

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council - FAO: Rachel Richardson
FROM:	WSCC – Highways Authority
DATE:	30 June 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.
DATE OF SITE VISIT:	19 June 2025
RECOMMENDATION:	More Information

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on proposals for 40 x dwellings and associated works. Two existing dwellings remaining will be accessed from within the site.

The application is supported by various technical documents and plans including Transport Assessment (TA), Travel Plan (TP) and Stage 1 Road Safety Audit (RSA) with accompanying Designers Response (DR).

The application has been identified in the MSDC RAG (Red, Amber, and Green) Report as "Red" with comments raised regarding the proximity to the crossroads with the local councillor commenting "this junction is among the stressed in the District. This application will add to the problem". Therefore, a site visit was undertaken on 19/06/25.

Site Context & Accessibility

The site is located west of Lion Lane and north of Church Road (B2110). Church Road is subject to 30mph speed restriction across site frontage. The site comprises grassland, 3 x properties and informal car park for Lion Lane residents. Access from Lion Lane for the existing car park, allotments and PROW. Crossroads junction with Selsfield Road/North Street/East Street is approx. 50m east from the proposed site access from Church Road.

The site is allocated in Turners Hill Neighbourhood Plan policy THP2 (2 x adjoining sites) suitable for 44 x homes – the policy requires that village car park must be incorporated with pedestrian access via The Bank and Fire Station and that new entrance road will serve new car park with S106/CIL funding toward village enhancement scheme.

Footway on Church Road along southern side extends from site to the crossroads. Footway on northern side starts east of vehicle crossover (outside Fire Station) and includes a dropped kerb/tactile paved crossing of Church Road linking to Primary School. There are pedestrian guardrails in key locations on this route toward the crossroads and outside the school access.

Cycling takes place on carriageway with NCR21 within 2km north of site (via Turners Hill Road or within Crawley Down). NCR21 provides link to Crawley, Three Bridges and East Grinstead.

Bus stops on East Street and North Street, within 250m. Services to Crawley, Haywards Heath, East Grinstead, Brighton etc. There is an existing RTPI display on North Street (the bus stop with the shelter). It is not possible to install an RTPI on the bus stop outside the pub on East Street as this is within private land and replacing the existing pole with a RTPI display would potentially block the school warning sign.

The closest Train Station at Three Bridges whilst outside of suitable walking distance, is just under 5 mile which could be suitable cycle distance for some, utilising NCR21.

Some local amenities within walking distance of site include Primary School and local convenience store as well as bus stops, though it is likely there would be some reliance on the private car for daily journeys further afield.

Travel Plan (TP)

The aim of the TP is to promote sustainable methods of travel and reduce trips by private car by raising awareness of alternative modes and monitor and review targets and initiatives with a view to increasing sustainable transport modes.

The mode split targets in table 4.1 are based on national statistics data but do appear to use baseline trip rate data from the TA. Considering Turners Hill is a rural village with limited local amenities, the LHA are satisfied with the target being TA trips – 11% as stated as this is in line with full TP guidance of target -10% trip rate for rural sites.

Travel surveys will be undertaken to monitor whether these targets are being met.

The TP also sets out:

- Background information about the site and its accessibility credentials.
- Role of Travel Plan Co-ordinator, who will be responsible for implementing and promoting the Travel Plan.
- Residents welcome pack to include information on public transport, car sharing, cycle and walking routes, national events, health and other benefits to sustainable transport, journey planning, home shopping services. A communal noticeboard will also provide this information.
- Local cycle stores will be contacted to discuss potential resident discounts.
- £25 voucher for each household to use for cycle/cycle equipment.
- £25 voucher for each household to use toward bus travel.
- Electric vehicle parking.

The LHA require further updates/ modification of the TP as follows:

- More detail on the regular travel survey. This should seek to find out how often and by what mode residents travel etc.
- Residential sites should also create links with local school(s), which will almost certainly have a Travel Plan in operation – is there a TP for the primary school?
- Whilst the £25 voucher toward cycle and £25 toward bus travel is welcomed, the LHA ordinarily request that a single travel voucher per household of £150 be provided which could be exchanged for one of the following:
 - a. a season ticket for the local bus service
 - b. a rail season ticket or network card
 - c. a contribution towards the purchase of a new bicycle and/or equipment
 - d. Bikeability training up to 4 members of the household (further details and course costs are available at www.westsussex.gov.uk/roadsafety)
 - e. 12 months free membership to any local Car Club (including joining fee)

TP refers to £1500 being set aside for auditing/monitoring fees however the monitoring fee for the TP is £1,695 which should be secured via legal agreement. The Travel Plan auditing fees reflect the amount of local authority officer time required to evaluate the initial plan, assess the monitoring data and participate in on-going review and agreement to any amended plans in the future, including post planning once the development is built out and occupied. The costs have been benchmarked against fees charged by other Local Authorities and are considered to proportionate and reflective of the costs incurred.

