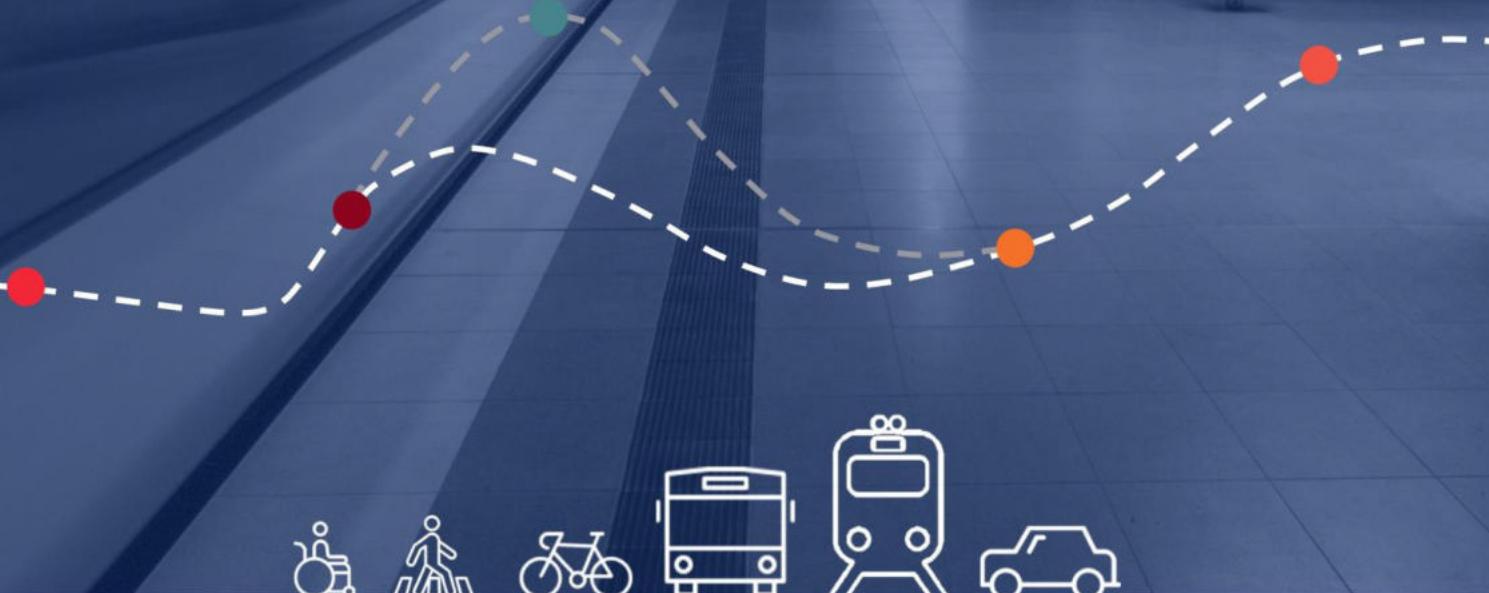


A Planning Application by
ELIVIA HOMES EASTERN

In respect of
**Land at the Old Vicarage Field and the Old Estate Yard,
TURNERS HILL**

Technical Note

2202-008/TN/01 | December 2025



Document Management

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Document Review

	Status	Author	Checker	Approver	Date
01	Draft	GM	TH	TH	03 10 25
	Issue	GM	TH/CY	TH	12 12 25

Issued by:

Bristol
Cambridge
 London
 Welwyn Garden City

Transport Planning Associates
 No.9 Journey Campus
 Castle Park
 Cambridge
 CB3 0AX

01223 455385
 cambridge@tpa.uk.com
 www(tpa.uk.com

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Table 5.1 Allocated Car Parking with the Site

List of Drawings

2202-008 SK03 – Potential Pedestrian Improvements B2110 Church Road
 2202-008 SK04 – Vehicle Tracking of Pedestrian Improvements B2110 Church Road
 2202-008 PL101(C) – Proposed Site Access Arrangement
 2202-008 SK01(A) – Potential Pedestrian Improvements B2110 Church Road
 2202-008 VS101(C) – Proposed Site Access Arrangement Visibility Plan

List of Appendices

A West Sussex County Council Consultation Response – 15th September 2025

1 Introduction

- 1.1 Transport Planning Associates has been commissioned by Elivia Homes Eastern to provide transport planning consultancy services in relation to the proposed development of land at Old Vicarage Field and Old Estate Yard, on Church Road in Turners Hill ("the Site", "proposed development").
- 1.2 The Site, which totals approximately 3.38 hectares, is located on the western edge of Turners Hill, a small village in West Sussex. The development proposals will replace the existing field with a residential development consisting of 40 dwellings, with vehicular access provided from Church Road via a new priority junction. Two existing dwellings will be retained, however the vehicular access to these two dwellings will be relocated from Church Road to be within the Site, with pedestrian access provided at the existing location onto Church Road. The existing cross over at this location will be re-instated as pavement.
- 1.3 A planning application for the scheme (DM/25/1467) was submitted in June 2025, which was supported by a Transport Assessment (2202-008/TA/02) prepared by Transport Planning Associates. Post-submission consultation comments were received on 30th June 2025 from West Sussex County Council, which have requested further information in relation to the highways aspect of the scheme. These comments were acknowledged, and a Technical Note was produced in response.
- 1.4 Further comments have been received from West Sussex County Council, and these are contained within **Appendix A**.
- 1.5 The further information relates to the following matters which are summarised in the conclusion to the highways authority's consultation response:
 - TP – Para 7.41 and 7.42 sets out that travel voucher of £150 per household will be provided towards bus/rail, bicycle/equipment/training or 12 month membership local cycle club. It is presumed the last point is typo and should read 'car club';
 - Swept path tracking for the Fire Station access to demonstrate that all anticipated vehicles can still manoeuvre with the removal of the bellmouth and change to vehicle crossover and consult Fire Services;
 - How will surfacing of PROW THU/66W/1 be secured?;
 - Further explore/address concerns regard path behind plots 28-35 and village car park in light of likely use as link towards school;
 - Additional accessible bays within visitor spaces on residential estate loop roads;
 - Whether the LPA are satisfied with approach to planning obligations and whether what has been secured sufficiently meets policy requirements (i.e Turners Hill Neighbourhood Plan policy THP2 for s106 to be spent towards village enhancement scheme); and

- Re. Keep Clear markings shown at Fire Station – plans should either reflect what is currently on the ground if no changes are proposed or show Yellow Box at both access points, if they are in agreement to provide this.

1.6 The additional information relation to the above will be provided within this Technical Note under specific sub-heading with the County Council's comments followed by the additional information that has been requested.

2 Travel Plan

2.1 In relation to the Travel Plan, the Highway Authority requested updates as follows:

- *"Para. 7.41 and 7.42 sets out that the travel voucher of £150 per household will be provided towards bus/rail, bicycle/equipment/training or 12 month membership to local cycle club. It is presumed that the last point is a typo and should read 'car club'. Advise applicant clarify this and amend before securing the TP via s106 agreement with monitoring fee of £1695."*

2.2 The Travel Plan has been updated to read 'car club', and a new revision has been issued to the Highway Authority.

3 Off-Site Improvements on Pedestrian Desire Lines

3.1 In relation to off-Site improvements on pedestrian desire lines, the Highway Authority has comments that will be addressed in this chapter.

Swept Path Tracking of the Fire Station

3.2 The Highway Authority has made the following comments in regards to the fire station in the Site's immediate vicinity:

"The LHA require swept path tracking for the Fire Station access to demonstrate that all anticipated vehicles can still manoeuvre with the removal of the bellmouth"

"Tracking is still required to ensure that all anticipated vehicles (along with confirmation on whether fire appliances use this access) can continue to use this access point – I would advise that the Fire Station is consulted on these proposed changes also in case it raises any operational concern with how the Fire Station is used."

