



Land to the North of Huntsland and West of Turners Hill
Road, Crawley Down (DM/25/0016 and DM/25/0017)

Transport Assessment Addendum

Client: Wates Developments Ltd

i-Transport Ref: DS/MS/LJ/ITB9155-072B

Date: 26 March 2025

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Quality Management

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SECTION 1 Introduction

1.1 This report responds to comments made by West Sussex County Council (WSCC) in respect of Wates Developments' outline planning application for up to 150 homes and a 65 bed C2 care home on land north of Huntsland and west of Turners Hill Road, Crawley Down. WSCC's comments are provided in a consultation dated 13 February 2025 (ref: **Appendix A**).

1.2 Four outline planning applications, two of which are duplicate applications, have been submitted in respect of two application sites, as follows:

Land to the south of Huntslands

- a Outline planning application (appearance, landscaping, layout and scale reserved) for the erection of up to 200 dwellings, and associated infrastructure including new access points off of Turners Hill Road with associated spine roads and car and cycle parking; the provision of open space and associated play facilities; utilities infrastructure, surface water drainage features, and associated features, on land west of Turners Hill Road and south of Huntsland, Crawley Down, West Sussex. (ref: *DM/25/0014 and 0015*).

Land to the north of Huntslands

- a 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; the provision of open space and associated play facilities; utilities infrastructure, surface water drainage features, and associated features, on land west of Turners Hill Road and north of Huntslands, Crawley Down, West Sussex. (ref: *DM/25/0016 and 0017*).

1.3 This report responds to comments on the northern of the application sites. A separate note is submitted in respect of WSCC's comments on the southern application site. Whilst many points overlap, matters relating to access are site-specific.

1.4 Many of the comments relate to evidence provided during pre-application engagement, submitted to, discussed and agreed with WSCC in principle prior to the planning applications. The pre-application documents have been formally submitted to Mid Sussex District Council (MSDC) (ref: *ITB9155-074 TN Summary of pre-application correspondence*) which provides a chronology of discussions. WSCC is requested to take into account the evidence previously submitted and now included as a submission to these planning applications.

1.5 In summary, the Transport Assessment, together with previous evidence demonstrated that the proposal is in accordance with paragraphs 115 / 116 of the NPPF:

- The site is identified as a residential allocation in the Mid Sussex District Local Plan, submitted for examination in 2024 (policy DPA9 refers). It is well located to Crawley Down by sustainable modes of transport. The TA presents a strategy for enhancing opportunities for prioritising sustainable travel, including enhancements to walking and cycle routes; improvements to bus stops and services; and a car club. The strategy has been agreed in principle, subject to detailed comments addressed in this report.
- The study area will collectively be accessed by three points of access, in line with criterion ix of Policy DPA9. The application site itself will be served by a single vehicular access, an extension of Wychwood Place. The access strategy has been discussed and agreed in principle with WSCC and is in accordance with the criteria of Policy DPA9. It takes on board the comments of a Stage 1 Road Safety Audit (RSA). Additional pedestrian and / or cycle connections into the site are also proposed in accordance with criterion vi, vii and viii of Policy DPA9.
- A reserved matters application will demonstrate how the internal layout of the site can come forward in accordance with relevant design standards.
- The planning applications will not cumulatively result in a 'severe' traffic impact or unacceptable safety impacts on the local highway network.

1.6 The Applicant attended a meeting with WSCC and MSDC on 17 March 2025, to discuss the Highway WSCC consultation response and agree the additional information needed to address the matters raised; notes of the meeting are included as **Appendix B**. The key points are summarised as follows:

- Provide additional evidence to consider the additional traffic implications of the care home being accessed via Wychwood Place and provide rationale for its siting.
- Consider providing a footway along a shared surface section of Wychwood Place.
- Confirm split of Section 106 contributions between northern and southern site.
- Provide improvements to cycling into Crawley Down on road.
- Address comments on off-site transport improvements.
- Update Framework Travel Plan in line with WSCC comments.

- Address minor comments on the site layout.
- Provide justification for the proposed traffic calming.

1.7 Section 2 responds to the comments in WSCC's note in the same order as that in which they are raised. Section 3 provides a summary and conclusions.

SECTION 2 Response to WSCC Comments

Access

- 2.1 Paragraphs 1 to 5 include no actions.
- 2.2 Paragraph 6 notes that no technical appraisal has been undertaken to consider the suitability of Wychwood Place to accommodate additional development traffic.
- 2.3 A Scoping Note submitted on 17 April 2024 included at Section 4 an assessment of the implications of an additional 150 homes on Wychwood Place. The note demonstrated that Wychwood Place:
- Meets WSCC's geometric standards for adoption as highway (consistently meeting minimum criteria with much of the access road to the allocation site exceeding minima).
 - Enables the passage of typically expected vehicles.
 - Accommodates service vehicles without allowing their requirements to dominate the layout (*ref: Manual for Streets paragraph 6.8.1*).
 - Allows larger vehicles to use the full carriageway widths (noting that traffic flow will remain low). The likelihood of a vehicle encountering another vehicle at this time is, and will remain, vanishingly small.
 - Achieves appropriate forward visibility for 85th percentile speeds.
 - On this basis, there will not be an unacceptable safety impact on Wychwood Place (*ref: NPPF paragraph 116.*)
- 2.4 WSCC have considered the assessment and acknowledged that Wychwood Place meets minimum standards for use as a residential street and does not dispute the conclusions.
- 2.5 At the meeting of 17 March 2025, MSDC requested clarification as to why the access to the application site is gained from Wychwood Place, and why not alternative locations. The reasons for this are:
- Development of the application site has always been envisaged via Wychwood Place. It is identified as one of three vehicle access points in the Local Plan (*ref: Policy DPA9, Criterion 9*). Whilst guidance on numbers is not provided, a 350-home site with three access points will clearly be accessed by a material number of homes.

