

APPENDIX A. WSCC Consultation Note

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Steve King
FROM:	WSSC – Highways Authority
DATE:	25 February 2025
LOCATION:	Land West Of Turners Hill Road And North Of Huntsland Turners Hill Road Crawley Down West Sussex
SUBJECT:	DM/25/0017 Outline planning application (appearance, landscaping, layout and scale reserved) for the erection of up to 150 dwellings, a 65 bed care home, and community facility, and associated infrastructure including new access points off of Wychwood with associated spine road and car and cycle parking, together with provision of open space, play facilities, utilities infrastructure, surface water drainage features, and associated works.
DATE OF SITE VISIT:	13 th February 2025
RECOMMENDATION:	Advice

1. Comments are made in respects of,
 - Transport Assessment, reference MS/LJ/MS/ITB9155-052D, dated 15th January 2025
 - Travel Plan, reference MS/SG/ITB9155-055C
 - Illustrative Master Plan, drawing number SK001-01 revision V14
 - Access and Movement Parameter Plan, drawing number 009-04 revision B
2. It's recognised that duplicate applications have been submitted for both the northern and southern parcels. For the purposes of the duplicate applications, identical comments are issued by WSSC Highways for the respective duplicate southern and northern planning applications.
3. Given the northern and southern parcels form a single allocation within the Mid Sussex Local Plan, certain aspects of the proposals have been considered cumulatively. As appropriate, site wide comments covering both the northern and southern planning applications are made against respective elements. These comments remain the same for all planning applications.

Access

4. Vehicular access to the northern parcels comprising fields 1 and 2 (as shown on the Master Plan) is via an extension of Wychwood Place, a 30mph speed limit residential road. Wychwood Place joins the wider highway network via a simple priority junction onto the B2028. Although not relevant to planning,

Wychwood Place does not form part of the adopted highway network and is maintained privately.

5. Through pre-application discussions, WSCC Highways has questioned the suitability of Wychwood Place and the junction with the B2028 to accommodate the additional number of dwellings proposed. WSCC raised the point that Wychwood Place was designed originally to serve 23 dwellings; the number now proposed significant exceeds this.
6. Whilst Stage One Road Safety Audits have been carried out for the tie in works between the proposed and existing development access roads and to review the potential increased use of Wychwood Place, no technical appraisal has been submitted with the current planning application to demonstrate the suitability of the existing carriageway geometry to accommodate the increased number of dwellings. It is recommended that a technical appraisal is undertaken of the existing Wychwood Place to demonstrate that this is suitable for the proposed increased level of activity. From visiting the site and from 3rd party representations, it's apparent that there are existing issues with the verge being over-run on the existing 90 degree bend adjacent to no. 13 Wychwood Place. On-street parking was also observed adjacent to this bend that would need to be factored into any assessment.
7. With regards to the RSA for the intensification of Wychwood Place, this raises a number of problems. The responses from the Applicant for A.2.1 and A.2.4 should be updated to provide a more definite steer to addressing the problem raised; it's unclear for example if a footway or street lighting can be provided as suggested by the RSA team.
8. WSCC also acknowledge the RSA team comment concerning the grass verge alongside the eastern side of the carriageway through the initial section of Wychwood Place with the approved plans showing this as a footway. It's not clear why a grass verge has been included. It's recognised that this is potentially an issue beyond the control of the current application to resolve.
9. The Applicant will also need to submit editable versions of the RSA Responses to enable WSCC to add comments as Overseeing Organisation as well as Agreed Actions. It's recommended that the RSA Responses are agreed between the Applicant and WSCC before being submitted to the Planning Authority.

Active Travel (including bus and travel plan)

10. The linear nature of the site is acknowledged as influencing distances and journey times to nearby destinations. It's important to note that comments here relate to active travel (walking, cycling, and access to bus services) for the both the northern and southern parcels of development.
11. The TA also refers to bus frequency enhancements covering Saturday and Sunday evenings having been agreed for the 272 with Metrobus. WSCC endorse any service enhancement albeit this has been privately negotiated for an existing commercial service. Any s106 obligation would therefore be upon the Applicant to enhance the service frequency as set out in the TA rather than make any contribution towards WSCC. It's accepted that the

s106 may still include a capped figure to provide certainty of costs to the Applicant.

