mouth area may alleviate this but would require third party land.

3.16.2 Proposed Access

There is a possible alternative access off Old Mill Lane, however this would require the purchase of third party land from The Mill Cottage, and would have similar access width problems as the current track access.

3.17 HA42 – Land south of Loppers Ash, South Harting

The site is currently agricultural land along New Lane on the eastern edge of South Harting village, opposite the junction into the South Acre residential area. The site is sandwiched between the Loppers Ash cottages on the corner of New Lane and Elsted Road and five properties on New Lane to the south of the site. New Lane continues south terminating at the local farm, but also provides access for walkers, cyclists and horse riders up to the Downs area. The Lane is a narrow single track access average width 2.7m, with steep banks either side from the site to the junction with Elsted Road. There is approximately 1m height difference between the site and the Lane.

3.17.1 Existing Access

The Lane runs straight from the site boundary to the junction with Elsted Road, so horizontal visibility will not be an issue. However, due the difference in level between the site and the Lane the site the ground level will have to be reduced back into the site to provide the entrance road with the standard carriageway gradient, and the visibility splays will have to be cut into the bank either side of the proposed access point. There is a line of electric poles along the boundary of the site, and some poles may require relocating or re-planting if there is conflict within the visibility splays. The access could be improved by widening the section of New Lane between the junction with South Acre and the Elsted Road, show as Option 1 on sketch EC/RJ506104/HA42. There is an embankment strip along the western side of New Lane approximately 4m wide which could be utilised to provide a 5m carriageway and 0.6m safety strip. However, due to a difference in level of 1m to 1.7m between the Lane and the top of the embankment some form of retention structure would be required to protect the integrity of the properties of 37 South Acre and Salters. The New Lane junction with Elsted Road is quite enclosed but still provides adequate visibility in both directions. There is an electric pole on the corner of the junction that will have to be relocated if the widening option is actioned, although the development of this site could be an opportunity to provide a buried electrical

service to the site and surrounding properties, and removal of several of the existing electric poles.

3.17.2 Proposed Access

An alternative to gain access to the main Elsted Road from the proposed site would be through the South Acre residential area. This could be an issue as the route would be via typical narrow estate roads with many instances of on-street parking, possibly resulting in local congestion and objections from residents. The junction of South Acre and Elsted Road is already a well used access point, with a wide aspect and good visibility. There is currently no provision for pedestrians along Elsted Road in either direction, so there is likely to be no requirement for pedestrian facilities outside any proposed development other than a crossing point into South Acre.

However, provision for non motorised users could be included within the proposed development, with a possible shared use facility along the site frontage to New Lane to remove pedestrian and cyclists from the Lane traffic. The facility could be constructed as a rural type footway using compacted gravel instead of asphalt to match the rural location, although this would be unsuitable for horses due to maintenance issues and it is likely horse riders would remain on the carriageway. For safety reasons the proposed access point would be staggered with South Acre to reduce the likelihood of vehicles crossing directly over New Lane and conflicting with users on New Lane, as indicated on sketch EC/RJ506104/HA42 as Option 2. If a footway is required as part of the proposal a crossing point will be needed from the site to the existing facility in South Acre. This crossing point location will be sited to suit the final position of the site access point, but is shown on Option 2 at the probable desire line into South Acre.

3.18 HA47 – Land at Floud Lane and Long Priors, West Meon

The site at Floud Lane is located to the north west of West Meon village. It is accessed via Long Priors a narrow cul-de-sac serving 23 mainly semi-detached

properties. The proposed housing site occupies the corner of a field backing on to the end of the cul-de-sac, and can be accessed via a strip of land between number 27 and the drive to the garage block for numbers 7 to 11. It may also be possible to access the plot via the garage drive, although this option could result in ownership issues and conflict with the line of large mature trees along the side of the drive.

3.18.1 Proposed Access

Between the plot and the main cul-de-sac properties is a drainage ditch terminating in a headwall, which would have to be diverted to install an accessway. However, providing an access point into the existing turn head area could result in conflict with turning or parked vehicles. The option to provide an access route combining with the existing garage drive would avoid the need for another junction on to Long Priors and take any proposed development traffic away from the turning head area, but may require the removal of some trees along the side of the drive. A new access into the garage block would be located off the proposed access road releasing an area of the existing drive to be returned to landscaping.

The junction with Long Priors could be problematic due to on-street parking and a narrow 5.2m width, although visibility is good at this point. Long Priors exits on to Church Lane with good visibility in both directions, however Church Lane serves both the local church and the West Meon C of E Infants School, which could result in congestion at peak times. Church Lane becomes narrower as it enters the village centre, with evidence of on-street parking due to a lack of private drives or garages in the village centre. At the junction of Church Lane and the A32, which runs through the village and is subject to a 30mph speed limit, the visibility is good in both directions due to the bend in the main road.

3.19 HA48 - Land at Meadow House, West Meon

The proposed site is a strip of land along the northern boundary of the Meadow House property off West Meon Road on the eastern side of West Meon village.