- The Scoping Note of 26 January 2022 (*ref: ITB9155-030B, Table 3.4*) tests the capacity of the Turners Hill Road / Wychwood Place junction to accommodate the full 350 homes and confirms that the junction will operate within capacity. Whilst this access strategy has not been pursued, the Applicant has always been clear that a material quantum of development will be accessed via Wychwood Place. The access junction was agreed to be acceptable in principle, albeit further work was requested in respect of the access road itself.
- It is not within Wates Developments' gift to provide an access from Hurst Farm. This is a separate site under separate ownership. The planning applications for this site and any future application for development at Hurst Farm needs to be viewed on its own merits. Policy DPA9 does not require anything other than a pedestrian / cycle access into Hurst Farm (*ref: Criterion 7*), and this will be provided for.
- Access via Huntsland will not be acceptable because:
 - It is unlawful. Huntsland is a footpath, which vehicle access rights only for residents with direct access from it.
 - It is not deliverable. The access is also geometrically inadequate, and it is not within Wates' gift to deliver widening of the magnitude needed to serve additional homes.
 - Access via Huntsland would be contrary to criterion 9 of Policy DPA9, which states that Huntsland is to remain a no through road and PROW with all routes to be provided separate from it.
- Access from the south will not be acceptable or achievable due to on-site constraints:
 - It will sever the Huntsland right of way, running contrary to Policy DPA9.
 - It will significantly reduce and indeed severe the open space in the central part of the site.
 - It will pass through an area of steep topography west of Huntsland House, where there is a steep drop to a stream. An access to adoptable standards will require significant earthworks, further reducing available open space and impacting on landscaping.

2.6 At the meeting of 17 March 2025, it was noted that the proposal now includes a 65 bed C2 care home and that the additional traffic implications of this need to be taken into account.

- 2.7 Elderly care can take many forms, even within the defined planning use. A meeting took place with WSCC's Adult Commissioning Service on 18 March 2025 to understand the form of facility that WSCC would seek to bring forward. WSCC's preference is for 'extra care' accommodation. This provides additional support to individuals who are able to live independently with care and have needs that can be met with varying degrees of care. Typically, residents are unlikely to be car owners.
- 2.8 Research using the TRICS database has been undertaken based on the categories provided for elderly accommodation¹. Forms of accommodation on the database include:

Table 2.1: Elderly and Care Accommodation on TRICS Database

	Land Use Category	Description
1	Sheltered Accommodation	Sheltered accommodation for elderly people, not to be confused with nursing homes.
2	Retirement Flats	Housing developments built specifically for the retired, where at least 75% of units are privately owned. There should be no care home present
3	Retirement & Care Community	Housing developments built specifically for the retired which include additional care facilities. Such sites are often referred to as "retirement villages" or "continued care residential communities", and there are often additional residents' facilities available.
4	Assisted Living	Housing developments for older people that offer more support than sheltered housing, but still allow residents to live independently. Residents usually live in a self-contained flat with their own front door, but meals may be provided. Personal care and support services are generally available on-site 24 hours per day.
5	Care Home (Elderly Residential)	A care home in a residential setting where a number of older people live, usually in single rooms, with access to on-site care services. These sites are not registered to meet a specific care need.

¹ Note that these differ from planning use class definitions

	Land Category	Use	Description
6	Care (Specific Condition)	Home	A care home that is registered to meet a specific care need (for example, mental illness, dementia, long term physical injuries, etc). Not specifically catering for older people, with possibly an element of day care included.

- 2.9 Categories 1 to 3 relate to facilities that offer lower levels of care than is envisaged at the facility at Crawley Down, and typically fall under class C3, rather than C2. Category 6 relates to specialist facilities for people with complex needs, which is also not envisaged. The use that most closely matches the proposal are categories 4 (Assisted Living) and 5 (Care Home – elderly residential)².
- 2.10 Trip rate forecasts have therefore been undertaken based for two uses, based on the same selection criteria as that agreed for the residential trip rates³
- 2.11 The resulting trip rates are presented below and included as **Appendix C**:

Table 2.2: Assisted Living and Care Home (elderly care) Trip Rates

	Morning Peak			Evening Peak			Daily		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Assisted Living (per apartment)									
Total Vehicles	0.078	0.058	0.136	0.045	0.052	0.097	0.931	0.951	1.882
LGVs	0.003	0.000	0.003	0.003	0.003	0.006	0.096	0.096	0.192
OGVs	0.000	0.000	0.000	0.000	0.000	0.000	0.015	0.015	0.030
Care Home (per room)									
Total Vehicles	0.088	0.044	0.132	0.052	0.078	0.130	1.213	1.210	2.423
LGVs	0.005	0.003	0.008	0.008	0.005	0.013	0.144	0.141	0.285
OGVs	0.003	0.003	0.006	0.000	0.000	0.000	0.008	0.009	0.017

² It is understood that a care home in West Sussex will necessarily not be age-restricted so the description 'elderly' is not entirely accurate. However, in the experience of WSCC's Adult Commissioning Service, such residents are not usually drivers. The land use on TRICS is therefore not inappropriate.