12. The complication with this obligation is that the service enhancement has been agreed on the basis of the whole draft allocation that has now been split between two planning applications. The Applicant would need to clearly set out how the enhancement will be secured in light of this. The suggested 50/50 contribution split between the two planning applications raises potential issues of long-term viability or service continuity should both applications not come forward in a timely way.
13. In terms of wider connectivity to Crawley Down, an assessment of walking/cycling routes was undertaken as part of pre application discussion (referred to within 4.6.1 of the TA). The details of this assessment haven't been submitted with the TA. Nevertheless, the assessment identified opportunities for various improvements and these are listed in 4.6.4 of the TA. Further details of the improvements are shown on drawing ITB9155-GA-056 revision A (Off Site Pedestrian/Cyclist Improvements). These improvements relate to both the planning applications covering the northern and southern parcels. The improvements will need to be appropriately allocated to one or other parcel in terms of relevance and need.
14. In terms of the detailed schemes presented on ITB9155-GA-056 revision A, the following comments would be offered,
15. The crossing point on Vicarage Road is such that pedestrians crossing from north to south wouldn't be able to see vehicles turning into the junction. There is also no footway on the southern side of Vicarage Road for a crossing point to land into. Whilst desirable to keep a crossing on the shortest possible desire line, this may not be possible in this instance.
16. The pedestrian crossing point on Grange Road is placed at the widest point at the junction. This will result in pedestrian crossing a significant expanse of carriageway. It may be necessary to inset the crossing away from the junction.
17. No improvements have been identified to footways along the B2028. There is the expectation for increased pedestrian activity along the existing footway on the eastern side of the carriageway. This is narrow in places due to the grass verge encroaching. Whilst highway maintenance is the responsibility of WSCC, the current application has the potential to increase activity and as such there would be merit to the Applicant committing to a simple scheme of verge clearance/footway widening.
18. The improvement to the northbound bus stop south of Grange Road doesn't appear to account for the existing vehicular crossovers. The existing vehicular accesses should be plotted onto the drawing.
19. It should be noted that WSCC do not adopt or maintain bus shelters. An agreement would need to be reached with a 3rd party to take on responsibility for these. The design of the shelters would also need to be agreed with the adopting 3rd party.

20. As a general point, the absence of any consideration for potential cycling improvements towards the village centre other than along Worth Way is notable. This matter was raised as part of pre-application discussions. WSCC acknowledge that significant improvements in accordance with the principles in LTN 1/20 will not be achievable within the extents of the existing highway but some consideration needs to be provided. As highlighted by WSCC through pre application discussions, the presence of a 30mph speed limit does not mean that all routes are appropriate for cycling by default.
21. The Applicant should acknowledge that any physical improvement schemes will need to be delivered as schemes of works rather than contributions to WSCC. Exceptions to this include those works to the Worth Way and the bus service enhancement.
22. With regards to Worth Way, the Applicant should note that this does not form part of the adopted highway network nor is a right of way (it is not a bridleway as indicated within the TA); WSCC are though the landowner. In light of this any works or contributions to Worth Way, would need to be agreed with WSCC as landowner. These are not matters that would be agreed with WSCC Highways.
23. As required by the National Planning Policy Framework, a travel plan has also been submitted. This has been reviewed and the following comments would be offered.
- 4.2.1 – A degree of caution should be used with the 2021 Census given this was undertaken when the COVID Pandemic was very much influencing travel habits.
 - 4.2.3 – For reasons stated above and in connection with the 'vision led' approach, using the 2021 Census as a baseline to inform future targets is not appropriate; this approach very much reflects the 'predict and provide' approach that 'vision led' planning is seeking to move away from. Any targets should not be based upon existing travel characteristics.
 - 7.3.2 – The car club will need to be secured via a separate s106 obligation. A suitable trigger point will need to be agreed for this. This will need to include details of the car club location/s.
 - 10.2.1 – WSCC cannot accept monitoring simply by way of travel questionnaires. From experience, response rates even with incentives are generally poor and do not provide an accurate representation of travel. Given also the target is to reduce vehicular trip generation, travel questionnaires may not provide a means of recording the relevant information.
 - 10.2.4 – Given the comment above, the inclusion of reference to having to redo surveys further raises the expectation that these are unlikely to generate the required response rates. An alternate means of monitoring must be included.