3.3 The proposed pedestrian improvements along the frontage of the Fire Station include the placement of *"tactile paving at Fire Station access"* and *"localised widening of footway outside Fire Station"*, as suggested in the Highway Authority's initial comments. These improvements enhance the existing bellmouth through the addition of tactile paving, as illustrated in TPA drawing **2202-008 SK03**.

3.4 The requested swept path tracking for the Fire Station access for all anticipated vehicles is presented in the following TPA drawing **2202-008 SK04**.

Pedestrian Crossing

3.5 The Highway Authority previously made comments in relation to pedestrian access to the bus stop. However in the most recently received comments, the Highway Authority state that:

"Considering there is an uncontrolled crossing further north of Lions Lane and on North Street and on East Street, the LHA considers there are opportunities for pedestrians to cross to reach the bus stop."

3.6 This comment has been noted.

4 Internal Layout

4.1 In relation to the internal layout, the Highway Authority has made comments in regard to the internal links to the Lion Lane car park and the footway the rear of properties 28-35.

Internal Links to the Lion Lane Car Park

4.2 The highway authority noted within their comments that:

"The applicant was requested to review the proposed internal links to the Lions Lane car park"

4.3 This was reviewed within Technical Note 3 (August 2025) in response to the first set of comments received by the Highway Authority. As previously stated in the response produced, this is not possible. The area that an internal pedestrian link would need to impede to enable access to the Lion Lane car park would be through private driveway's servicing plots 27 and 28. To protect the safety and privacy of these plots therefore, the southern boundary of the Lion Lane car park is to be landscaped (with hedging) to prevent pedestrian desire lines being exploited.

4.4 Additionally, the Lion Lane car park is to be used by only Lion Lane residents and thus will be sign posted as such at its entry point. Therefore, there will be no reason for pedestrians to access this area.

Path Rear of Properties 28-35

4.5 The Highway Authority also mentioned that:

"The Area Office have also raised concern regards the path rear of properties 28-35 as not being suitable for pushchairs etc and concern that wheelie bins will obstruct"

4.6 Wheelie bins will be stored within rear gardens and collected from the internal street located in front of the dwellings that back onto the footway. Plots 28-35 will not be served by rear garden access onto this footway. As a result, the footway will remain unobstructed by wheelie bins at all times, ensuring it remains fully accessible for pedestrians.

4.7 The footway has a width of 2 metres which is in accordance with the design standards and is appropriate for existing uses. The footway will be sufficient in accommodating the anticipated level of pedestrian movements and will not have any width constraints as a result of wheelie bin placement from the proposed development.

4.8 It should also be noted that the dwellings on Lion Lane which back onto the footway accommodate their refuse storage on Lion Lane, as is evident from existing on-street arrangements, and will continue to do so.

"Improving of the surface of the PROW will need agreement with WSCC PROW team. How will this be secured? Are PROW seeking a contribution or condition for these works?"

4.9 The development proposes to enhance the vehicle access through the existing land ownership as the enhancements to the access are within the ability of the applicant to deliver without the need for a contribution. West Sussex County Council has not sought a contribution, and it is noted that the vehicular access will be enhanced in close proximity to the PROW. The developer will therefore liaise with the West Sussex County Council PROW team, as appropriate, during the construction phase to ensure that the PROW remains accessible at all time. Should the planning authority require certainty for the delivery of these works, a suitably worded condition would be acceptable.

"It is also considered that by routing behind the properties rather than through the site that pedestrian permeability/interconnectivity is reduced and that the path may not benefit from being lit or naturally overlooked. Providing a link between Lion Lane car park and site access road would promote a potentially preferable route for such users. Furthermore, it is not clear whether path highlighted below will link and transition to car park. The application should revisit these points and consider improving pedestrian links."

4.10 As mentioned earlier in this chapter, a direct pedestrian link from the Lion Lane residents car park cannot be delivered due to Site constraints. The footway along the eastern boundary of the Site serves a dual function, which are:

- It is required to maintain exiting access rights to the rears of existing Lion Lane priorities; and
- It provides an additional pedestrian route through the Site to Church Road.

4.11 It is important to note that this is not the only pedestrian connection between Lion Lane and Church Road, but has been provided as an additional route that supplements the existing footway along Lion Lane. The majority of the footway benefits from natural surveillance provided by open areas within the Site, including the village car park, the southern Lion Lane car park, and overlooking from the rear of Plots 28-35.

4.12 In addition, an appropriate lighting scheme can be secured by condition, with detailed proposals to be agreed with Officers through the submission of a lighting plan for this section of the Site.

4.13 With regard to the route of this link continuing onward, within the village car park, the footway link directs pedestrians across a shared surface, before transitioning onto the footway commencing adjacent to Plots 39 and 40.

5 Car Parking

5.1 The Highway Authority has provided additional comments on the car parking provision of the Site. The comments are as follows:

"1 x visitor spaces has been marked up as an accessible bay in the village car park. WSCC Guidance states 5% of total car parking on site should be marked up as accessible bays. Considering this is for the village and not specific to resident car parking, a number of the visitor bays on the residential looped estate road should be marked with additional access aisle hatching and lining. Total car parking is 87.5 spaces thus 5% would be approx. 4 x spaces."

5.2 The proposed car parking allocation within the Site is set out in Table 5.1 below.

Table 5.1 Allocated Car Parking with the Site

Car Park Allocation	Location	Number of Spaces
Resident spaces: allocated	On-plot	49
Resident spaces	Garages	18
Resident spaces	Car ports	7
Site visitor spaces	Along looped estate road	10
Existing private spaces for Lion Lane residents	North-eastern corner	13
Additional private spaces for Lion Lane residents	South-eastern corner	20
Village Hall visitor spaces	South-eastern corner	9

5.3 Accessible bays are not required within the parking allocations for Lion Lane residents, as none are currently provided within the existing car park nor where any requested as part of the consultation with residents.

5.4 One accessible car parking space has been designated within the village car park. In addition, 8 visitor spaces located along the looped estate road benefit from surrounding grass verges, providing sufficient space for users to manoeuvre around parked vehicles. Whilst four of these spaces could

potentially be enhanced and widened with "*additional access aisle hatching and lining*", as suggested by the Highway Authority, it is important to emphasise that WSCC guidance on accessible bays is advisory and allows for flexibility where local circumstances do not justify the full 5% allocation. The current proposed arrangement therefore represents a proportionate response to evidenced demand, while retaining the ability to adapt provision in future should a specific need arise., to achieve the standards required for accessible parking provision.

6 Planning Obligations

6.1 In relation to s106 agreements, the Highway Authority has stated:

"LHA are also aware of the parish council desire for Vicarage Field site to contribute toward roundabout at Paddockhurst/Church Road junction. The Local Planning Authority (LPA) should consider whether planning obligations that are secured sufficiently meets policy requirements (i.e Turners Hill Neighbourhood Plan policy THP2 for s106 to be spent toward village enhancement scheme)."

