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FAO: Joanne Fisher

Date: 20th March 2025

Our Ref: 24044MS

Dear Ms Fisher

DM/24/2922 Hollyrood House, Ardingly Road, Lindfield, West Sussex RH16 2RA

Vision Transport Planning is appointed by the Applicant to provide advice on matters relating to highways and transport in respect to the above planning application.

This letter has been prepared further to Vision Transport Planning's letters dated 23rd January 2025 and 7th February 2025, which set out a technical response to the County Highway Authority's (CHA – West Sussex County Council) formal consultation response (dated 3rd January 2025).

An updated response has been received from the CHA, which sets out where further clarification has been sought on three remaining points. This letter provides a formal response to the remaining aspects that have been raised by the CHA.

In summary the CHA has requested further clarification on the following matters:

- Forward visibility splays at the Park Lane access;
- Provision of real-time passenger information displays; and
- Design of secure cycle parking.

Each of the above aspects are expanded on below:

Forward visibility splays at the Park Lane access

Drawing 24044-003 was previously submitted to present forward visibility splays within Park Lane, adjacent to the secondary site access (to Park Lane). The CHA has requested that an additional forward visibility splay be added for a vehicle traveling eastbound towards a vehicle waiting to turn right into the site access. This splay has been added to Drawing 24044-003 (now Rev A) and the updated drawing has been attached as **Appendix A**.

As can be seen from the appended drawing, forward visibility in the eastbound direction is limited to circa 45 metres (when indicated to a car turning right into the site access and assuming highway margins in accordance with the plan provided by WSCC). It is noted that the available

forward visibility, in the eastbound direction, is below the SSD based on the corresponding 85th percentile speed. However, the restriction to forward visibility is an established feature of this part of the highway network and there are no recorded Personal Injury Collision's (PICs) within the last 10 years (reference crashmaps.co.uk) within the vicinity of the bend.

The development proposals will neither increase flows around the bend nor increase trips via the site's Park Lane access (with a net reduction in overall traffic attraction identified). As such, whilst forward visibility is restrained, it appears that this does not detract from the road safety record, whilst the development proposals will not adversely impact on this established situation.

Provision of real-time passenger information displays

It can be confirmed that the Applicant is willing to agree to a S106 obligation or contribution that secures the provision of real-time passenger information (RTPI) displays for the two bus stops within Ardingly Road (adjacent to the site access). Drawing 24004-004 (now Rev A) has been updated to make reference to the provision of RTPI and a copy of this updated drawing has been attached as **Appendix B**. It is agreed that the final design details (such as the type of kerbing) can be agreed at the S278 detailed design stage.

Design of secure cycle parking

The comments in respect to the stacked cycle parking facilities are noted.

The site layout plan has been updated. Further to the comments received, the two-tier cycle parking provision has been replaced with single storey secure cycle parking provision. To accommodate this the accessible cycle parking area has been repositioned. A revised site layout drawing has been attached as **Appendix C**. Details of the alternative 'single storey' cycle storage have been provided as **Appendix D**.

Road Safety Audit

It is understood that the CHA has requested a copy of the Stage 1 RSA as a word document, with space for signatures/details associated with the design organisation and the overseeing organisation (the County Highway Authority). A copy of the word document, in the format requested, has been provided separately (to this letter), to enable the RSA process to be completed.

