

**Our Reference: 020.0310/240719/JL**

24<sup>th</sup> July 2019



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Dear Lisa,

**Land at Parsonage Farm, Henfield  
Update on Transport Planning Works**

This letter has been prepared to provide a summary of the transport and highway works completed to date to review the proposed development site's opportunities and constraints and its promotion for inclusion within Henfield Neighbourhood Plan.

Accessibility

The site is located circa 1km to the north of Henfield Village Centre and the associated services which includes a convenience store and post office. Within closer proximity of the site are St Peter's Primary School, Henfield Medical Centre, a community centre and Henfield Leisure Centre all of which are accessible within an 800m walk from the centre of the proposed site using existing pedestrian infrastructure.

The site is also within immediate proximity of the local Public Rights of Way (PROW) network with 'The Downs Link' located to the west of the site, Footpath 2543 to the east, Footpath 2526 to the west and Footpath 3508 to the south all of which connect onto existing pedestrian infrastructure towards the facilities in Henfield Village Centre. The site would provide connections onto these PROW routes where possible to increase connectivity through the site.

In addition, public transport services are available within a 900m walk (from the centre of the site using existing pedestrian infrastructure) to the east of the site. From these stops, Compass Travel's 100 route provides an hourly service between Burgess Hill and Horsham Monday to Saturday, whilst the Stagecoach 17 service connects Horsham to Brighton on a half hourly service Monday to Friday.

Access

In order to review the access opportunities and constraints of the proposed site, an Access Appraisal was completed in May 2018. The access appraisal reviewed opportunities for vehicular and pedestrian access from London Road (A281) and through the newly constructed Charles Church residential development to the south east of the site. The access appraisal was informed by a site visit, two speed and volume traffic volume surveys on London Road, a topographical survey and highway boundary information. This appraisal concluded that vehicular access should be taken from London Road (A281) in the form of a bellmouth arrangement. A junction capacity assessment was completed on the access to ensure the new junction would operate sufficiently within capacity and without significant queuing or delays. It was also identified that the current change in speed limit (from 30mph to derestricted) location should be moved further north to support the development and enhance the safety of the new access.



Transport Planning



Highway Design & Civil Engineering



Travel Planning

QMS0000/v3/110117/RK

Pedestrian access could be taken from the Charles Church development and the existing Public Rights of Way (PRoW) routes which connect to the site. In addition, there is also the potential for a pedestrian access to be provided at the new bellmouth junction onto London Road (A281) with the provision of a new footway extending south from the access along the western side of the London Road carriageway and connecting onto the existing pedestrian infrastructure of the London Road/Deer Park roundabout.

#### Off-site Highway Impact

Works on the likely highway impact of the proposals have also been considered by reviewing the adjacent Charles Church development (application reference: DC/09/1222). As part of this application a capacity assessment of the London Road/Deer Park roundabout and Deer Park/Mallard Way priority T-junction was completed. This assessment was conducted up to 2017 including their development traffic, and both the AM (0800-0900) and PM (1700-1800) peak modelling results indicated that there were no capacity concerns at these junctions with a maximum Ratio of Flow to Capacity (RFC) value of 0.394 for the roundabout and 0.243 for the priority junction (where a value which exceeds 1.00 demonstrates the junction operating over capacity). It is therefore not expected that the proposed site would have a sever impact on the operation of this roundabout.

In addition, a modelling exercise has been completed on the proposed access arrangements to ensure this would not affect the operation of the A281 (London Road).

#### Layout Considerations

Through the promotion of this site, consideration to the highway elements have been given. This includes being aware of local parking standards, connections onto the PRoW network, potential road widths from the spine road to periphery and residential roads including cul-de-sacs.

I trust the above is a sufficient update on our transport and highway works to date, however if you have any queries, please do not hesitate to get in contact.

Kind Regards,

Senior Transport Planner  
**Paul Basham Associate**