6.2 This has been noted and discussions are currently ongoing.

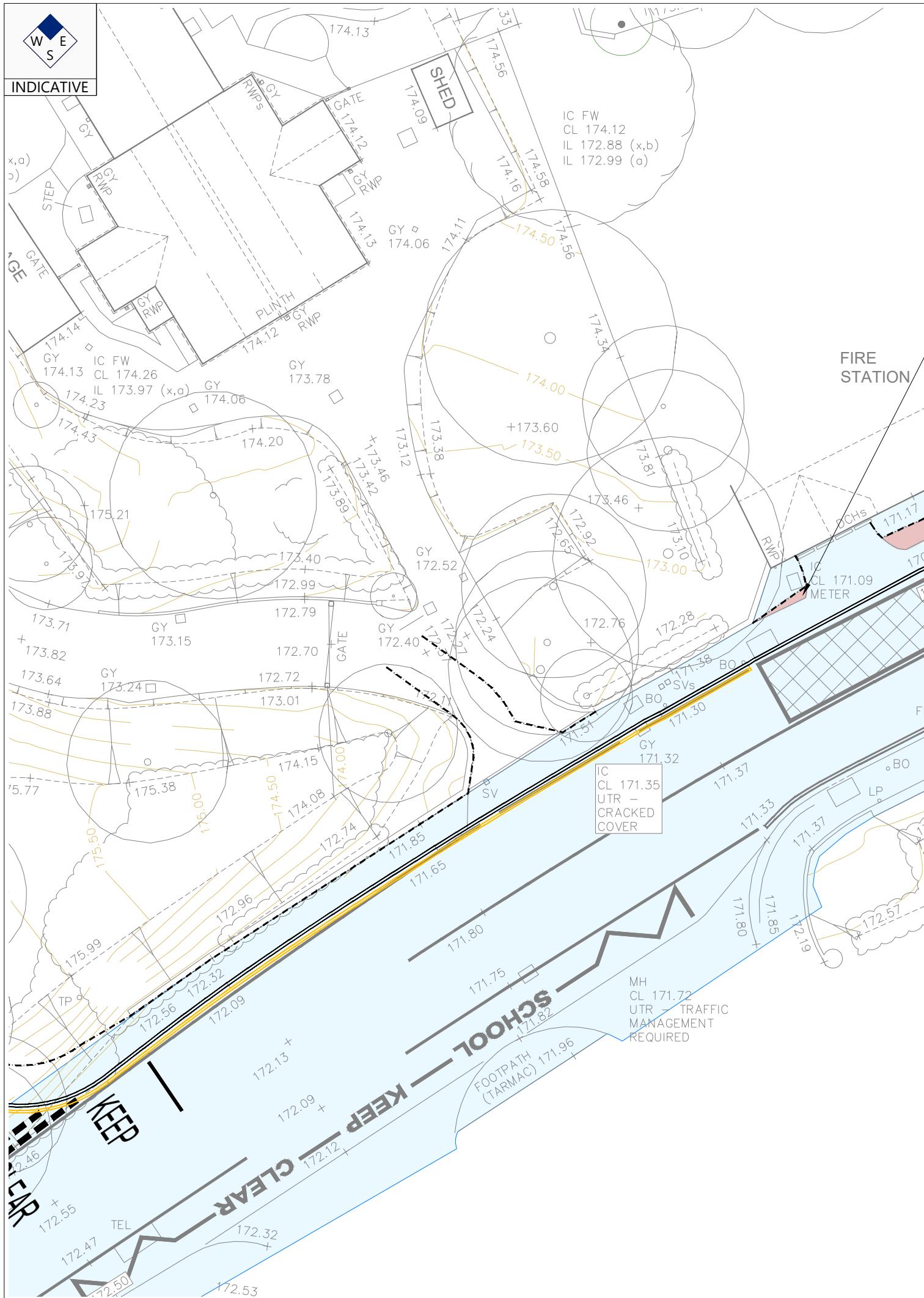
"It is noted that the plans show 'Keep Clear' markings at both Fire Station accesses, however what is actually on the ground is yellow box outside the Fire Station roller shutter door and 'Keep Clear' at the rear car park access. LHA are aware of Fire Station aspiration that both road markings are up graded to Yellow Box (diagram 1044). The plans should either reflect what is currently on the ground if no changes are proposed or show Yellow Box at both access points, if they are in agreement to provide this."

6.3 The relevant plans have been updated to reflect the existing on-Site conditions, with no changes proposed. These updates include the provision of a Yellow Box in front of the Fire Station roller shutter door and a 'Keep Clear' marking at the rear car park access.

6.4 The revised plans are listed below and are included in the Drawing Appendix:

- **2202-008 PL101(C)** - Proposed Site Access Arrangement;
- **2202-008 SK01(A)** - Potential Pedestrian Improvements B2110 Church Road; and
- **2202-008 VS101(C)** - Proposed Site Access Visibility Plan.

DRAWINGS



Areas of verge to be constructed as footway

Tactile paving added to existing access

FIRE STATION

CHURCH ROAD B2110

KEEP
CLEAR

KEEP
CLEAR

FOOTPATH (TARMAC)

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Notes:

- Based on Topographical Survey.
- Highway Boundary interpreted from information supplied by Wessex County Council.

Key:

Highway Boundary maintainable at Public Expense.
Area of verge to be constructed as footway.

Rev	Date	Details	Drawn by	Checked by	Approved by
.

Bristol
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tpa
Transport Planning Associates