Summary

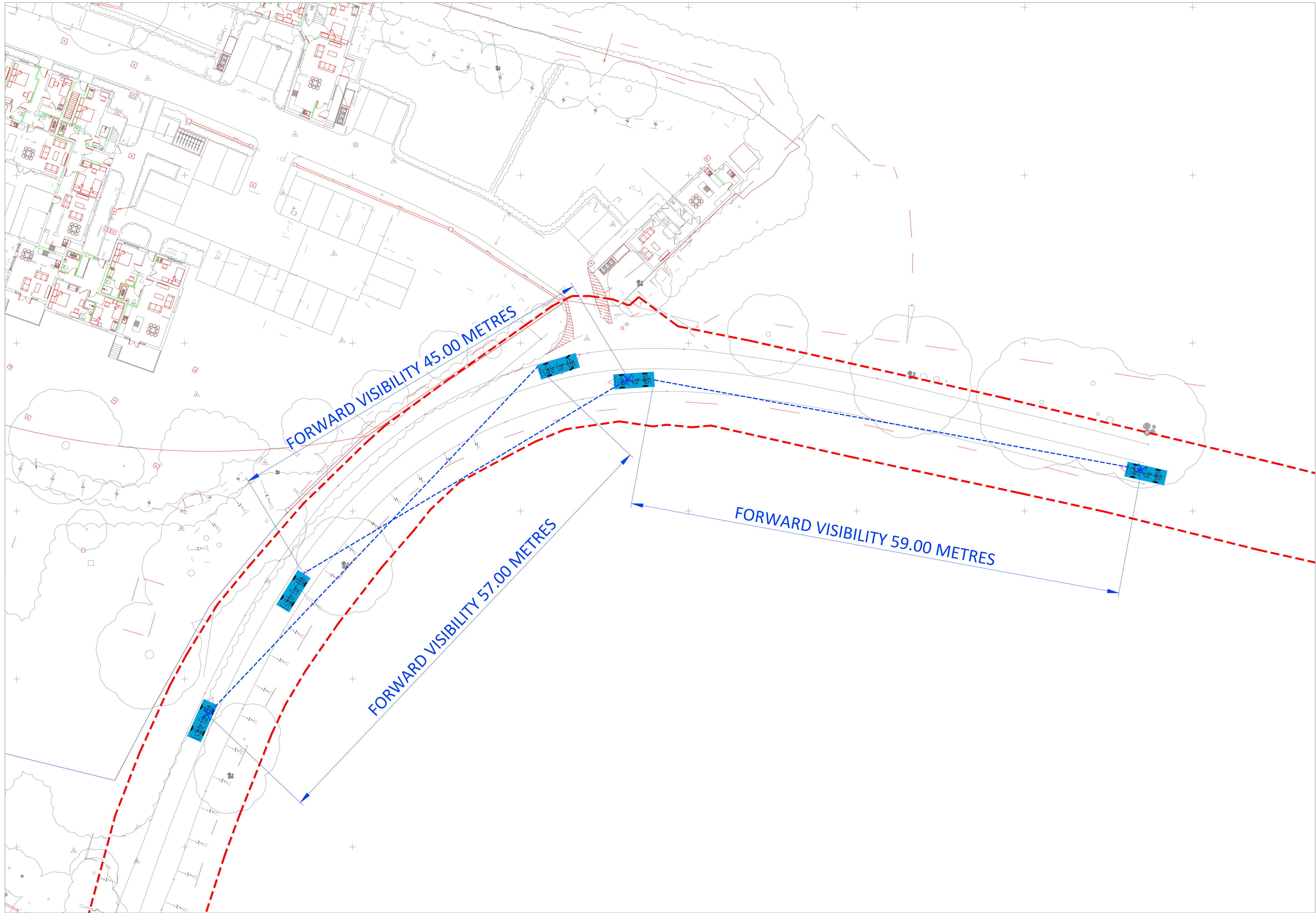
We trust this letter and attachments provides clarification in respect to the remaining issues raised by the CHA.

Yours sincerely



Steve Parsons
Director

Appendix A



LEGEND

- VISIBILITY SPLAYS
- HIGHWAY BOUNDARY

Rev	Date	Description	Drn	Chk	App
A	17.03.25	45m forward vis splay added	JG	SP	SP
-	23.01.25	First issue	JG	SP	SP
-	21.01.25	Draft issue	JG	SP	SP

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Project
HOLLYROOD HOUSE
ARDINGLY ROAD
LINDFIELD RH16 2QY

Drawing Title
FORWARD VISIBILITY SPLAYS

Drawing Status
FOR PLANNING

Date MAR 2025	Scale 1:250	Size A1
Drawing No. 24044-003		Rev A

Appendix B

2m footway with drop
kerbs and tactile paving.