Vehicle Trip Generation and Highway Capacity

24. The TA provides the conclusions of the highway capacity assessment with it noted that this is based on 350 dwellings (i.e. the total number of units within the northern and southern planning applications). It's further recognised that the scheme is not anticipated to result in any severe or unacceptable impacts upon the operation of those junctions within the study area. The approach to highway modelling was agreed with WSCC Highways through pre-application discussions. For transparency, the background work should be presented with the TA for the public file.
25. The TA also includes 'vision led' scenario. This approach is required within the National Planning Policy Framework and encourages developers to introduce measures and proactively try to influence how residents choose to travel. The purpose of the 'vision led' approach is not to look at existing travel trends (e.g. by using Census data) and simply seek to replicate these for the proposed development.
26. It's accepted that different areas will require different 'vision led' approaches, and in turn have different outcomes. The key aspects of the approach nevertheless include the setting of clear transport interventions, targets, monitoring to ensure targets are met, and a scheme of proportionate remedial actions to be implemented should targets be missed.
27. For the purposes of the current application, a 10% trip reduction is being applied by way of the travel plan. Whilst a 10% target is not unacceptable, the concern is that this is being based upon baseline travel characteristics (4.2.3 of the Travel Plan) with these taken from Census 2021 data. Using existing data in this way is not appropriate for the 'vision led' approach. As already noted, it is widely acknowledged that the Census 2021 travel outputs will have been heavily influenced by the COVID pandemic and travel restrictions in place at that time. The Applicant will need to revisit their suggested 'vision led' approach. It's further recommended that this approach is embedded within the travel plan with this document setting out the monitoring and remedial actions.

Layout

28. Matters relating to the on-site layout of roads and footways are not being approved at this stage. It would though be expected for general design principles to be established and secured either within the Design and Access Statement or on the Access and Movement Parameter Plan. The DAS itself includes very high-level design principles for on-site roads and footways but doesn't include any level of detail concerning hierarchies or parameters that can then follow into the detail design. It's suggested that the DAS is updated to include more detailed design parameters.
29. With regards to the Access and Movement Parameter Plan, a key aspect missing is the north-south foot/cycle route that links to right of way 33W and thereafter southwards to Worth Way via the southern parcels that are the subject of a separate planning application. The indicative alignment of this route should be included on this plan.

30. The Parameter Plan also includes a pedestrian/cyclist access at the north side of the development. This would provide access into a potential adjoining draft housing land allocation (DP10 Hurst Farm) within the Mid Sussex Local Plan. This connection is identified as a policy requirement and connectivity between the developments would need to be considered in detail as the schemes progress.
31. The exact details of other pedestrian/cyclist connections to external routes would be expected as part of any subsequent reserved matters application.

Other Matters

32. A scheme of traffic management works is shown drawings ITB9155-GA-066a, 67A, and 68A for the B2028. The scheme presented includes 30mph roundels on the carriageway along with 'islands' of coloured surfacing. It's understood that the details reflect a scheme implemented on the B2133 through Loxwood. For the purposes of the proposed scheme, WSCC understands that there are aspirations within the Crawley Down Parish Council Neighbourhood Plan concerning traffic calming on the B2028.
33. WSCC would request details of what the scheme seeks to achieve. Unlike the B2133 in Loxwood, the B2028 also includes street lighting. The Applicant should note that roundels or any other 30mph speed limit repeater signage wouldn't be permitted based on the Traffic Signs Regulations and General Directions.

Conclusions

34. There are a number of matters contained within the response above that the Applicant would need to address in respects of this application. WSCC Highways will provide further formal recommendations once this additional information has been provided.

Ian Gledhill
West Sussex County Council – Planning Services

APPENDIX B. 17 March 2025 Meeting Notes

Mark Stead

From: Mark Stead
Sent: 18 March 2025 17:36
To: Steven.King@midsussex.gov.uk; Ian Gledhill
Cc: 'Judith Ashton <Judith@judithashton.co.uk> (Judith@judithashton.co.uk)'; Lucy Jardine
Subject: Land north and south of Huntsland, west of Turners Hill Road, Crawley Down

Steve, Ian

Good to see you both yesterday. Please see below a summary of our discussion, which I trust you find representative.

Introduction

- Pre-application evidence now received by MSDC / WSCC. This addresses many of the comments raised in WSCC's notes.
- I-Transport to produce Transport Assessment Addendum notes for each application site, responding to the note.

WSCC Comments

- Access - north
 - WP shared surface section.
 - Substantially dealt with by pre-application evidence.
 - Establish traffic implications of C2 care home. Form / use of care home to be discussed and agreed with MSDC. Traffic study to consider worst case.
 - Demonstrate access remains adequate technically with care home.
 - Set out why access can't be taken from somewhere else.
 - RSA recommendation of new footways on WP.
 - MSDC agree that the footway should have been provided as part of the reserved matters application for Wychwood Place. SK researching why not there.
 - MS outlines justification for not including footway, as set out scoping – vehicle flows under 100 vph as per MfS guidance; there is a verge to walk in (with dropped kerbs); and new residents have an alternative route.
 - Whilst not unacceptable as built, IG's preference is for a footway to be provided on Wychwood Place from the Turners Hill Road junction until the footway restarts at the second phase of housing.
 - SK to report back this week on what enforcement action can be taken.
- Access – south
 - MS to provide all speed surveys and Designer's Responses (Word files) to IG.
 - IG will be main point of contact on addressing Safety Audit comments.
 - RSA has been undertaken on southern access.
 - iT to present updated southern access with Toucan crossing, reflecting WSCC and safety audit recommendations.
 - TA Addendum to respond on WSCC signals team comments:
 - Over 1.2m can be delivered behind footway.
 - Potential controller box location to be shown.
 - Lighting levels are similar to the signal-controlled crossing south of Huntsland – there's a clear precedent that existing lighting is acceptable.