To the north of Meadow House is a property called The Rectory and a small residential development of eight houses off Doctors Lane, with a parking area backing on to the boundary with Meadow House. Doctors Lane continues south from The Rectory to join West Meon Road, with access west along the High Street to West Meon Village and the A32. The section of Doctors Lane south from The Rectory is narrow with an average width of 5m, and with housing on both sides. There is a doctor's surgery at the northern end of the Lane, which generates regular traffic throughout the day, and there is evidence on on-street parking along the Lane.

3.19.1 Proposed Access

Access to the site is likely to be from Doctors Lane opposite The Rectory to minimise traffic flows through the development, and would require a turning facility for refuse wagons and delivery vehicles. However, there appears to be a shortage of parking within this residential area as on-street parking is evident along the estate road. The proposed access road junction would reduce the area for on-street parking and may result in objections from local residents.

An alternative option would be to provide an access along the eastern edge of Meadow House plot to the West Meon Road, which has good visibility in both directions and avoids the issues associated with Doctors Lane. The access for Meadows House could be connected into this new access road, and the original drive removed and returned to garden. However, this would require a negotiated agreement with the landowner for the additional land.

3.20 L(GT)12 – Land north of the existing Offham Site, Offham

The site is off the A275 north of Lewes and adjacent to an existing gypsy site L(GT)01. There is petrol filling station just to the south of the two sites, and the junction with the B2116 is located on the opposite side of the A275 from the proposed site. There is an access between the two gypsy sites, and they are both shielded from the road by a high hedge. The carriageway is relatively straight to either side of the existing access point with good visibility, and is a

sufficient distance away from the B2116 junction to avoid conflict with turning traffic.

3.20.1 Existing access

If the proposed site requires an independent access on to the A275 this would be located preferably to the south of the junction where the more restricted sightline to the north is over 45m and could be extended by cutting back the verge vegetation. However, it would be better to utilise the existing exit point on the L(GT)01 plot, which has increased visibility and is further from the B2116 junction. It is closer to the filling station access but has sufficient separation to avoid conflict with customers entering or leaving the forecourt.

3.21 BH(GT)135 – Sweet Hill, Waterhall

The Sweethill site is accessed from the A23/Mill Road roundabout junction and right into Waterhall Road, which passes under the A27 and slip road close to the junction with the A23. Waterhall Road provides access to the Brighton Rugby Club, and the track to the site branches off the road to the north of the A27 travelling north alongside the A23 and the Brighton to London railway line. The asphalt track is a maximum 4m wide with limited passing places, and continues north passed the site to serve a few isolated properties. Between the track and the railway line is a large electrical switching and supply yard forming part of Network Rail's infrastructure, and includes an access point on to the mainline. Network Rail confirmed that this main works access point is heavily used all year round for maintenance, and generally has vehicles and plant using the track all week including weekends. These vehicle movements include large excavators and lowloaders delivering plant and materials to the works access, and quite often the track can be completely blocked compromising access to the site. However, the track is designated as a bridleway, and as a public right of way access should be maintained along the route at all times.

3.21.1 Proposed Access

The site, however, is suitable for a gypsy site, being generally isolated from other properties with potentially good access to the A27 and A23 trunk routes. Access on to the bridleway could be located anywhere along the site frontage, but ideally it should be positioned close to the southern boundary to reduce any conflict with Network Rail's plant movements. Due to the restricted width of the bridleway, if this site is developed it may be necessary to provide additional vehicle passing points between the access point and the junction with Waterhall Road. It would also be advisable to consult with Network Rail to reduce any conflict issues around the compound area.

4 Conclusions

A highway assessment has been carried out on all the potential housing and gypsy/traveller sites listed in the Site Assessment Table below, and each site has been rated Good, Average, or Poor. The rating is based on the ability to access/exit the various sites, the visibility splays available for exiting vehicles, level differences, the location of existing street furniture and services. The predicted impact the additional traffic generated by the proposed housing has on traffic flows along any existing access points, and on the surrounding road network in the area, may also affect the rating. It should be noted that detailed surveys, designs, property land searches or traffic modelling and transport assessments have not been carried out, and the assessment is based on site measurements and observations. The assessment includes comments on any current planning applications affecting any of the sites, and the possible impacts on potential housing requirements. A Poor rating does not necessarily discount a site, but indicates a series of issues that could make developing the site challenging.

Site Assessment Table

Site Ref.	Site Name	Comments	Rating
HA01	Former Allotment Site, Alfriston	Confined site with sub standard access points. Visibility and turning movement issues on to the main road. Alternative access options require third party approval.	Poor
HA05	Marriners Farm, Cheriton	Good visibility in both directions. Easy access to main distributor roads. Minor impact on adjacent properties.	Good
HA10	Land at Park Lane, Droxford	Narrow access lane with limited options for widening. Park Lane already caters for the local school and recreation ground. Severed footway network in the village.	Poor
HA12	Former Allotment to rear of Cowdray Road, Easebourne	Good visibility in both directions. Easy access to main distributor roads. Will need to accommodate the parking requirements of the local school opposite.	Good