Access Arrangements

The LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There has been 8 x recorded injury incidents nearby with 7 of these at the crossroads junction. There have been no incidents related to the existing access to The Old Vicarage. From an inspection of incident data 1 of the incidents (vehicle crossing junction of North Street to continue west) cited the reason of 'vehicle blind spot'. However, it is worth noting that other causes listed were; exceeding speed limit, failure to look properly and disobeying give way markings. It is acknowledged that during the site visit the officer noted an existing issue at the crossroads with visibility south (from either direction if you were on the B2110) because the road layout bends away (south and west) and the intersection of the crossroad is at the crest of a hill. Manual for Streets 2 para. 10.4.2 states that "It has often been assumed that a failure to provide visibility at priority junctions in accordance with the values recommended in MfS1 or DMRB (as appropriate) will result in an increased risk of injury collisions. Research carried out by TMS Consultancy for MfS2 has found no evidence of this". It is also worth noting that the Clock Field development (TH/06/02740/FUL – 51 dwellings and later amended by 11/01332/OUT for 48 dwellings – including mini roundabout) raised no highways concerns in terms of visibility at the nearby crossroads junction, neither capacity concerns. Whilst the LHA still require further demonstration that the development will not severely impact operational capacity of nearby road network and junctions, we are mindful that the scale of development and no patterns of recorded road traffic incidents means it is unlikely the LHA could cite a reason of 'severe' impact as per National Planning Policy Framework para. 116. It is considered that the limits on visibility and navigating crossroads is an existing issue that will not be significantly worsened by the proposals.

Vehicular access is proposed from Church Road via simple bellmouth priority junction with access road width of 5.5m and radii of 6m, suitable gradient and accompanying pedestrian footway. The existing crossover to Old Vicarage will be removed (property accessed from within site) and reinstated as footway.

'Keep Clear' markings are proposed at the junction to ensure queuing from crossroads does not impact site access. Double yellow lines are also proposed on north side Church Road, in to site. To prevent on-street parking. These would require a Traffic Regulation Order (TRO) to be secured via s106 agreement. The TRO fee is £10,205.

85th percentile speeds were 33mph eastbound and 32 mph westbound. This is supported by officer observations on site whereby vehicle speeds slowed past the site to either approach to the crossroad or having just navigated it. Visibility splays of 2.4m x 59m from the site access on to Church Road (east and west) have been demonstrated. This is more than what would be required under Manual for Streets co-efficients (49m west and 47m east) for calculating stopping sight distance and thus no concern is raised in visibility terms. The splay would require some tree/vegetation removal which appears to be either within the red edge or extent of publicly maintained highway land. The splays should be maintained in perpetuity via a suitably worded condition.

Off-Site Improvements

The LHA consider that applicant should explore potential for providing off-site highway improvements on the nearby pedestrian infrastructure, such as:

Tactile paving at Fire Station Access

Localised widening of footway outside Fire Station



The pedestrian route to North Street bus stop should also be assessed – is there potential to provide an uncontrolled crossing to this? Road layout here may limit opportunity for this, but applicant should fully explore pedestrian desire line to bus stops and convenience store and highlight where any improvement/crossing could be made.

Turners Hill Neighbourhood Plan policy THP2 requires that the site contribute toward village enhancement scheme via S106/CIL funding. More detail on this should be provided.

Stage 1 Road Safety Audit (RSA)

The RSA identified 3 x issues and Designers Response provided (attached).

2.1 – recommended to clear vegetation in visibility splays – Designer Agrees.

2.2 – recommended that motorists emerging from site between queuing traffic have adequate visibility of westbound vehicles and thus Keep Clear markings should be extended eastwards – Designer Agrees.

2.3 – recommended to demonstrate that opposing drivers will have adequate intervisibility – Designer Agrees and has demonstrated forward visibility for a refuse collection vehicle.

Trip Generation/ Junction Capacity

Traffic counts identified queues on Church Road of 33 vehicles in AM and 35 in PM peak hours which would extend beyond site access location. Traffic flows on Church Road were 966 movements in AM and 869 in PM peaks.

Movements from development would be 20 two-way vehicle trips in the AM and 18 in the PM peak hours. The proposed car parks will also result in some movements by residents though it is considered these could already be on the road network (diverted).

Travel to work census data has determined distribution of trips 37.2% Church Road east and 62.8% Church Road west. To support junction capacity assessment on site access, trips in and out of car parks have been added based on assumptions made in para. 5.17 summarised in table 5.6 as 66 trips in AM and 47 trips in PM peak hours.