- There is visibility between crossing pedestrians and oncoming vehicles, provided trees continue to be cut back for vehicle passage.
 - Footbridge crossing agreed to be unnecessary having regard to paragraph 58 of NPPF. Addendum to confirm.
 - Provide justification for existing footway widths on bridge.
- Access – central
 - Cycling improvements can be achieved at central access – introduction of Toucan crossing.
 - iT to share with auditor – seek confirmation that it’s acceptable in road safety terms and seek letter of response.
- Active travel
 - S106 splits between the application sites – work is in hand. Response note to table proposal.
 - Comments on off-site highways works.
 - Vicarage Road crossing set back from Turners Hill Road junction.
 - Grange Road crossing set back from junction (confirm whether it can go any further).
 - Bus stop repositioned northward away from access using land at hardstanding to the north.
 - Commit to scheme of vegetation clearance and maintenance on Turners Hill Road.
 - Crossings of Turners Hill Road address comment about improving connection to the village. Explain limitations of enhancement on Vicarage Road or Sandy Lane
 - Update Travel Plan with appropriate, proportionate vision led targets; alternative source for observed mode share; and commitment to monitor with traffic surveys.
- Vehicle trip generation / highway capacity
 - No further work sought.
- Layout
 - DAS includes street typologies (access and movement chapter) and street design (character areas). TA has street hierarchy. Addendum to cross reference
 - Access and Movement Parameter Plan – updated with unbroken links. Addendum to append.
- Other
 - It is agreed that the traffic calming proposal is not necessary to make development acceptable in planning terms.

AOB

- Timescales going forward (May committee).
- May 29th committee – reports completed two weeks in advance.
- Ian on leave from 9th to 22nd April.
- Target for submission of completed notes: end of this week.

Regards

Mark



Mark Stead
Associate Partner
for i-Transport LLP

E: mark.stead@i-transport.co.uk

W: www.i-transport.co.uk

Solent Office:

Building 1000, Lakeside North Harbour,
Western Road, Portsmouth, PO6 3EZ
T: 03316 300366 **M:** 07841 446726



APPENDIX C. TRICS Outputs

Calculation Reference: AUDIT-236601-250319-0356

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : P - ASSISTED LIVING
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	3 days
	PB PETERBOROUGH	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 24 to 79 (units:)
 Range Selected by User: 11 to 79 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 21/09/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	2 days
Friday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	8
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

n/a	1 days
C3	7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	4 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	1 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling within a radius of 5-miles of selected survey sites.

Travel Plan:

No	8 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	8 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters (Cont.)

8	WS-03-P-01	ASSISTED LIVING	WEST SUSSEX
	DURRINGTON LANE		
	WORTHING		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	54	
	Survey date: WEDNESDAY	18/05/22	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address; the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING
 TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	48	0.065	8	48	0.034	8	48	0.099
08:00 - 09:00	8	48	0.088	8	48	0.044	8	48	0.132
09:00 - 10:00	8	48	0.153	8	48	0.117	8	48	0.270
10:00 - 11:00	8	48	0.145	8	48	0.130	8	48	0.275
11:00 - 12:00	8	48	0.125	8	48	0.122	8	48	0.247
12:00 - 13:00	8	48	0.112	8	48	0.140	8	48	0.252
13:00 - 14:00	8	48	0.138	8	48	0.140	8	48	0.278
14:00 - 15:00	8	48	0.101	8	48	0.145	8	48	0.246
15:00 - 16:00	8	48	0.096	8	48	0.083	8	48	0.179
16:00 - 17:00	8	48	0.065	8	48	0.106	8	48	0.171
17:00 - 18:00	8	48	0.052	8	48	0.078	8	48	0.130
18:00 - 19:00	8	48	0.031	8	48	0.029	8	48	0.060
19:00 - 20:00	1	24	0.042	1	24	0.000	1	24	0.042
20:00 - 21:00	1	24	0.000	1	24	0.042	1	24	0.042
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.213			1.210			2.423