³ England excluding Greater London, weekdays, suburban and edge of town sites, avoiding surveys during Covid-19

Source: TRICS

2.12 The traffic flows, applied to 65 units, are set out below.

Table 2.3: Assisted Living and Care Home Traffic Flows (vehicles)

	Morning Peak			Evening Peak			Daily		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Assisted Living (per apartment)									
Total Vehicles	5	4	9	3	3	6	61	62	123
LGVs	0	0	0	0	0	0	6	6	12
OGVs	0	0	0	0	0	0	1	1	2
Care Home (per room)									
Total Vehicles	6	3	9	3	5	8	79	79	158
LGVs	0	0	0	1	0	1	9	9	18
OGVs	0	0	0	0	0	0	1	1	2

Source: Consultant

2.13 Whilst care homes and assisted living arrangements have different attributes in terms of the level of staffing needed and the level of independence of the residents, the traffic generation of the two possible uses is remarkably similar. A lower propensity for care home residents to make trips is likely to be substituted by a greater number of staff travelling to and from the site.

2.14 The facility will add fewer than 10 movements to Wychwood Place during any one hour, or one movement every six minutes.

2.15 Servicing demands (which are included within the 'total vehicles counts') are low, typically fewer than 10 vehicles per day. The majority of these – up to nine vehicles per day – are LGVs, with one by Ordinary Goods Vehicle or OGV. A more detailed look at the traffic surveys from which the above trip rates were derived shows that most of the sites are not serviced by an OGV.

2.16 Ordinary Goods Vehicles are divided into two sub-categories⁴:

- OGV1: 2 or 3 axle rigid vehicles.
- OGV2: 4 axle rigid and articulated lorry.

⁴ Ref: DMRB CD224: Traffic Assessment

- 2.17 A detailed review of the survey data confirms OGV1 to be the largest vehicles that might service a care home or assisted living site on a typical day. Therefore, the inclusion of care home facilities does not result in a requirement for the Wychwood Place to accommodate a vehicle greater in size than a refuse vehicle.
- 2.18 Access via Wychwood Place is in accordance with Policy DPA9. Previously submitted evidence demonstrates that the proposal will not result in an unacceptable safety impact or severe traffic impact on Wychwood Place. The addition of a care home will result in modest additional traffic flow that will not materially change the operation of Wychwood Place in comparison with a scheme that provides the 150 homes alone.
- 2.19 The Applicant would be willing to accept a servicing management plan, secured by condition, to manage the types and timings of servicing for the care home.
- 2.20 At the meeting with WSCC and MSDC on 17 March 2025, justification was requested as to why the care home is provided in the northern part of the wider allocation site. This is because:
- The over-riding consideration when designing the northern parcel was the efficient use of land to the north. The northern part of the site has sufficient space to accommodate 200 homes. A 150 home scheme alone would have resulted in a very low density of development. The addition of a care home allows the land to be used more efficiently, whilst reducing traffic impacts on Wychwood Place in comparison with 200 homes through the access and address the requirements of policy DPA9.
 - A care home in the south together with the 200 homes proposed there would have resulted in a higher density of development there and would have been inconsistent with the village character at the southern application site.
 - The care home is co-located with the St Leonard's lookout, bandstand, orchards and allotments (if required). This provides care home residents with nearby outdoor space in close proximity to the facility placing them at the heart of the development.
 - The steep topography of parts of the land to the south makes this area more constrained and thus unable to deliver the care home and associated access roads.
- 2.21
- 2.22 Paragraph 6 also notes the presence of street parking. The presence of cars occasionally parked on street does not constitute a material obstruction or safety issue. The following points should be noted:

- Significant off-street parking is provided in accordance with WSCC's parking standards. Most residents are able to park their cars off-street and street parking is not widespread.
- Wychwood Place is 5 to 5.5m wide. A width of 5m is sufficient for a car and refuse vehicle to pass (*ref: Manual for streets Figure 7.1*).
- Manual for streets notes that parking within sightlines is common but does not create significant problems in practice and that where speeds are low, some encroachment may be acceptable (*ref: paragraph 7.8.5*).

2.23 Paragraph 7 requests additional detail to the responses to comments A.2.1 and A.2.4 of the Road Safety Audit. The recommendations in these points were for the provision of a footway along this section of Wychwood Place and for the provision of lighting given the potential for walking in the carriageway.

2.24 The footway should have been included as part of the implementation of Reserved Matters permission DM/15/1872. The approved layout shows the footway extending from the access junction as far as the cul-de sac in the south. This is included as **Appendix D**

Image 2.1: Reserved Matters Application



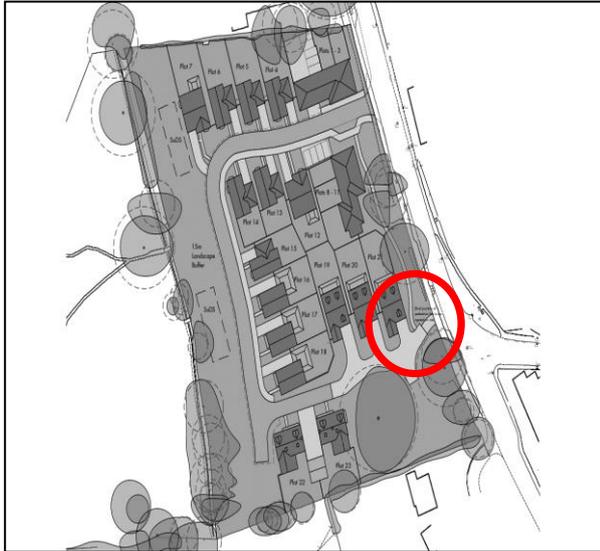
Source: Cala Site Layout Plan Drawing P.1.1 Rev G

2.26 However, this footway has not been implemented during the build out of the above permission. It is understood that the land has not been transferred into the demise of the adjacent properties. Discussion has taken place with the developer of the site and they are going to implement what was consented at Reserved Matters stage. This will primarily benefit the occupants of the 11 homes along this section of Wychwood Place (it is not required for residents of the application site to gain access to Turners Hill Road – see image 2.4 below). This section is referred to hereafter as the consented footway.