Tempo growth factors have been applied and future year 2030 + development trips assessed. Table 7.1 details junction capacity outputs for the site access/Church Road. RFC figures are well within operational thresholds for the site access. However, due to local concerns about the nearby crossroads and the vehicle movements outlined in table 5.6 and resultant distribution of trips, the LHA consider that the nearest junctions should also be modelled for capacity (where these are likely to see near or over 30 additional

movements in any hour). We advise crossroads to east and Paddockhurst Road/Turners Hill Road junction to west are modelled for capacity for future year 2030 + development trips as outlined in table 5.6.

Internal Layout

Pedestrian access will be provided from Church Road (east side of access) and extend within the site along the main spine road. Within the site the looped estate road becomes shared surface which is appropriate considering anticipated low speeds and vehicle volumes (Manual for Streets para. 7.2.14).

It is stated that a second pedestrian access is proposed in northeast corner of site from within Lions Lane resident's car park yet this appears to be from the southern car park. This does not appear to follow desire line and links to this could be improved. See below - could a link also be provided from within north-east car park? Could north-east car park be accessed from within site to prevent conflict on PROW and accord with Turners Hill Neighbourhood Plan policy THP2 whereby "new entrance road will serve new car park".



An 8 x space village car park is also proposed and improvement/formalisation of 2 x existing car parks providing total 33 x spaces for residents of Lion Lane. Access to southern car park will be moved from within the site. Northern car park (13 spaces for Lion Lane residents) will be accessed off existing point on Lions Lane – PROW have provided comments on this where it crosses PROW TUH/68W/1. Whilst this is existing access it looks as if road surface could do with improvement – can two cars pass? Why can't northern car park access be from within site to avoid vehicle movement on the narrower PROW?

Swept path tracking shows all anticipated vehicles (car, fire appliance, refuse vehicle) accessing site and turning within site (including looped estate road manoeuvre) to exit in a forward gear. The LHA agree that whilst refuse collection vehicle would not allow car to pass within the estate road, this occurrence is considered minimal and driveway/ visitor parking spaces could be used for vehicles to pass. This may cause minor inconvenience but is not anticipated to result in highway safety concern.

Car Parking

The car parking provision has been assessed based on 8 x 1-bed, 5 x 2-bed, 20 x 3-bed, 7 x 4-bed using WSCC Guidance on Parking at new developments. The site is in PBZ2 and the demand stated against what is provided is below:

Demand 11.2 for 8 x 1 bed units – 8 x spaces provided – short by 3.2.

Demand for 8.5 spaces for 5 x 2-bed units – 10 spaces provided.

Demand for 42 spaces for 20 x 3-bed units – 40.5 spaces provide (garages count as 0.5 space) – short by 1.5.

Demand for 18.9 spaces for 7 x 4-bed units – 19 spaces provided.

Plus, demand 0.2 visitor space per unit = 8 visitor spaces demand, provided on site = 10

Thus, total demand 80.6 + 8 visitor = 88.6, total provided = 77.5 + 10 visitor = 87.5.

Meaning total provision across site is shortfall only by 1.1 spaces. Factoring in provision of 8 x space visitor village car park and a total 33 x private car parking spaces for Lions Lane residents the LHA consider the parking provided is appropriate.

We would however advise some of the development visitor spaces be marked as accessible parking bays in line with DfT Inclusive Mobility. LHA also require clarification on how the Lions Lane and village car parks will be managed to prevent parking from residents of development.

Bicycle storage is provided in each plot and a communal facility for the 1-bed flats. These facilities appear to be spacious enough to meet WSCC guidance (0.5 space per 1 bed flat, 1 space per 1 & 2 bed house and 2 space per 3+ bed house). These details should be secured in perpetuity via suitably worded condition.

CONCLUSION –

Additional information is required:

- Updates to TP.
- Off-site improvements on pedestrian desire line – e.g. tactile at Fire Station access, footway widening at Fire Station and potential for crossing of North Street to the bus stop?
- Address Internal Layout comments in terms of pedestrian and vehicle access points through site, linking car parks.
- Turners Hill Neighbourhood Plan policy THP2 requires that the site contribute toward village enhancement scheme via S106/CIL funding. More detail on this should be provided.
- Additional junction capacity modelling.
- Can the surface of PROW TUH/68W/1 where this meets with Lion Lane be improved, can vehicle access to northern car park be from within site?
- Some visitor bays to be marked with additional hatching as accessible bays
- How will car parks be managed?

Please ask the applicant for this additional information and re-consult.

Katie Kurek

West Sussex County Council – Planning Services