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 24 - 79 (units:)
 Survey date date range: 01/01/16 - 21/09/23
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	48	0.000	8	48	0.000	8	48	0.000
08:00 - 09:00	8	48	0.003	8	48	0.003	8	48	0.006
09:00 - 10:00	8	48	0.005	8	48	0.003	8	48	0.008
10:00 - 11:00	8	48	0.000	8	48	0.003	8	48	0.003
11:00 - 12:00	8	48	0.000	8	48	0.000	8	48	0.000
12:00 - 13:00	8	48	0.000	8	48	0.000	8	48	0.000
13:00 - 14:00	8	48	0.000	8	48	0.000	8	48	0.000
14:00 - 15:00	8	48	0.000	8	48	0.000	8	48	0.000
15:00 - 16:00	8	48	0.000	8	48	0.000	8	48	0.000
16:00 - 17:00	8	48	0.000	8	48	0.000	8	48	0.000
17:00 - 18:00	8	48	0.000	8	48	0.000	8	48	0.000
18:00 - 19:00	8	48	0.000	8	48	0.000	8	48	0.000
19:00 - 20:00	1	24	0.000	1	24	0.000	1	24	0.000
20:00 - 21:00	1	24	0.000	1	24	0.000	1	24	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.009			0.017

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING
 LGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	48	0.005	8	48	0.003	8	48	0.008
08:00 - 09:00	8	48	0.005	8	48	0.003	8	48	0.008
09:00 - 10:00	8	48	0.023	8	48	0.021	8	48	0.044
10:00 - 11:00	8	48	0.013	8	48	0.010	8	48	0.023
11:00 - 12:00	8	48	0.026	8	48	0.031	8	48	0.057
12:00 - 13:00	8	48	0.016	8	48	0.018	8	48	0.034
13:00 - 14:00	8	48	0.023	8	48	0.008	8	48	0.031
14:00 - 15:00	8	48	0.016	8	48	0.029	8	48	0.045
15:00 - 16:00	8	48	0.003	8	48	0.005	8	48	0.008
16:00 - 17:00	8	48	0.003	8	48	0.005	8	48	0.008
17:00 - 18:00	8	48	0.008	8	48	0.005	8	48	0.013
18:00 - 19:00	8	48	0.003	8	48	0.003	8	48	0.006
19:00 - 20:00	1	24	0.000	1	24	0.000	1	24	0.000
20:00 - 21:00	1	24	0.000	1	24	0.000	1	24	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.144			0.141			0.285

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Calculation Reference: AUDIT-236601-250319-0346

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - CARE HOME (ELDERLY RESIDENTIAL)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST WS WEST SUSSEX	1 days
05	EAST MIDLANDS NN NORTH NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE NY NORTH YORKSHIRE	2 days
08	NORTH WEST BP BLACKPOOL	1 days
09	NORTH TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of residents
Actual Range: 31 to 75 (units:)
Range Selected by User: 17 to 180 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 21/04/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday 3 days
Tuesday 2 days
Thursday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 6 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 3
Edge of Town 3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone 5
No Sub Category 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 5 days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

C2 6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	6 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	6 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BP-05-F-01 LYTHAM ROAD BLACKPOOL SQUIRES GATE Edge of Town Residential Zone Total Number of residents: <i>Survey date: TUESDAY</i>	NURSING HOME 31 27/09/16	BLACKPOOL <i>Survey Type: MANUAL</i>
2	NN-05-F-01 MALHAM DRIVE KETTERING Edge of Town No Sub Category Total Number of residents: <i>Survey date: MONDAY</i>	NURSING HOME 60 13/06/22	NORTH NORTHAMPTONSHIRE <i>Survey Type: MANUAL</i>
3	NY-05-F-05 SEAGRIM CRESCENT RICHMOND Edge of Town Residential Zone Total Number of residents: <i>Survey date: MONDAY</i>	NURSING HOME 37 04/03/19	NORTH YORKSHIRE <i>Survey Type: MANUAL</i>
4	NY-05-F-06 HAMBLETON GROVE KNARESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: <i>Survey date: MONDAY</i>	CARE HOME 75 19/06/23	NORTH YORKSHIRE <i>Survey Type: MANUAL</i>
5	TW-05-F-03 MOORE STREET GATESHEAD FELLING SHORE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: <i>Survey date: THURSDAY</i>	NURSING HOME 52 02/05/19	TYNE & WEAR <i>Survey Type: MANUAL</i>
6	WS-05-F-02 WYKEHAM ROAD WORTHING Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: <i>Survey date: TUESDAY</i>	NURSING HOME 54 17/05/22	WEST SUSSEX <i>Survey Type: MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
 TOTAL VEHICLES
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	52	0.097	6	52	0.068	6	52	0.165
08:00 - 09:00	6	52	0.078	6	52	0.058	6	52	0.136
09:00 - 10:00	6	52	0.081	6	52	0.061	6	52	0.142
10:00 - 11:00	6	52	0.061	6	52	0.058	6	52	0.119
11:00 - 12:00	6	52	0.065	6	52	0.068	6	52	0.133
12:00 - 13:00	6	52	0.058	6	52	0.078	6	52	0.136
13:00 - 14:00	6	52	0.091	6	52	0.039	6	52	0.130
14:00 - 15:00	6	52	0.068	6	52	0.097	6	52	0.165
15:00 - 16:00	6	52	0.087	6	52	0.149	6	52	0.236
16:00 - 17:00	6	52	0.045	6	52	0.071	6	52	0.116
17:00 - 18:00	6	52	0.045	6	52	0.052	6	52	0.097
18:00 - 19:00	6	52	0.036	6	52	0.052	6	52	0.088
19:00 - 20:00	6	52	0.074	6	52	0.055	6	52	0.129
20:00 - 21:00	6	52	0.045	6	52	0.045	6	52	0.090
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.931			0.951			1.882