2.27 Notwithstanding the above, Wychwood Place is capable of acceptably operating as a shared surface with additional development in place were the additional pedestrian infrastructure not delivered:

- A pedestrian / cycle access exists further south on Wychwood Place allowing new residents to exit the application site onto Turners Hill Road without using the section without a footway.

Image 2.2: Pedestrian / cycle access location



- A 2m wide verge continues to be provided along the shared surface, with dropped kerb at the end and further dropped kerbs throughout. It is entirely possible for residents to avoid walking in the carriageway.

Image 2.3: Existing verge location



- MfS advises that shared surfaces operate best when vehicular traffic demands are below 100 vph. This remains the case during most periods of the day.

Table 2.4: Vehicle Traffic Movements on Wychwood Place at Junction with Turners Hill Road

	Morning Peak Two Way Traffic Flow (vehicles)	Evening Peak Two Way Traffic Flow (vehicles)
Existing ⁵	26	25
150 homes ⁶	71	70
Care home ⁷	9	8
Total	106	103

2.28 Traffic flows of just over 100 vph⁸ or one to two vehicles per minute are expected during the network peak hours, when traffic flows into and out of the site are at their highest. For the remainder of the day, traffic flows will be significantly lower than this. The care home does not materially change the frequency of vehicles using the access or its suitability as a shared surface. Restrictions could also be placed to deliveries so that they are outside of peak times.

2.29 With the consented footway in place, this will leave only a short section of footway to the west of number 36 Wychwood Place (identified as plot 22 above) and as far south as the second phase of development, known as Wychwood. This will ensure that new residents are able to walk from the application site to the pedestrian / cycle access. Discussions with the developer of that site have taken place and they will implement the footway, as the land remains under their control.

⁵ Ref: TF1 and TF2 of Scoping Note ITB9155-044 of 17 April 2024, submitted with other pre-application evidence

⁶ Trip Rates at Table 2.1 of same report, vision-led. Morning peak: $0.523 \times 90\% \times 150 = 70$. Evening peak: $0.517 \times 90\% \times 150 = 70$.

⁷ Ref: Table 2.2.

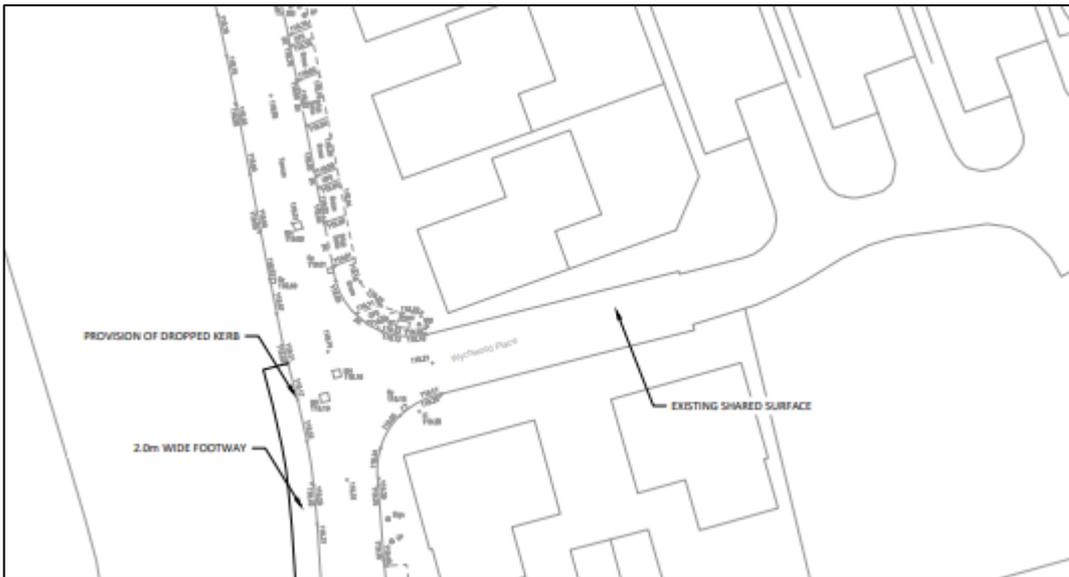
⁸ 106 vehicles per hour or one vehicle every 34 seconds is not materially different from 100 vehicles per hour or one vehicle every 36 seconds

Image 2.2: Additional footway required to complete footway link from Turners Hill Road to application site



2.30 The northward extension is illustrated below

Image 2.3: Northward extension of westward footway (ref: ITB9155-GA-072)



2.31 Whilst the addition of a footway along the shared surface is not necessary, the recommendation of comment A2.4.1 is accepted as the entire of the section of Wychwood Place without a footway is capable of being upgraded. Residents of the 11 homes on Wychwood Place where a grass verge has been constructed will benefit from the addition of the consented footway whilst new residents of the development will benefit from the completion of the footway link to the pedestrian / cycle access (among other means of accessing Turners Hil Road).