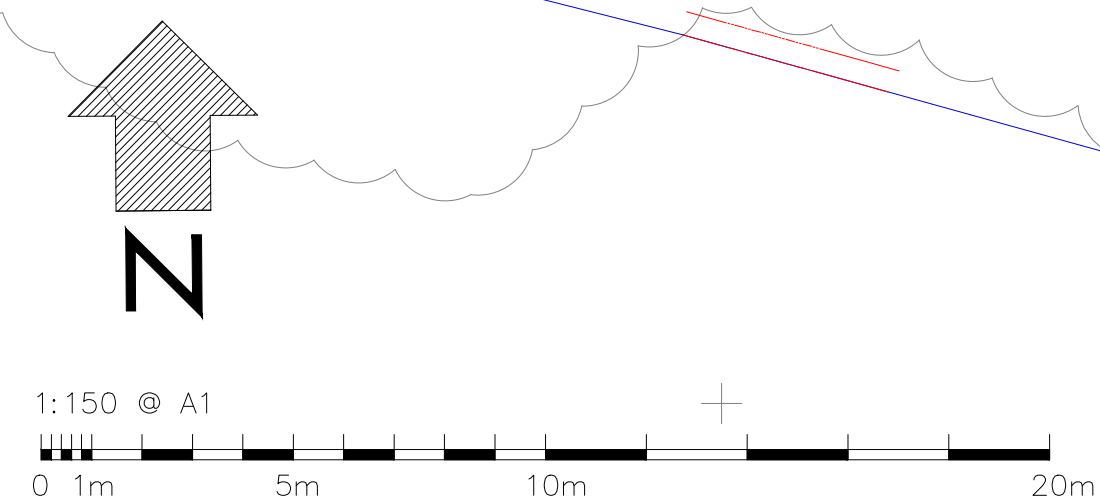
Bus stop post and flag with RTI to a
specification to be agreed with WSCC.

7M length Kassel kerbs.

2m footway with drop
kerbs and tactile paving.

7m length Kassel kerbs.

Bus stop post and flag with RTI to a
specification to be agreed with WSCC.



Rev	Date	Description	Drn	Chk	App
A	23.01.25	Bus stop anotation re spec added	JG	SP	SP
-	23.01.25	First issue	JG	SP	SP
-	22.01.25	Draft issue	JG	SP	SP

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Project

HOLLYROOD HOUSE
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LINDFIELD RH16 2QY

Drawing Title

PROPOSED PASSENGER
TRANSPORT ENHANCEMENTS

Drawing Status

FOR PLANNING

Date MAR 2025	Scale 1:150	Size A1
Drawing No. 24044-004	Rev A	

Appendix C



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(b) NOT SCALE. All dimensions to be verified on site.

Appendix D



urbanspec M-Series Bike stores

urbanspec M-Series Bike Stores are the versatile, in-line cycle storage system with efficient footprint utilisation and door access to the front of each store. There are three model depths and two model widths with extensive configurations available for frame colour, panel type, access control and integral green roof options.

At 1800mm depth model, the urbanspec M18, is fitted with Sheffield type [cycle stands](#). All variants can be specified with up to six connected modules, each with its own access door. This design reduces the required footprint by enclosing only the cycle rack space.

urbanspec M-Series Bike Stores are manufactured in the UK with an all-steel modular frame designed to accommodate cladding panel types in colour coated steel and timber. Frame components are finished in hot dip galvanised with colour powder coated options available. Height adjustable base plates enable effective ground fixing.

Access control options are specified from the modular lock design enabling key operated, mechanical keypad, electronic fob and smartphone activated systems to be selected. For high-security applications, urbanspec M-Series [Bike Stores](#) with Secured by Design specifications achieve Sold Secure SS104 – Gold Specification for Mechanical Security Systems for Pedal Cycles.