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected: 31 - 75 (units:)
 Survey date range: 01/01/16 - 21/04/24
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
 OGVS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	52	0.003	6	52	0.003	6	52	0.006
08:00 - 09:00	6	52	0.000	6	52	0.000	6	52	0.000
09:00 - 10:00	6	52	0.006	6	52	0.006	6	52	0.012
10:00 - 11:00	6	52	0.000	6	52	0.000	6	52	0.000
11:00 - 12:00	6	52	0.003	6	52	0.003	6	52	0.006
12:00 - 13:00	6	52	0.000	6	52	0.000	6	52	0.000
13:00 - 14:00	6	52	0.000	6	52	0.000	6	52	0.000
14:00 - 15:00	6	52	0.000	6	52	0.000	6	52	0.000
15:00 - 16:00	6	52	0.003	6	52	0.003	6	52	0.006
16:00 - 17:00	6	52	0.000	6	52	0.000	6	52	0.000
17:00 - 18:00	6	52	0.000	6	52	0.000	6	52	0.000
18:00 - 19:00	6	52	0.000	6	52	0.000	6	52	0.000
19:00 - 20:00	6	52	0.000	6	52	0.000	6	52	0.000
20:00 - 21:00	6	52	0.000	6	52	0.000	6	52	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.015			0.030

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
 LGVS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	52	0.000	6	52	0.003	6	52	0.003
08:00 - 09:00	6	52	0.003	6	52	0.000	6	52	0.003
09:00 - 10:00	6	52	0.016	6	52	0.010	6	52	0.026
10:00 - 11:00	6	52	0.000	6	52	0.010	6	52	0.010
11:00 - 12:00	6	52	0.013	6	52	0.003	6	52	0.016
12:00 - 13:00	6	52	0.016	6	52	0.019	6	52	0.035
13:00 - 14:00	6	52	0.016	6	52	0.006	6	52	0.022
14:00 - 15:00	6	52	0.010	6	52	0.010	6	52	0.020
15:00 - 16:00	6	52	0.016	6	52	0.023	6	52	0.039
16:00 - 17:00	6	52	0.000	6	52	0.006	6	52	0.006
17:00 - 18:00	6	52	0.003	6	52	0.003	6	52	0.006
18:00 - 19:00	6	52	0.000	6	52	0.000	6	52	0.000
19:00 - 20:00	6	52	0.003	6	52	0.000	6	52	0.003
20:00 - 21:00	6	52	0.000	6	52	0.003	6	52	0.003
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.096			0.096			0.192

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

APPENDIX D. Reserved Matters Application Drawing

N

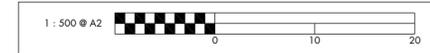


REV	DATE	DESCRIPTION
G	26.05.15	Radius added to access road
F	20.05.15	Plot 20's boundary changed
E	05.05.15	Schedule amended
D	30.04.15	Schedule amended
C	30.04.15	Plots 1-3 moved, footpath and pedestrian link added
B	29.04.15	Plot positions changed to cater for RPAs
A	28.04.15	Trees changed to tree survey trees


CALA HOMES
 CALA GROUP LIMITED
Riverside House, Holtspur Lane, Wooburn Green
 High Wycombe, Buckinghamshire, HP10 0TJ
 Tel: 01628 536200 Fax: 01628 536201
 DX: 123610 Wooburn Green E-mail: info@cala.co.uk

Turners Hill Road,
Crawley Down

Site Layout Plan



Scale	1:500 @ A2	Dwg No.	PL.1.1
Date	22.04.15	Rev	G
Drawn	LW		

APPENDIX E. Safety Audit Designer's Response

APPENDIX F. Metrobus Correspondence

Mark Stead

From: Nick Hill <nick.hill@buses.co.uk>
Sent: 12 December 2024 10:59
To: Mark Stead
Cc: Dominic Smith
Subject: Re: [EXTERNAL] Land at Turners Hill Road, Crawley Down

CAUTION: This message originated outside of i-Transport. Use caution when opening attachments, clicking links or responding to requests for information.