No. 9 Journey Campus
Castle Park
Cambridge
CB3 0AX
01223 453 385
www.tpa.uk.com

CLIENT:
ELIVIA
HOMES

PROJECT:
Old Vicarage Field,
Church Road,
Turners Hill

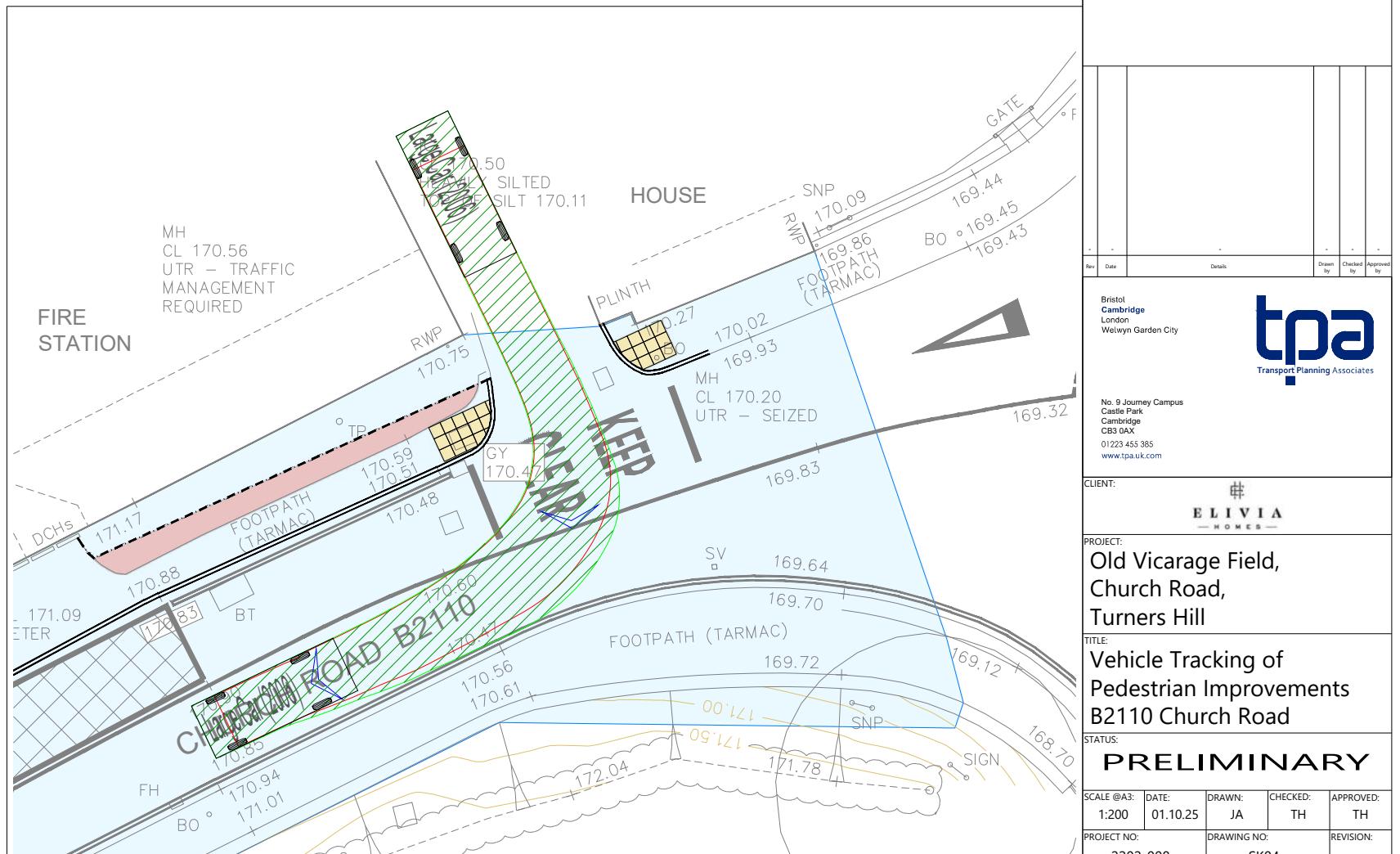
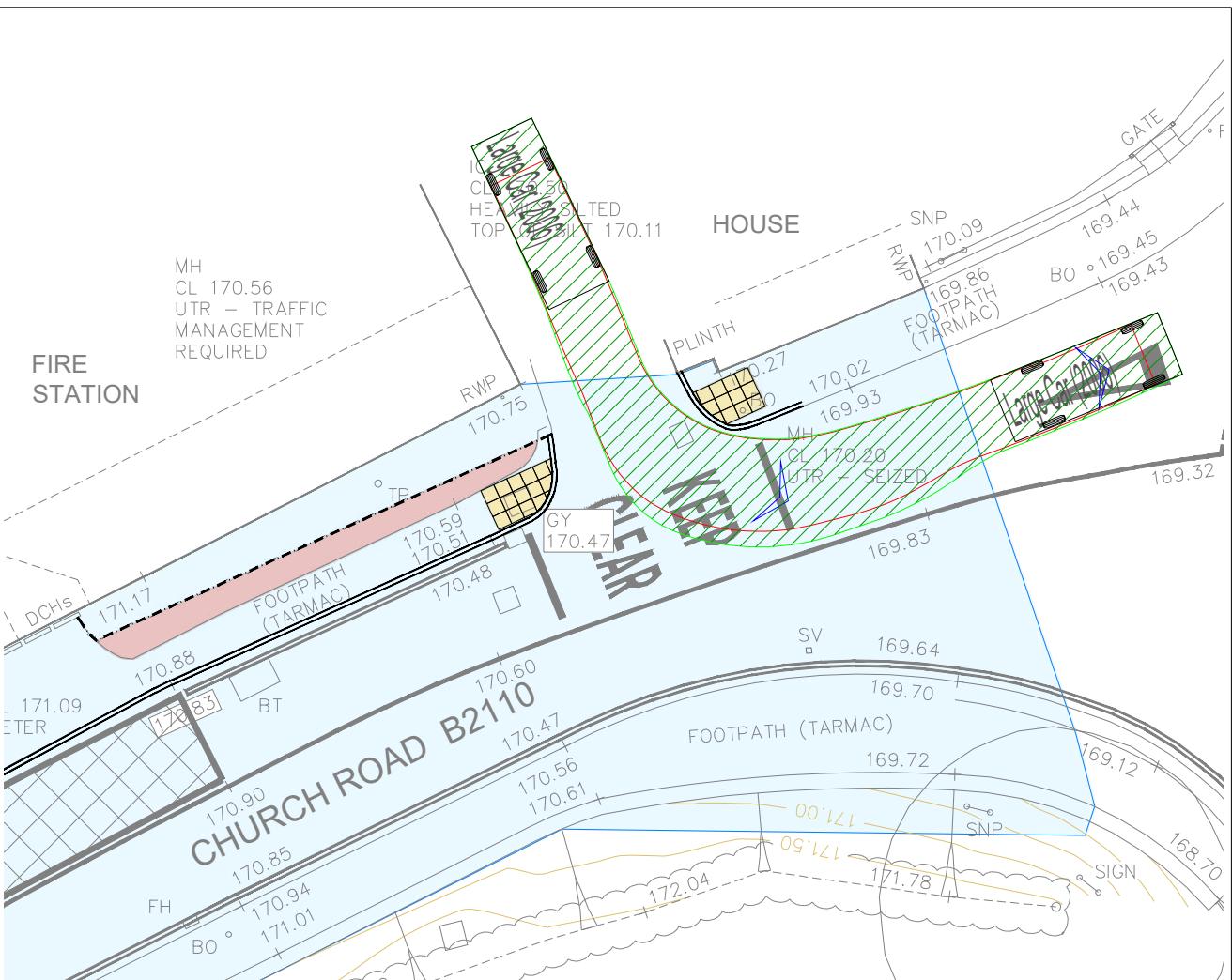
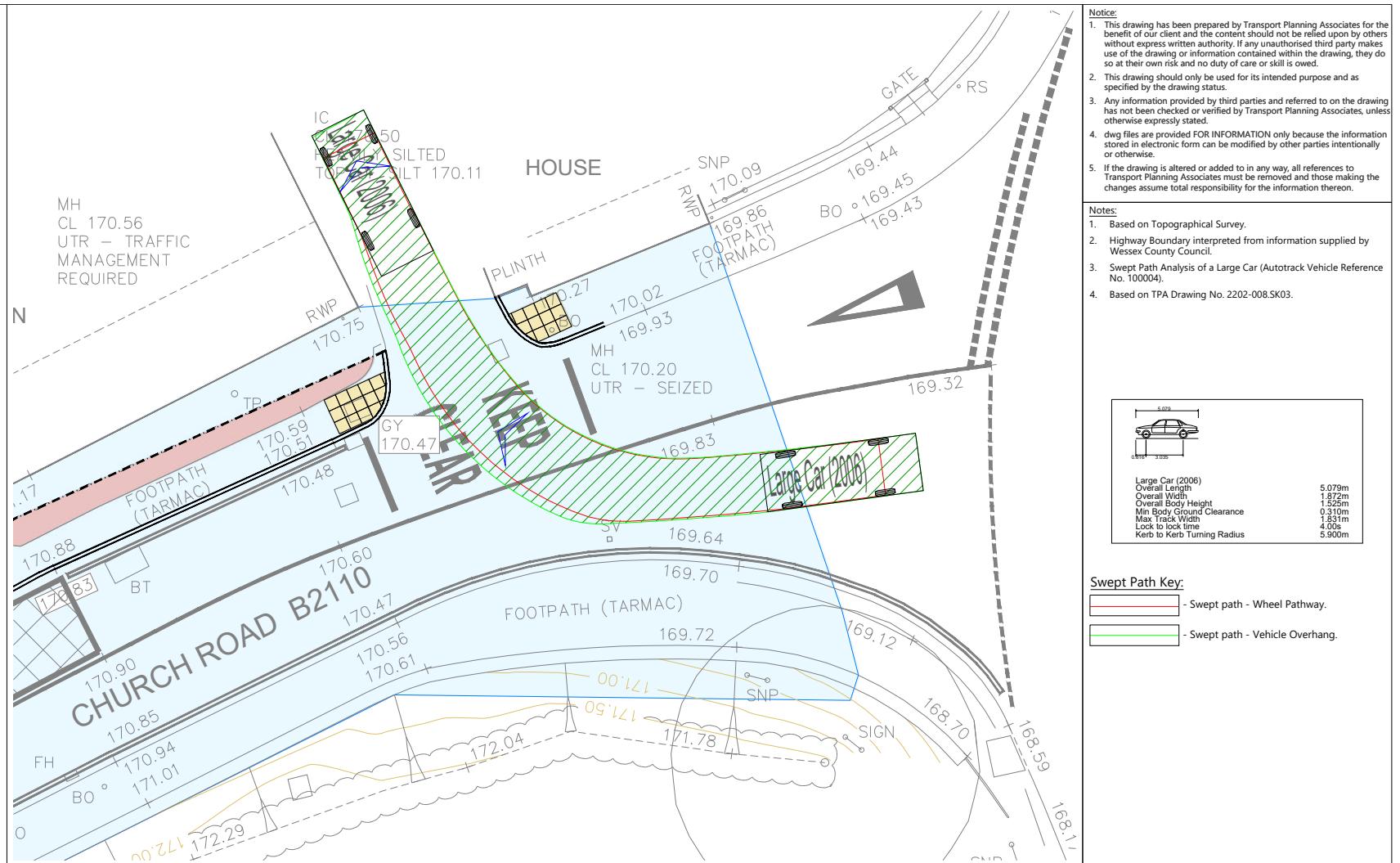
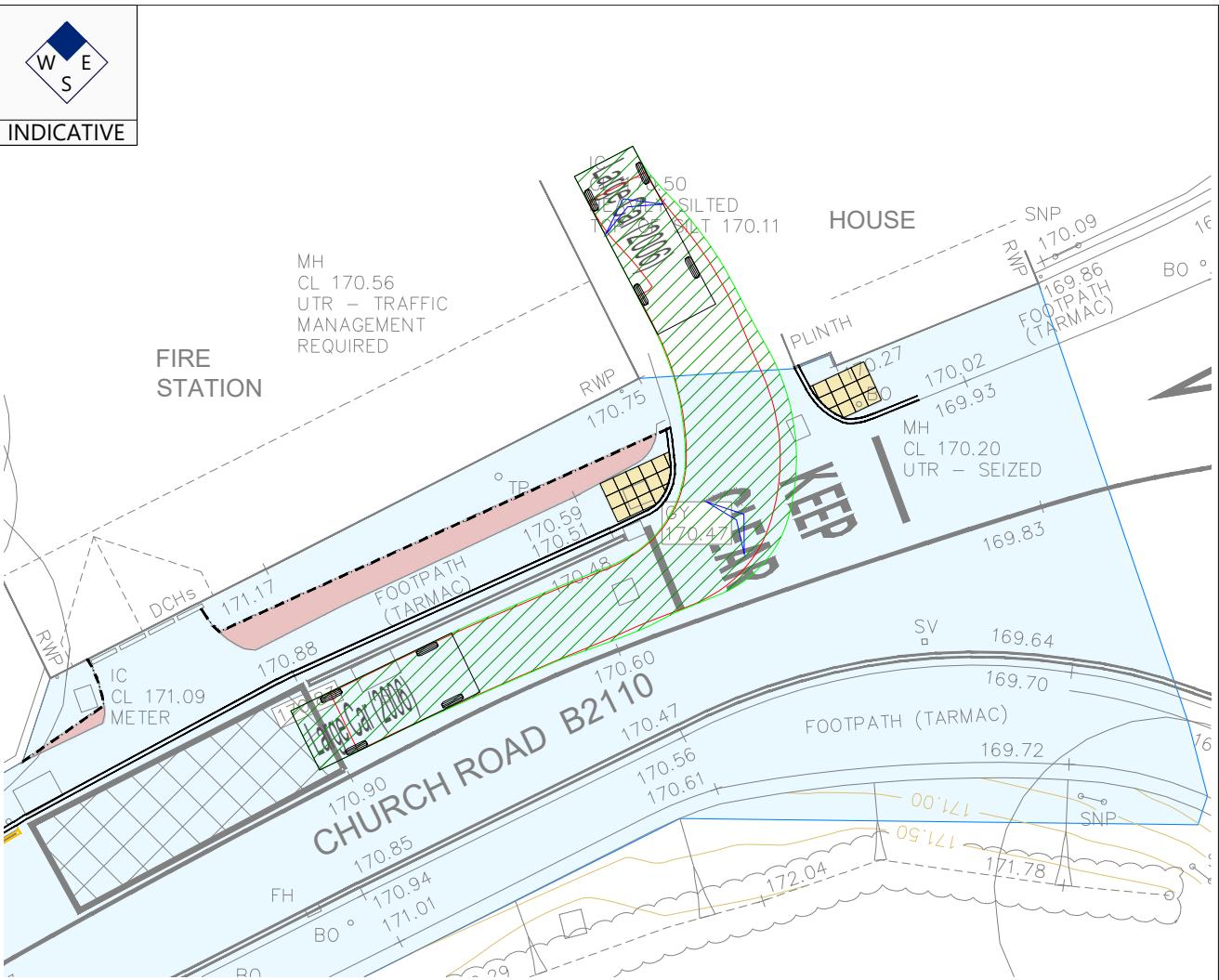
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Pedestrian Improvements
B2110 Church Road**