Image 2.4: Walking route to Turners Hill Road for existing and application site residents



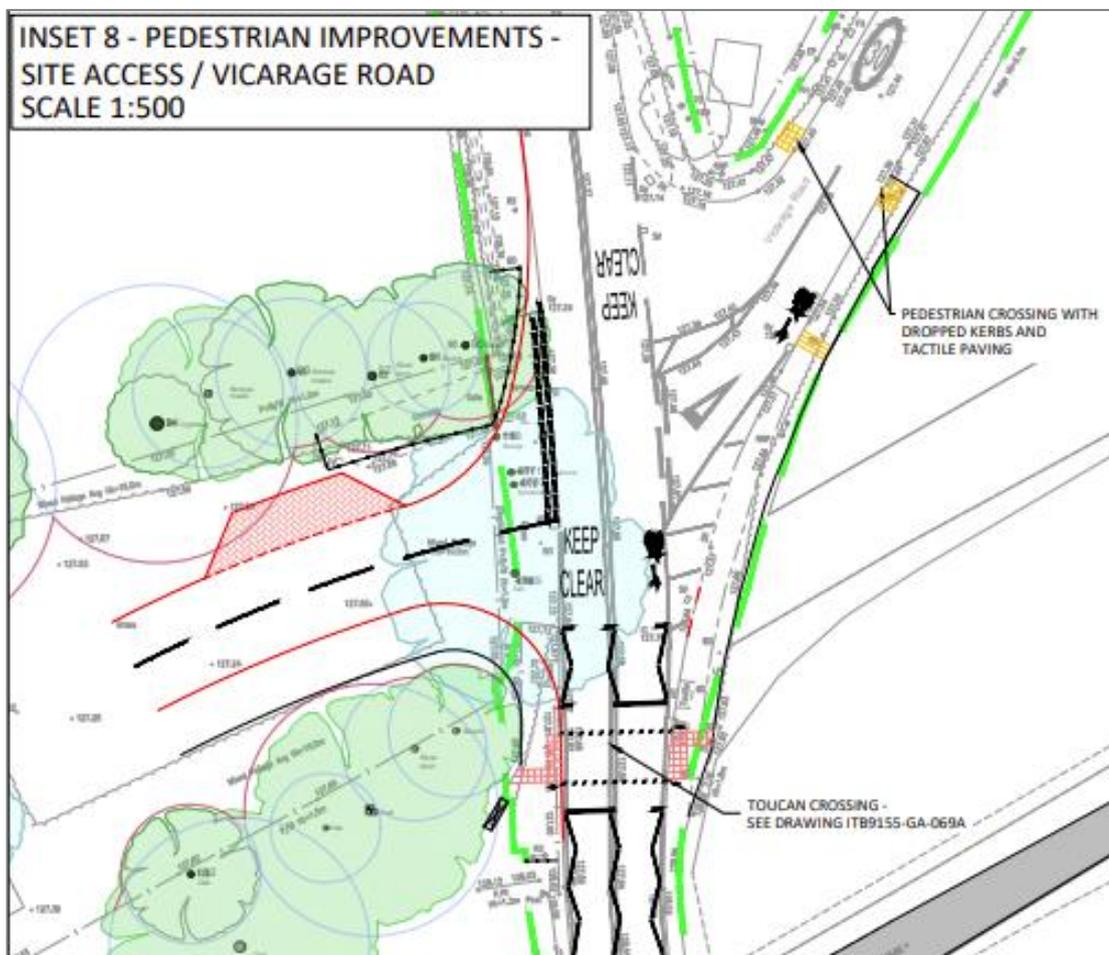
- 2.32 The request for street lighting is a detailed design matter although the request was justified against the absence of a footway. There is already street lighting, and the comment is no longer applicable if footways are to be provided.
- 2.33 Paragraph 8 includes no actions.
- 2.34 Paragraph 9 requests an editable version of the Designer’s Resopnse. This will be separately issued to WSCC. It is also included as **Appendix E**.

Active Travel

- 2.35 Paragraphs 10 and 11 include no actions.
- 2.36 Paragraph 12 requests that the Applicant sets out how a Section 106 contribution towards the bus service enhancements will be split between the two sites, noting that a 50/50 split could give rise to viability issues should one of the sites not be implemented. The matter has been discussed further with the local bus operator, Metrobus, who support the approach of each application site paying 50% of the total contribution sought. This would allow each planning permission to fund the service for 2.5 years. This approach, in effect, provides a ‘buffer’ of 2.5 years between the implementation of the two schemes. Correspondence with Metrobus is included as **Appendix F**.

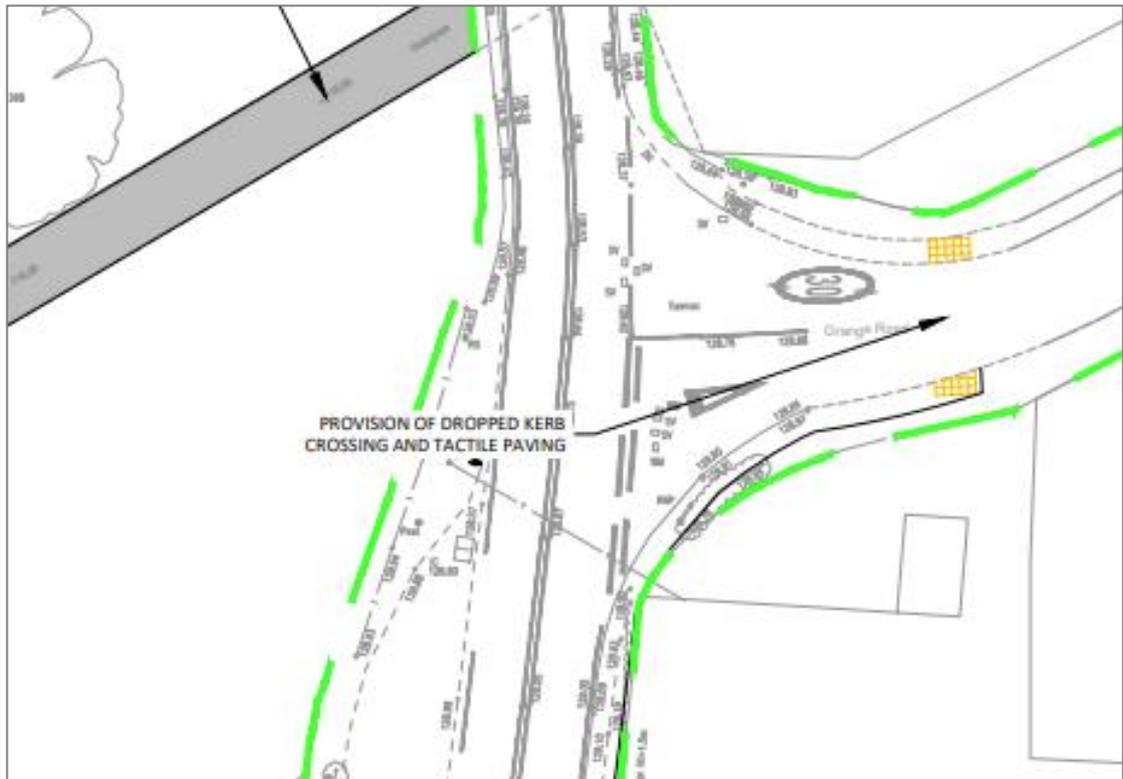
- 2.37 Paragraph 13 requests that the Applicant sets out how financial contributions or works are split between the sites. A proposal is included at **Appendix G**.
- 2.38 Paragraphs 14-18 recommend the following changes to the off-site highway improvements, which are also illustrated in drawing ITB9155-GA-056C:
- 2.39 The crossing point on Vicarage Road has been relocated further from the junction with Turners Hill Road (*ref: paragraph 15*):