Hi Mark

I'm good thanks. I hope you are too.

If the developments are split, in order to deliver the full benefit sooner, I would suggest that each one delivers both elements of the project for a shorter period of time. E.g. 2.5 years each or one two years and the other three. Ideally it would be the first one doing three years and the second the final two.

There is a risk if there is a long delay between the first and second one though but if that doesn't happen then this delivers the full benefit sooner.

On the bus stop relocation, assuming that new homes aren't being built in the immediate vicinity of the new stop, we wouldn't be keen as it moves it further away from many existing users and the proposed location has extensive trees and hedges which will be a problem having to maintain a bus stop free of this on such a narrow footway.

Note that this stop is only served by the 272. I envisage that most potential users will walk to the route 281/291 bus stops in the village or at Sandy Lane on Turners Hill Road where there is a much more frequent service.

Kind regards

Nick Hill | Commercial Director
[Brighton & Hove Buses](#) and [Metrobus](#)



From: Mark Stead <mark.stead@i-transport.co.uk>
Sent: 11 December 2024 17:21
To: Nick Hill <nick.hill@buses.co.uk>
Cc: Dominic Smith <dominic.smith@i-transport.co.uk>
Subject: RE: [EXTERNAL] Land at Turners Hill Road, Crawley Down

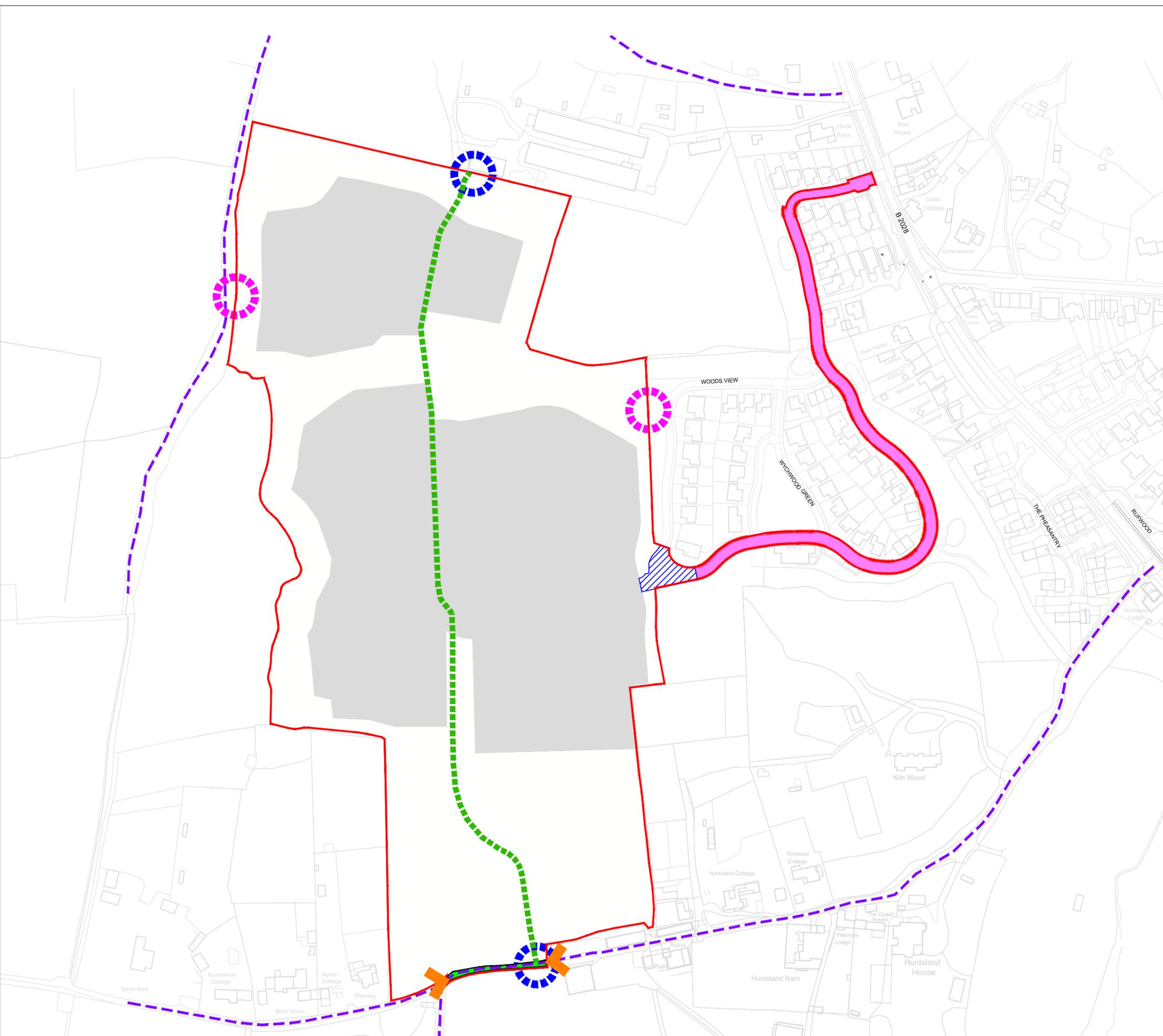
APPENDIX G. S106 Contributions – Split between Sites