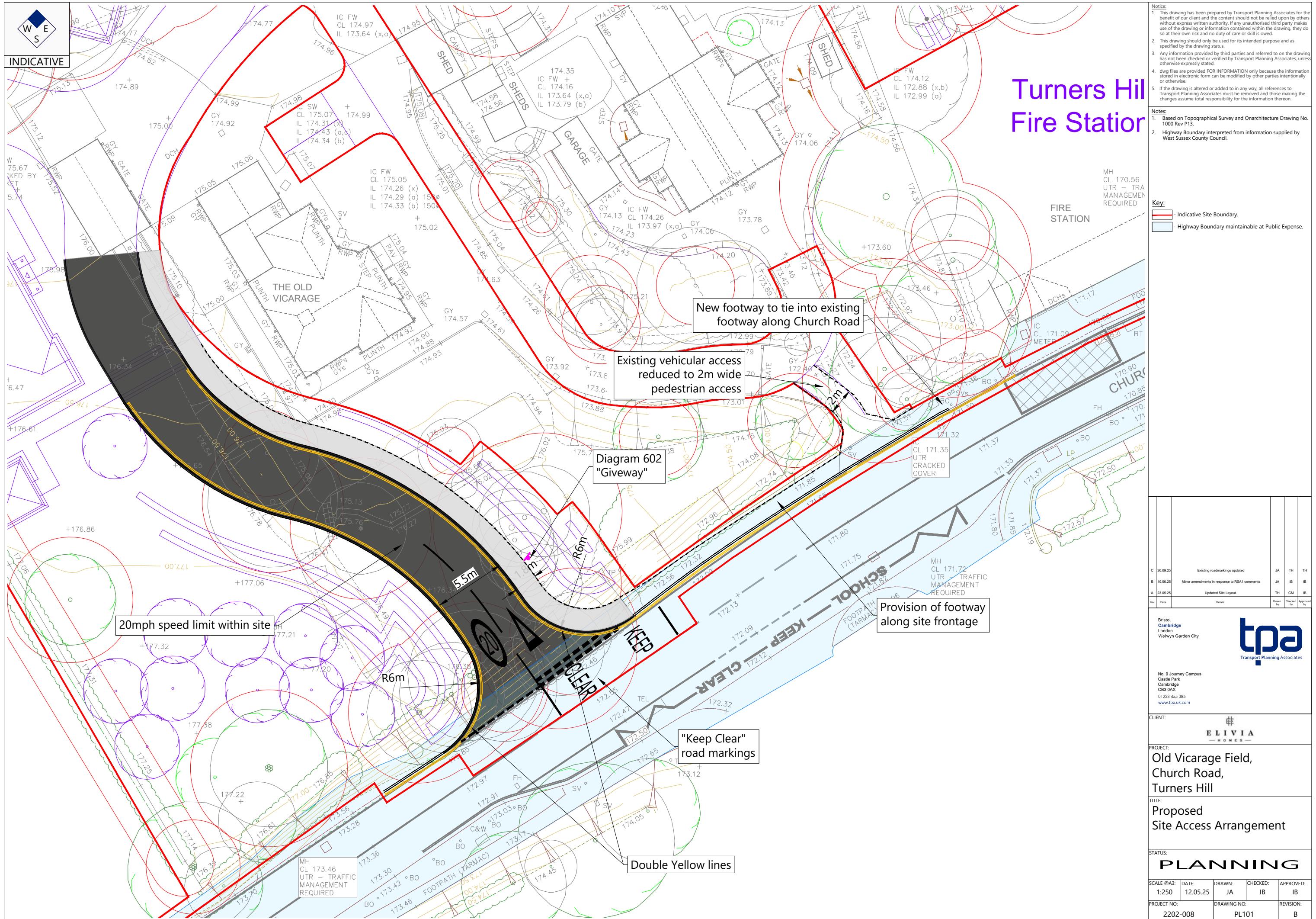
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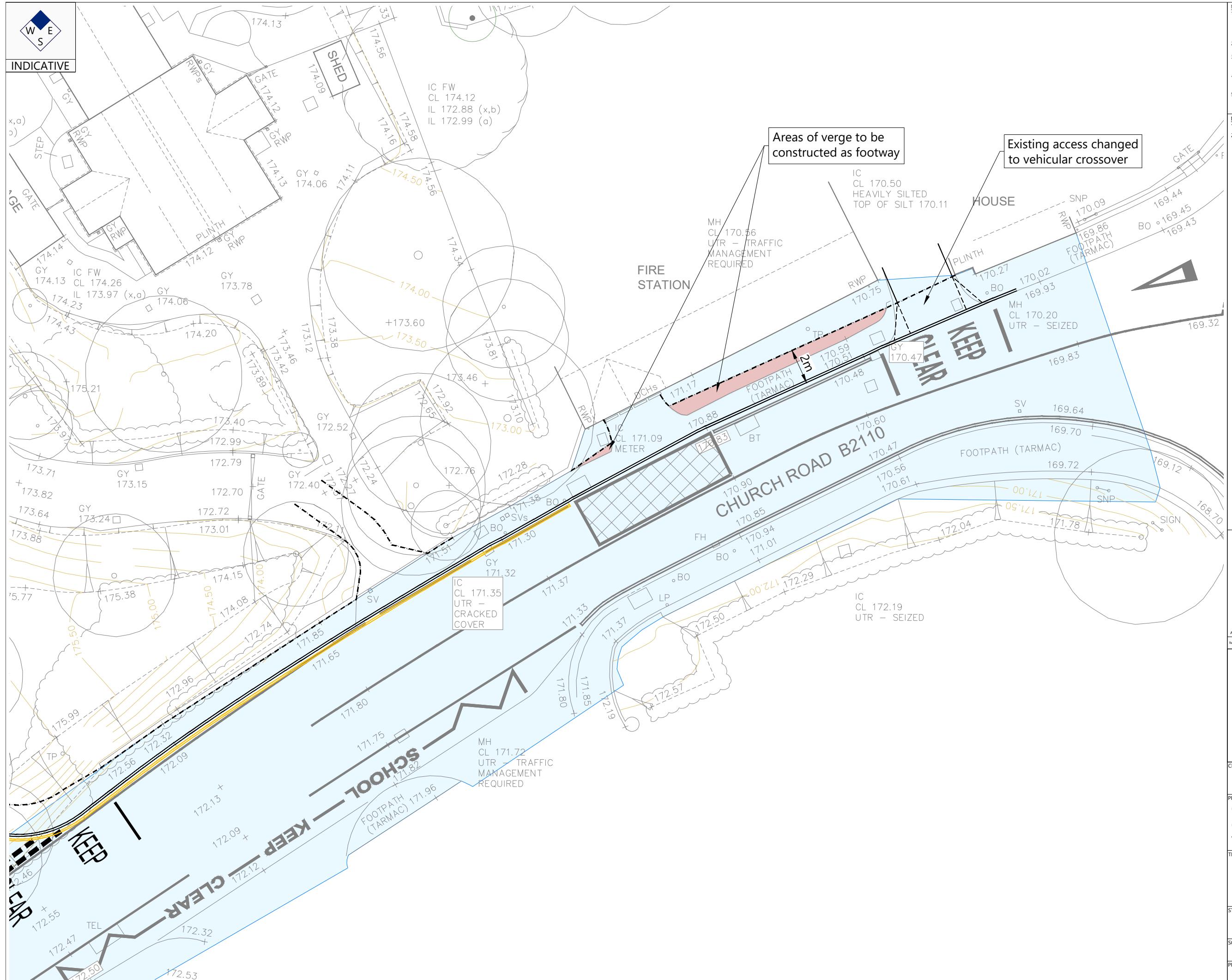
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2202-008	SK03			