Image 2.5: Crossing point on Vicarage Road



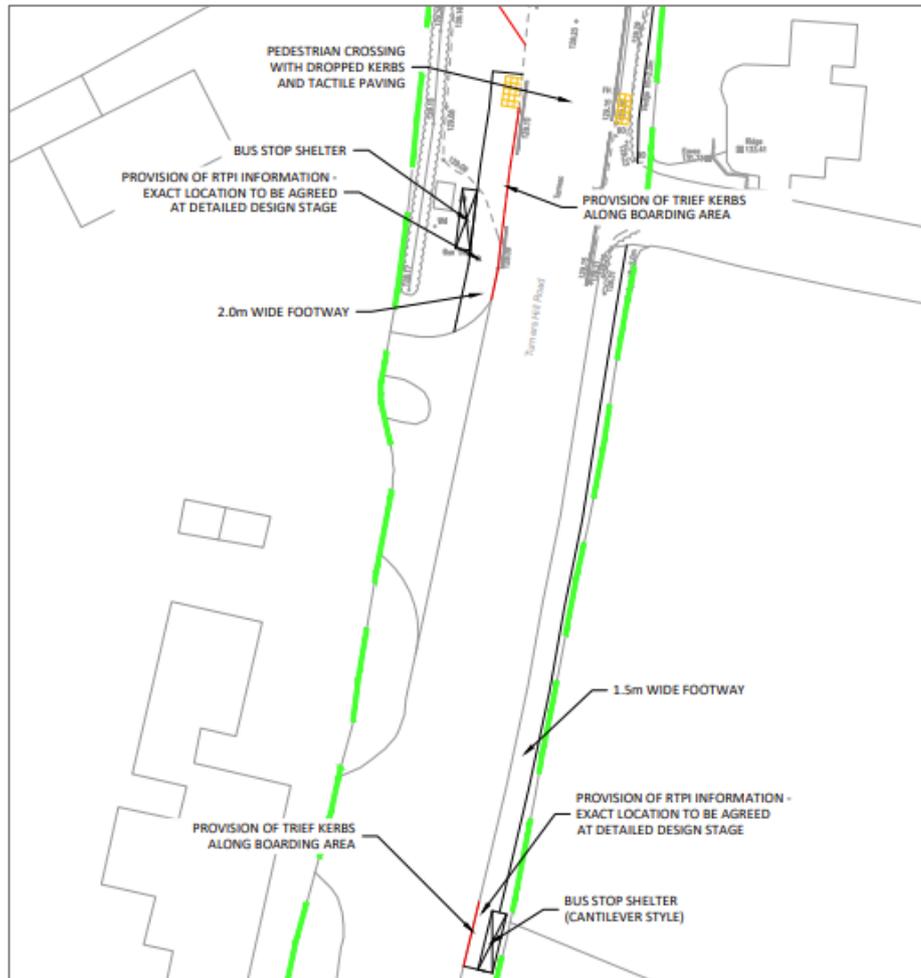
- The crossing point on Grange Road has been relocated further from the junction with Turners Hill Road and a 1.2m footway added within existing highway land.

Image 2.6: Crossing point on Grange Road



- Vegetation clearance and surface improvements are proposed on the footway on the eastern side of Turners Hill Road between Sandy Lane and Vicarage Road
- The northbound bus stop and crossing point on Turners Hill Road has been relocated further from nearby access.

