

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:	DM/25/1467 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. Amended transport plans, technical note and travel plan received on 15.08.2025.
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