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Notes:

1. Based on Topographical Survey.
2. Highway Boundary interpreted from information supplied by Wessex County Council.

Key:

-  - Highway Boundary maintainable at Public Expense.
-  - Area of verge to be constructed as footway.

30.09.25	Updated road markings	JA	TH	TH
Date	Details	Drawn	Checked	Approved



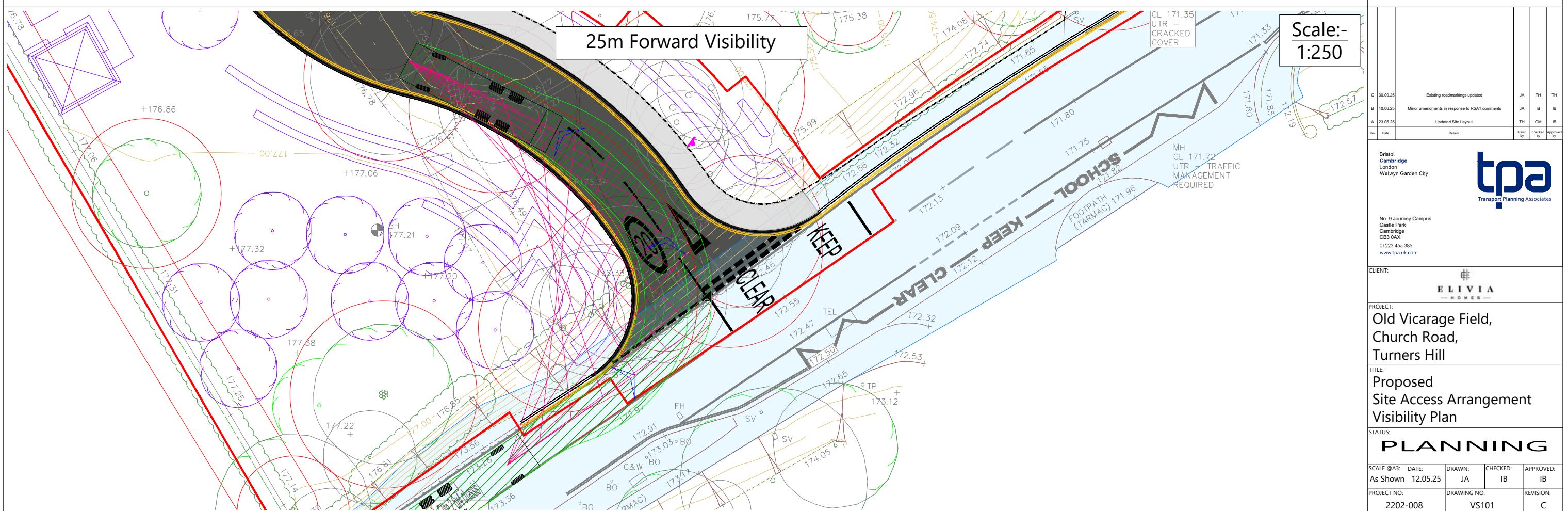
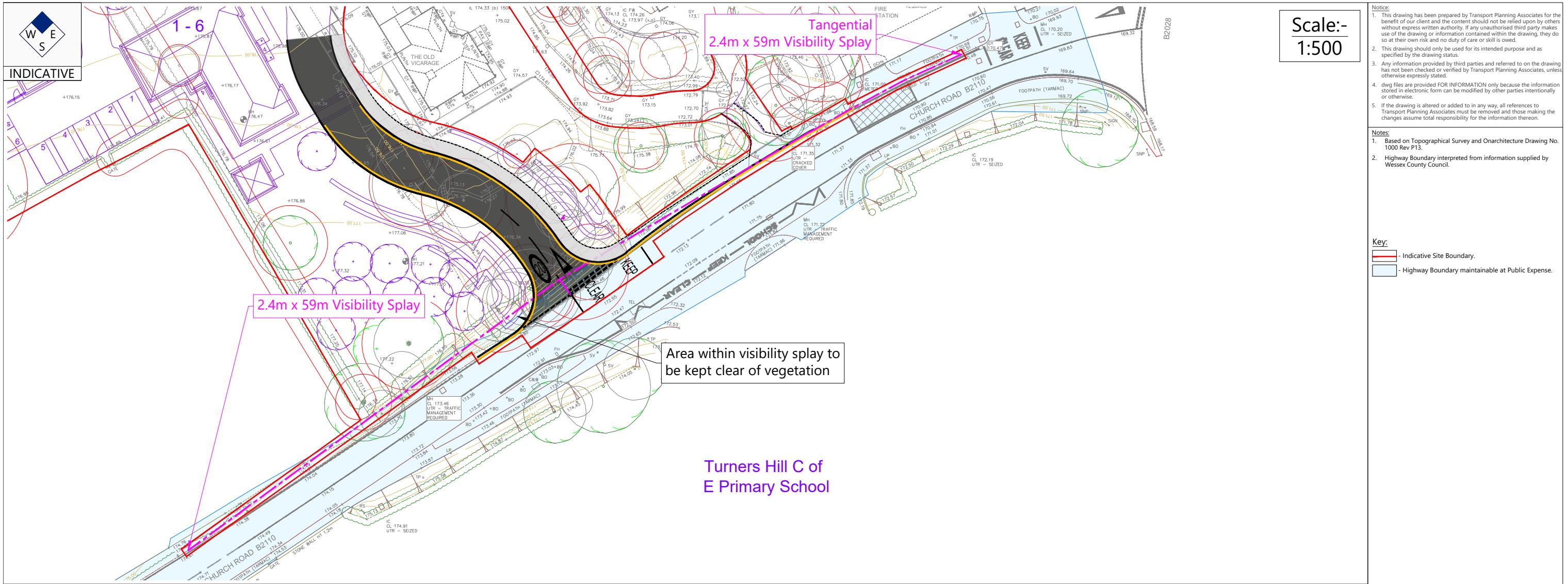
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— H O M E S —