Image 2.7: Northbound bus stop south of Grange Road



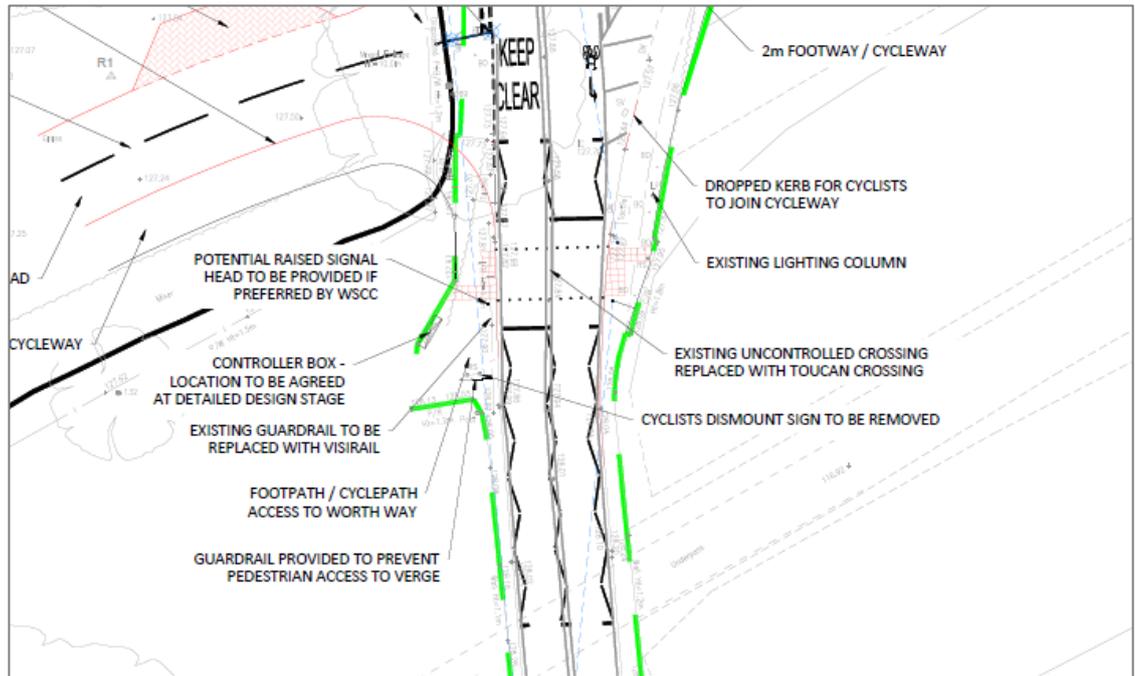
2.40 Paragraph 19 is noted.

2.41 Paragraph 20 seeks further on-road improvements to access to the village centre for cyclists.

2.42 At the meeting on 17 March 2025, WSCC confirmed that their key priority would be to make it easier for cyclists to cross Turners Hill Road. To achieve this:

- The proposed puffin crossing south of the southern access to the southern application site will be upgraded to a toucan crossing. There is sufficient highway land to provide a 2m shared cycle route both on the western and eastern side of Turners Hill Road (2m is the absolute minimum cycleway width at constraints (ref: LTN 1/20 Table 5-2). Dropped kerbs will allow cyclists to ride off Vicarage Road and Turners Hill Road and cross the road by calling the signals. A safety audit (detailed in a separate Transport Assessment Addendum in respect of the southern application site) recommended that the crossing be upgraded to a toucan.

Image 2.8: Toucan crossing at southern access of southern application site



- The existing puffin crossing south of Huntsland will be upgraded to a toucan crossing. A 3m wide shared cycleway (LTN 1/20's recommended width) will connect the crossing to the northern vehicular access of the southern application site, whilst the footway on the eastern side will be widened to 2.1 to 2.4m (using verge), enabling cyclists riding south on Turners Hill Road to exit / join the carriageway and cross the road using the crossing. Further details are provided in the Transport Assessment Addendum in respect of the southern application site.

Image 2.9: Toucan crossing at northern access to southern application site



2.43 Beyond improving the crossings on Turners Hill Road, scope for improving the streets that lead into the village is more limited (*ref: Healthy Streets Assessment appended to Sustainable Transport Strategy ITB9155-045 TN*):

- Turners Hill Road is some 6.0-6.5m wide – sufficient for cars to overtake cyclists. There is a continuous footway on the eastern side, often together with verge. The combined width of the footway and verge is typically at least 2m although there are constraints (e.g. south of Sunny Avenue) where the width falls short of this.
- Sandy Lane is around 5-6m wide, again sufficient for overtaking of cyclists and consistently wide enough for a car and HGV to pass one another at low speeds. Traffic flows are lower with no more than 200 vehicles per hour or three per minute. There is limited highway land beyond the carriageway, typically less than 2m either side.
- Similarly, Vicarage Road is around 5m wide – sufficient for overtaking cycles and just wide enough for a car and HGV to pass. Traffic flows are similar to Sandy Lane. There is a continuous footway on the southern side of the road although its width is less than 2m at locations along its length.

- 2.44 There is insufficient land on these roads to provide a continuous shared cycleway without reducing carriageway or layby widths. Reducing carriageway widths below 5m, as would be necessary on Sandy Lane and Vicarage Road, the key routes into the village, will compromise access for HGVs.
- 2.45 The alternative is to provide cycling lanes is to introduce carriageway demarcation, to enable shared use of the carriageway. Given the widths of Vicarage Road and Sandy Lane, this would result in the encroachment of the lanes by vehicles when there is oncoming traffic. Whilst the Applicant would be willing to deliver such a scheme of improvements, it is understood that WSCC's strong preference to avoid measures involving carriageway demarcation / lining.
- 2.46 The proposed toucan crossings over Turners Hill Road will materially improve the ability for less confident or experienced cyclists to ride into Crawley Down on road by allowing them to stop traffic on Crawley Down and cross the road with priority over the traffic
- 2.47 Paragraph 21 requests that the Applicant confirms physical improvements should be delivered as schemes of works (other than on Worth Way and enhancements to the bus service). This is confirmed and can be secured as part of the Section 106 Agreement.
- 2.48 Paragraph 22 notes that Worth Way is not a right of way but is owned by WSCC. It is understood that WSCC were notified of the planning application. The Applicant requests that WSCC, as landowner, be consulted on the planning application to ensure that agreement on the principle of improving the path can be reached and that a financial contribution towards enhancements may be included within the S106 Agreement through appropriate wording.
- 2.49 Paragraph 23 requests amendments to the Travel Plan. An updated Travel Plan has been produced taking on board the amendments below, and is submitted separately