HA13	Former Easebourne School, Easebourne	Three access options with various sightline issues and level difference problems. Deep ditch opposite the site may affect turning movements.	Average
HA16	Atalanta & Mayland, Findon	Good visibility in both directions. Easy access to the A24 main distributor road. Possible issues exiting the site due to high vehicle flows on the A24.	Good
HA18	Soldiers Field House, Findon	Existing access road requires widening using third party land. Good visibility in both directions on to the main village road, with easy access to the A24.	Average
HA19	Fern Farm, Greatham	Good visibility in both directions, although existing fencing will require removing. Easy access to main distributor roads. Evidence of several services in the footway and overhead cables.	Good
HA23	Land to the south of Wellgreen lane, Kingston	Good visibility in both directions. Easy access to the A27 through the village. Existing traffic calming measure will require modification. There is evidence of services in the footway as well as overhead cables.	Good
HA24	Land at Hoe Court, Lancing	Good visibility in both directions. Access would be through the proposed development which is currently under planning and would require agreement with the landowner. Possible issues with the proposed entry/exit which has been refused by planning. Additional earthworks required due to level differences.	Poor
HA27	Former Brickworks Site, Highways Depot, and Wyndham Business Park, Midhurst	Good visibility in both directions from both access points. Opportunity to upgrade the existing pedestrian and cyclist facilities. Upper level access would require extensive earthworks.	Good
HA31	Land at Lamberts Lane, Midhurst	Good visibility in both directions. Issues with access from Lamberts lane on to the main A286. Additional housing developments will add to the traffic flow issues.	Good
HA32	Midhurst Bowls Club, Midhurst	Only practical option is access the site via the adjacent housing development, but would require agreement with the landowner for easement.	Poor
HA34	Land at Park Crescent, Midhurst	Possible local objections if the access is via 19 Park Crescent. Additional option into the HA31 site would require third party land.	Average
HA38	Land at the rear of Ketchers Field, Selborne	Good visibility in both directions. Current access too narrow with limited opportunity to widen. Alternative route through the	Average

		Ketchers Field estate may result in local objections.	
HA40	The Old Riding School, Sheet	Issues with the existing narrow access and lack of pedestrian facilities. More detailed work required to ascertain the available width of the access. Problems with turning movements into and out off the access for large vehicles.	Poor
HA42	Land south of Loppers Ash. South Harting	The access lane is too narrow for two-way traffic, and widening the lane would involve extensive engineering work. Access through the housing estate would have issues with narrow estate roads and on-street parking. Level difference between the site and the lane would require additional work to achieve the required visibility.	Average
HA47	Land at Floud Lane & Long Priors, West Meon	Narrow access through the village. Parking issues on Long Priors. Garage access option would require third party agreement.	Average
HA48	Land at Meadows House, West Meon	Access on to Doctors Lane will reduce on-street parking and also loss of vegetation within the small housing estate. Possible congestion on Doctors Lane due to narrow carriageway, on-street parking and the doctor's surgery. Alternative route will require agreement with the landowner.	Average
L(GT)12	Land north of existing Offham Site, Offham	Proposed site linked to an existing gypsy/traveller site. The existing access point has good visibility in both directions, and is over 50m from the B2115 junction.	Good
BH(GT)135	Sweet Hill, Waterhall	Good isolated location, with easy access on to Mill Lane and the A23/A27 junction. Possible congestion issues with Network Rail plant/vehicles attending their compound.	Good

5 APPENDICES

Appendix 1 – Drawings

EC/RJ506104/HA01/1 – Former Allotment Site, Alfriston

EC/RJ506104/HA01/2 – Former Allotment Site, Alfriston

EC/RJ506104/HA10 – Land at Park Lane, Droxford

EC/RJ506104/HA05 – Marriner’s Farm, Cheriton

EC/RJ506104/HA12 – Former Allotment land to the rear of Cowdary Road, Easebourne

EC/RJ506104/HA13 – Former Easebourne School

EC/RJ506104/HA16 – Atalanta & Mayland, Findon

EC/RJ506104/HA18 – Soldiers Field House, Findon

EC/RJ506104/HA19 – Fern Farm, Greatham

EC/RJ506104/HA23 – Land to the south of Wellgreen Lane

EC/RJ506104/HA24/A – Land at Hoe Court

EC/RJ506104/HA27 – Former Brickworks Site, Highways Depot & Wyndham Business Park, Midhurst

EC/RJ506104/HA31 – Land at Lamberts Lane, Midhurst

EC/RJ506104/HA32 – Midhurst Bowls Club, Midhurst

EC/RJ506104/HA34 – Land at Park Crescent

EC/RJ506104/HA31/HA34 – Lamberts Lane/ Park Crescent

EC/RJ506104/HA38 – Land to the rear of Ketchers Field, Selborne

EC/RJ506104/HA40 – The Old Riding School, Sheet

EC/RJ506104/HA42/A – Land south of Loppers Ash, South Harting

EC/RJ506104/HA48 - Land at Meadow House, West Meon

EC/RJ506104/L(GT)12 – Land north of the existing Offham Site, Offham

EC/RJ506104/BH(GT)135 – Sweethill, Waterhall