Works	Drawing Reference
S278 /S38 Access Works	
Northern Site	
Proposed extension of Wychwood Place*	ITB9155-GA-048
Proposed amendments to Wychwood Place	ITB9155-GA-064
Southern Site	
Proposed southern access priority junction	ITB9155-GA-069A
Proposed Central access priority junction	ITB9155-GA-038I
S278 Transport Infrastructure Improvements	
<i>Transport Infrastructure Improvements</i>	
Northern Site	
Northwards extension of footways on Wychwood Place as far as shared surface leading to pedestrian / cycle access	ITB9155-GA-056C (Inset 7)
New facilities, including shelters (cantilever for the southbound bus stop), raised kerbs and RTPI information at bus stops north of the village.	ITB9155-GA-056C (Inset 9)
Surface improvements on Turners Hill Road footway and vegetation clearance	ITB9155-GA-056C
Southern Site	
Tactile paving and / or dropped kerbs at all side roads of Vicarage Road (Glebelands, Sunny Avenue, Squires Close, Buckley Place and Sunnyhill Close).	ITB9155-GA-056C (Inset 1,2,3,4,5,6)
Dropped kerb / tactile paving crossing on Vicarage Road and Grange Road	ITB9155-GA-056C (inset 8)
Widening of the footway on the eastern side of Turners Hill Road south of Grange Road using the overgrown highway verge to the east	ITB9155-GA-056 (inset 8)
Proposed improved footways and crossing connections to bus stops on Turners Hill Road south of village	ITB9155-GA-056 (inset 10)
Bus shelter, raised kerbs, RTPI and seating (cantilever for southbound bus stop) south of the village.	ITB9155-GA-056 (inset 10)

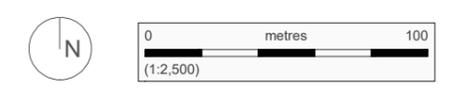
Section 106 Contributions

Works	Cost	Comments
Northern site		
Car club	£21,600.00	Total cost = £36,000 plus VAT (£43,200). One car per site and cost split 50/50
Bus contribution	£62,500.00	£25k per annum. 2.5 years each
Travel Plan monitoring fees- northern site	£3,650.00	TBC
Surfacing of Worth Way	£75,000.00	Based on Preliminary costing. Split 50/50
Southern Site		
Car club	£21,600.00	
Bus contribution (25kpa for 2.5 years)	£62,500.00	
Travel Plan monitoring fees- southern site	£3,650.00	
Surfacing of Worth Way	£75,000.00	
Total		
Northern site	£162,750.00	
Southern Site	£162,750.00	
Total	£325,500.00	

APPENDIX H. Access and Movement Parameters Plan



-  Site boundary
-  Location for proposed primary vehicular, pedestrian and cycle access roads (refer to Detailed Plans)
-  Public right of way: Footpath
-  Pedestrian links to be retained
-  Zone for pedestrian access
-  Zone for pedestrian and cycle access
-  Wychwood Place
-  Access for properties associated with Huntsland to be retained
-  Indicative alignment of shared cycle and foot link (exact alignment to be resolved through reserved matters)



Project
**Land to the west of Crawley Down
 and north of Huntsland**

Drawing Title
Access and Movement Parameter Plan

Date 11/03/2025	Scale 1:2,500 @ A3	Drawn by JB	Check by SR
Project No 1314	Drawing No 009-04	Revision C	