Table 2.5: Travel Plan comments and amendments

Comment	Solution
Caution when using 2021 modal splits.	As an alternative, the Applicant proposes a to use 2011 census data.
Any targets should not be based upon existing travel characteristics	Vision-led targets will be included, based on the aspirational mode share of the scheme, taking into account the sustainable transport strategy. Notwithstanding the adoption of vision-led transport planning formally through the new NPPF of December 2024, this approach has been pursued throughout pre-application discussions through the development of the sustainable transport strategy.
Confirmation that the car club will be secured by a separate S106 obligation. This will need to include details of the car club locations.	Agreed and noted. However, the location of the car club spaces will need to be agreed through Reserved Matters application.
Consider an alternative form of monitoring to questionnaires	The Travel Plan will be monitored based on multi-modal entry / exit demand surveys at all access points, supplemented by travel questionnaires

Vehicle trip generation and highway capacity

- 2.50 Paragraph 24 outlines the traffic analysis and requests the background evidence is submitted. This information has now been submitted as part of document ITB9155-074. No further comments were raised by WSCC in respect of traffic analysis.
- 2.51 Paragraph 25 contains no actions. Paragraph 26 outlines the attributes of the vision-led approach and paragraph 27 requests the Travel Plan be revisited, as noted above.
- 2.52 It was agreed during the meeting of the 17 March 2025 that no further actions needs to be taken in respect of these paragraphs. The previously submitted traffic analysis therefore demonstrates satisfactorily that there will not be a 'severe' traffic impact on the highway network whilst the sustainable transport strategy demonstrates that the proposal prioritises travel by sustainable modes.

Layout

- 2.53 Paragraph 28 requests details concerning street hierarchies and parameters that can follow into the detailed design of the proposal. The Design and Access Statement outlines street design and street typologies. A street hierarchy is presented in Section 5 of the Transport Assessments.

- 2.54 Paragraph 29 requests that the Access and Movement Parameter Plan includes the indicative alignment of the route of the north-south cycle route links to right of way 33W and Worth Way, via the southern parcel. This is shown at **Appendix H**.
- 2.55 Paragraph 30 requests that the connection to Hurst Farm be considered in greater detail as the scheme progresses. This is agreed - more detailed plans will be provided at RM stage.
- 2.56 Paragraph 31 requests that external pedestrian / cyclist be considered in greater at reserved matters stage. This is agreed.

Other matters

- 2.57 Paragraph 32 outlines the submitted traffic calming scheme and paragraph 33 requests details of what the traffic scheme seeks to achieve.
- 2.58 The purpose of the traffic calming is to reduce vehicle speeds on Turners Hill Road, noting this is an aspiration of Worth Parish Council.
- 2.59 Whilst the traffic calming is desirable, there is no accident history on Turners Hill Road that would suggest a need to introduce such measures. Whilst the Applicant is willing to include the measures as part of the off-site highways improvements, WSCC has noted that as they are not necessary to make development acceptable in planning terms, they do not meet the tests at paragraph 58 of the NPPF or Regulation 122 of the Community Infrastructure Levy Regulations (2010) and therefore do not need to be provided. The proposed traffic calming scheme is therefore withdrawn.
- 2.60 Paragraph 34 includes no actions.

SECTION 3 Summary and Conclusions

3.1 This note fully addresses the comments raised in WSCC's consultation note in respect of a planning application for up to 150 homes and a 65 bed care home at land north of Huntsland and west of Turners Hill Road, Crawley Down. The application is submitted jointly with a further planning application for 200 homes on land immediately to the south.

3.2 Through extensive pre-application discussions, now submitted to the planning application file, there is agreement on the following:

- The site is in a sustainable location for development and the sustainable transport strategy presents a vision for an access strategy that prioritises sustainable transport over car use.
- Wychwood Place is capable of providing a safe and suitable access, noting that the street meets minimum geometric requirements for use as residential street, the traffic generation of an additional 150 homes will not materially affect its operation, and that the access has been the subject of a safety audit.
- A reserved matters application will demonstrate how the internal layout of the site can come forward in accordance with relevant design standards.
- The two planning applications will not cumulatively result in a 'severe' traffic impact or unacceptable safety impacts on the local highway network.

3.3 The note responds to the comments of WSCC and demonstrates:

- The additional traffic associated with the care home does not materially change the earlier conclusions in respect of Wychwood Place.
- The care home cannot be provided elsewhere on the wider allocation site.
- Wychwood Place can safely continue to operate as a shared surface. However, discussions have taken place with the developer of Wychwood Place, who will provide a footway connection between the first and second phases of development on the western side of Wychwood Place in order to connect residents in the application site with the pedestrian / cycle access at the northern end of Wychwood Place. The developer will also implement the footway further to the north. These improvements will leave no remaining shared surface sections on Wychwood Place.

- The off-site highways works will be implemented through Section 278 works where feasible and can be split appropriately between the sites.
- Two toucan crossings can be provided to facilitate cycling across Turners Hill Road and thus improve on road cycling into the village centre.
- The Travel Plan has been updated with revised modal shares, vision-led targets and monitoring using traffic surveys. The Travel Plan is submitted separately.
- The previously submitted traffic calming is not necessary to make development acceptable in planning terms, and has been withdrawn from the proposal.

3.4 On this basis, the proposal addresses the comments of WSCC and is in accordance with paragraphs 115 / 116 of the NPPF:

- The proposal prioritises sustainable transport.
- Safe and suitable access will be provided through the extension of Wychwood Place.
- Future reserved matters applications will ensure that the proposals will come forward in accordance with design standards.
- There will not be a 'severe' cumulative impact on the local highway network.

3.5 The development proposal is acceptable in highways and transport terms