POTENTIAL PEDESTRIAN IMPROVEMENTS B2110 CHURCH ROAD

STATUS:

CALE @A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
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PROJECT NO:		DRAWING NO:		REVISION:
2202-008		SK01		A



APPENDIX A

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council - FAO: Rachel Richardson
FROM:	WSCC – Highways Authority
DATE:	15 September 2025
LOCATION:	Land At Old Vicarage Field And The Old Estate Yard Church Road Turners Hill West Sussex RH10 4PA
SUBJECT:	<p>DM/25/1467</p> <p>Demolition of existing buildings and the development of 40 dwellings (including affordable housing) with open space, access, parking, drainage, landscaping and other associated works as well as the creation of a new community car park and replacement parking for Lion Lane residents.</p> <p>Amended transport plans, technical note and travel plan received on 15.08.2025.</p>
DATE OF SITE VISIT:	19 June 2025
RECOMMENDATION:	More Information

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been re-consulted on proposals for 40 x dwellings and associated works on land at Old Vicarage Field. In comments dated 30 June 2025 the LHA requested further information on several matters to which a Technical Note (TN), updated Travel Plan (TP) and drawings have been received.

TP

Para. 8.7 sets out detail of the proposed monitoring surveys including; mode of travel to work, mode of travel to other destinations, frequency of travel, reason for modal choice, place of work/study and attitudinal information.

Para. 7.4.3 sets out a commitment for the TP co-ordinator to contact the primary school to determine whether link between residential TP and the school can be formed.

Para. 7.41 and 7.42 sets out that travel voucher of £150 per household will be provided toward bus/rail, bicycle/equipment/training or 12 month membership local cycle club. It is presumed the last point is typo and should read 'car club'. Advise applicant clarify this and amend before securing the TP via s106 agreement with monitoring fee of £1695.

Off-site Improvements on pedestrian desire line

Applicant was advised to explore what improvements (e.g. tactile paving/dropped kerb crossings and footway widening) could be made in the locale. The TN sets out proposals to change existing Fire Station access to a vehicle crossover (negating the need for dropped kerb/tactile paving crossing) and widen the footway outside the Fire Station to achieve 2m width. Drawing SK01 details these proposals. The LHA require swept path tracking for the Fire Station access to demonstrate that all anticipated vehicles can still manoeuvre with the removal of the bellmouth. Whilst the current bellmouth is of small radii and replacement with crossover will prioritise pedestrian movement on the adjacent footway, tracking is still required to ensure that all anticipated vehicles (along with confirmation on whether fire appliances use this access) can continue to use the access point – I would advise that the Fire Station is consulted on these proposed changes also in case it raises any operational concern with how the Fire Station is used.

The pedestrian route to the North Street bus stop has also been assessed and considered that this would require crossing of both arms of North Street and path across the green. The TN states that this has not been mentioned by parish council as a requirement and consider that damage that creation of this route across village green would cause outweighs benefit of providing such a facility. Considering there is an uncontrolled crossing further north of Lion Lane and on North Street and on East Street, the LHA consider there are opportunities for pedestrians to cross to reach the bus stop.

Internal Layout

The applicant was requested to review the proposed internal links to the Lions Lane car park. The Area Office have also raised concern regards the path rear of properties 28-35 as not being suitable for pushchairs etc and concern that wheelie bins will obstruct.

Vehicle access to Lion Lane carpark will be shared with PROW THU/66W/1 however the number of vehicle movements to and from this car park will remain unchanged. Surfacing of the access in to Lion Lane car park will be improved. It is noted that two-way vehicle movement is not achievable however this is an existing scenario. Improving of the surface of the PROW will need agreement with WSCC PROW team. How will this be secured? Are PROW seeking a contribution or condition for these works?

A buffer between Lion Lane car park and the site is proposed to protect residential amenity. It is noted that there is pedestrian link to PROW THU/66W/1 from point 20 on Landscape Masterplan and from footpath behind plots 28-35 and village car park. Whilst this path is shown to be approx. 2m wide the LHA wish to reiterate the Area Office concern in regards to the potential for this path to be obstructed. The new path will support access to Turners Hill Primary School etc and may be inadequate for parents with push chairs to access with their children. It is also considered that by routing behind the properties rather than through the site that pedestrian permeability/interconnectivity is reduced and that the path may not benefit from being lit or naturally overlooked. Providing a link between Lion Lane car park and site access road would promote a potentially preferable route for such users. Furthermore, it is not clear whether path highlighted below will link and transition to car park. The applicant should revisit these points and consider improving pedestrian links.



Car Parking

1 x visitor space has been marked up as an accessible bay in the village car park. WSCC Guidance states 5% of *total* car parking on site should be marked up as accessible bays. Considering this is for the village and not specific to resident car parking, a number of the visitor bays on the residential looped estate road should be marked with additional access aisle hatching and lining. Total car parking is 87.5 spaces thus 5% would be approx. 4 x spaces. If the applicant wishes to provide less than this, justification should be given (i.e. if additional space within off-road allocated parking spaces and the disabled space in village car park).

Management of the Lions Lane and village car park will be handled by a management company. A planning condition is proposed to require a Car Park Management Plan.

Planning Obligations

Turners Hill Neighbourhood Plan policy THP2 requires that the site contribute toward village enhancement scheme via S106/CIL funding.

In addition to these comments on behalf of West Sussex County Council (WSCC) as Highway Authority a separate consultation response has been sent from WSCC detailing all of the S106 contributions that the authority is seeking as a result of this planning application. This may include a S106 financial contribution towards transport infrastructure to mitigate any severe or unacceptable impacts of this development as required by paragraph 111 of the NPPF. This consultation shall set out the Total Access Demand (TAD) which is the methodology that has been adopted to calculate the necessary transport contribution. Further details of this methodology can be found here <https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/section-106-planning-obligations/#services-requiring-contributions>.

It is noted that the s106 response states the TAD contribution will be spent on active travel and/or public transport improvements linking Turners Hill to the surrounding towns/ villages and local infrastructure. The LHA is aware that a 20mph speed limit zone was refused in early 2024 due to need for additional engineering works to reduce speeds to a level that would likely make the 20mph effective. LHA are also aware of the parish council desire for Vicarage Field site to contribute toward roundabout at Paddockhurst/Church Road junction. The Local Planning Authority (LPA) should consider whether planning obligations that are secured sufficiently meets policy requirements (i.e Turners Hill Neighbourhood Plan policy THP2 for s106 to be spent toward village enhancement scheme).

The need for a Traffic Regulation Order (TRO) for double yellow lines at the junction with Church Road has been agreed. These would require to be secured via s106 agreement. The TRO fee is £10,205 which covers the consultation/admin/ officer time and legal fees. Any signing and lining/ physical infrastructure to support it is extra and to be delivered by developer as part of s278 works.

It is noted that the plans show 'Keep Clear' markings at both Fire Station accesses, however what is actually on the ground is yellow box outside the Fire Station roller shutter door and 'Keep Clear' at the rear car park access. LHA are aware of Fire Station aspiration that both road markings are up graded to Yellow Box (diagram 1044). The plans should either reflect what is currently on the ground if no changes are proposed or show Yellow Box at both access points, if they are in agreement to provide this.



Additional junction capacity modelling

LHA advised crossroads to east and Paddockhurst Road/Turners Hill Road junction to west are modelled for capacity for future year 2030 + development trips. Given that vehicle trips to proposed village car parks are not considered to be new to the network, the modelling of the 2 x offsite junctions will be carried out using the impact of the residential traffic only, with an additional sensitivity test conducted assuming that all of the traffic entering the site (including village traffic) is new.

The modelling outputs indicate that in 2030 future year + development traffic flows that both junctions operate within capacity. Due to surveyed queues on Church Road past the development site, the Church Road arm has been 'calibrated' to raise the Ratio to Flow Capacity (RFC) to 0.85 to provide a more realistic baseline. The results show a 2031 RFC of 0.98 in AM and 0.97 in PM peak hours, an increase in RFC of 0.13 in both AM and PM respectively. It is noted that this is within 'the worst 15-minute period' and not reflective of the entire peak hour. The difference between 2031 without and

with development traffic flows is not considered to reflect a 'severe' increase in terms of impact on the operational capacity of the nearby road network.

CONCLUSION

In summary, LHA require further information before highway safety merits of the scheme can be fully assessed. Please ask applicant for additional information and re-consult:

- TP - Para. 7.41 and 7.42 sets out that travel voucher of £150 per household will be provided toward bus/rail, bicycle/equipment/training or 12 month membership local *cycle club*. It is presumed the last point is typo and should read 'car club'.
- Swept path tracking for the Fire Station access to demonstrate that all anticipated vehicles can still manoeuvre with the removal of the bellmouth and change to vehicle crossover and consult Fire Service.
- How will surfacing of PROW THU/66W/1 be secured?
- Further explore/address concerns regard path behind plots 28-35 and village car park in light of likely use as link toward school.
- Additional accessible bays within visitor spaces on residential estate loop road.
- Whether the LPA are satisfied with approach to planning obligations and whether what has been secured sufficiently meets policy requirements (i.e Turners Hill Neighbourhood Plan policy THP2 for s106 to be spent toward village enhancement scheme).
- Re. Keep Clear markings shown at Fire Station - plans should either reflect what is currently on the ground if no changes are proposed or show Yellow Box at both access points, if they are in agreement to provide this.

Katie Kurek
West Sussex County Council – Planning Services

7 Additional Junction Capacity Modelling

7.1 The Highway Authority noted that:

"LHA advised crossroads to east and Paddockhurst Road/Turners Hill Road junction to west are modelled for capacity for future year 2030 + development trips. Given that vehicle trips to proposed village car parks are not considered to be new to the network, the modelling of the 2 x offsite junctions will be carried out using the impact of the residential traffic only, with an additional sensitivity test conducted assuming that all of the traffic entering the site (including village traffic) is new.

The modelling outputs indicate that in 2030 future year + development traffic flows that both junctions operate within capacity. Due to surveyed queues on Church Road past the development site, the Church Road arm has been 'calibrated' to raise the Ratio to Flow Capacity (RFC) to 0.85 to provide a more realistic baseline. The results show a 2031 RFC of 0.98 in AM and 0.97 in PM peak hours, an increase in RFC of 0.13 in both AM and PM respectively. It is noted that this is within 'the worst 15-minute period' and not reflective of the entire peak hour. The difference between 2031 without and with development traffic flows is not considered to reflect a 'severe' increase in terms of impact on the operational capacity of the nearby road network."

7.2 It is confirmed and emphasised that traffic generated by the proposed development will not result in any significant adverse impact on the operational capacity of the nearby road network.

8 Summary and Conclusion

8.1 Transport Planning Associates has been commissioned by Elivia Homes Eastern to provide transport planning consultancy services in relation to the proposed development of land at Old Vicarage Field and Old Estate Yard, on Church Road in Turners Hill.

8.2 The Site, which totals approximately 3.38 hectares, is located on the western edge of Turners Hill, a small village in West Sussex. The development proposals will replace the existing field with a residential development consisting of 40 dwellings, with vehicular access provided from Church Road via a new priority junction. Two existing dwellings will be retained, however the vehicular access to these two dwellings will be relocated from Church Road to be within the Site, with pedestrian access provided at the existing location onto Church Road. The existing cross over at this location will be re-instated as pavement.

8.3 A planning application for the scheme (DM/25/1467) was submitted in June 2025, which was supported by a Transport Assessment (2202-008/TA/02) prepared by TPA. Post-submission consultation comments were received on 30th June 2025 from West Sussex County Council, which have requested further information in relation to the highways aspect of the scheme. These comments were acknowledged, and a Technical Note was produced in response.

8.4 The Travel Plan has been updated to refer to a 'car club', and a revised version has been submitted to the Highway Authority.

8.5 The swept path analysis requested by the Highway Authority in relation to the Fire Station has been undertaken and provided, as well a plan containing the pedestrian improvements at the frontage of the Fire Station.

8.6 The concerns raised by the Highway Authority regarding the potential for an internal link to the Lion Lane residents' car park have been addressed. It has been reiterate that the link cannot be delivered due to constraints associated with the driveways of dwellings 27 and 28. Furthermore, the footway at the rear of plots 28-35 will remain unobstructed by refuse storage from the proposed development, with no rear access provided and refuse collection taken from the internal loop road at the front of the dwellings.

8.7 The majority of the footway will benefit from natural surveillance, and an appropriate lighting scheme can be secured by condition through the submission of a detailed lighting plan, if it is deemed necessary.

8.8 On top of the accessible parking space in the village car park previously provided, four of the visitor bays located on the internal loop road will be widened with "*additional aisle hatching and lining*" to enhance accessibility.

8.9 The Site plans have been updated to accurately reflect the existing arrangements at the Fire Station, including a Yellow Box in front of the roller shutter door and a 'Keep Clear' marking at the rear car park access.

8.10 The Highway Authority has confirmed its agreement that the traffic associated with the proposed development will not result in any adverse impact on the operational capacity of the nearby road network.

Summary

8.11 It is considered that the additional information provided within this Technical Note addresses the concerns of the highway authority and therefore there should be no outstanding highway matters that would prevent the grant of planning permission for the proposed development.