

Connectivity and network enhancements

**Access**

The Site would be served from two vehicular access points, one on Threestile Road and a second Tilletts Lane. The two access points would not be linked within the Site, thereby reducing traffic at each access point.

The distribution is weighted towards the Threestile Road access, with approximately two thirds of the Site's development traffic served from this access. The greater weight of traffic is served from this access owing to Threestile Road's superior carriageway operation and its proximity to routes toward Horsham.

The Threestile Road access utilises an existing access strip serving the Site. The access strip provides appropriate corridor width for a 6.0m wide vehicular access and a 3.0m shared cycle/footway provision on its northern side (an enhancement of PROW 1430).

The existing gate location on Tilletts Lane provides natural break in boundary vegetation and has an appropriate level difference between the Site and road to serve the access. The access is positioned to reduce the impacts on adjacent tree root protection areas.

**Pedestrian Movement**

The Site is within walking distance of the village's central services and amenities. To ensure connectivity to these facilities and enhance permeability for existing residents, the following provisions are proposed:

- Enhancement of existing pedestrian access via PROW 1430 and 1429, on the desire line to the village centre. This route will be widened, lit and appropriately surfaced to accommodate all potential users including vulnerable and mobility impaired users.
- A footway would run south approximately parallel to Tilletts Lane adjoining the existing footway at the southwest corner of the Site as per Policy W6 of the Neighbourhood Plan.
- Although the Site would not provide a vehicular through route, it would be permeable to pedestrians and cyclists providing east-west links across the Site.
- Opportunities to provide a footpath around the village green linking to the proposed Threestile Road access and PROW 1430 will be explored. Any such footpath would be appropriately surfaced in materials that are sympathetic to the area's character.

**Local Road Network Enhancements**

Enhancements to the local road network are proposed through the following provisions:

- The reconfiguration of the Threestile Road/ Tilletts Lane / Mayes Lane junction to improve operation and visibility. The existing arrangement has no clear priority and compromised visibility.
- The provision of carriageway widening in the vicinity of the proposed Tilletts Ln access providing an additional passing opportunity along Tilletts Ln.
- Potential to formalise existing informal passing bays on Tilletts Lane. This will be explored through the pre-application process with the local highway authority West Sussex County Council.

**Traffic Impact**

A trip generation assessment has been undertaken using the TRICS database. The assessment identifies the Site would generate 241 trips per day with up to 25 trips occurring in the networks AM peak hour. Taking account of the two-access strategy, this would result in peak hour movement of 16 trips at the Threestile Road access and 9 movements at the Tilletts Lane access.

Capacity modelling will be explored through the pre-application process.

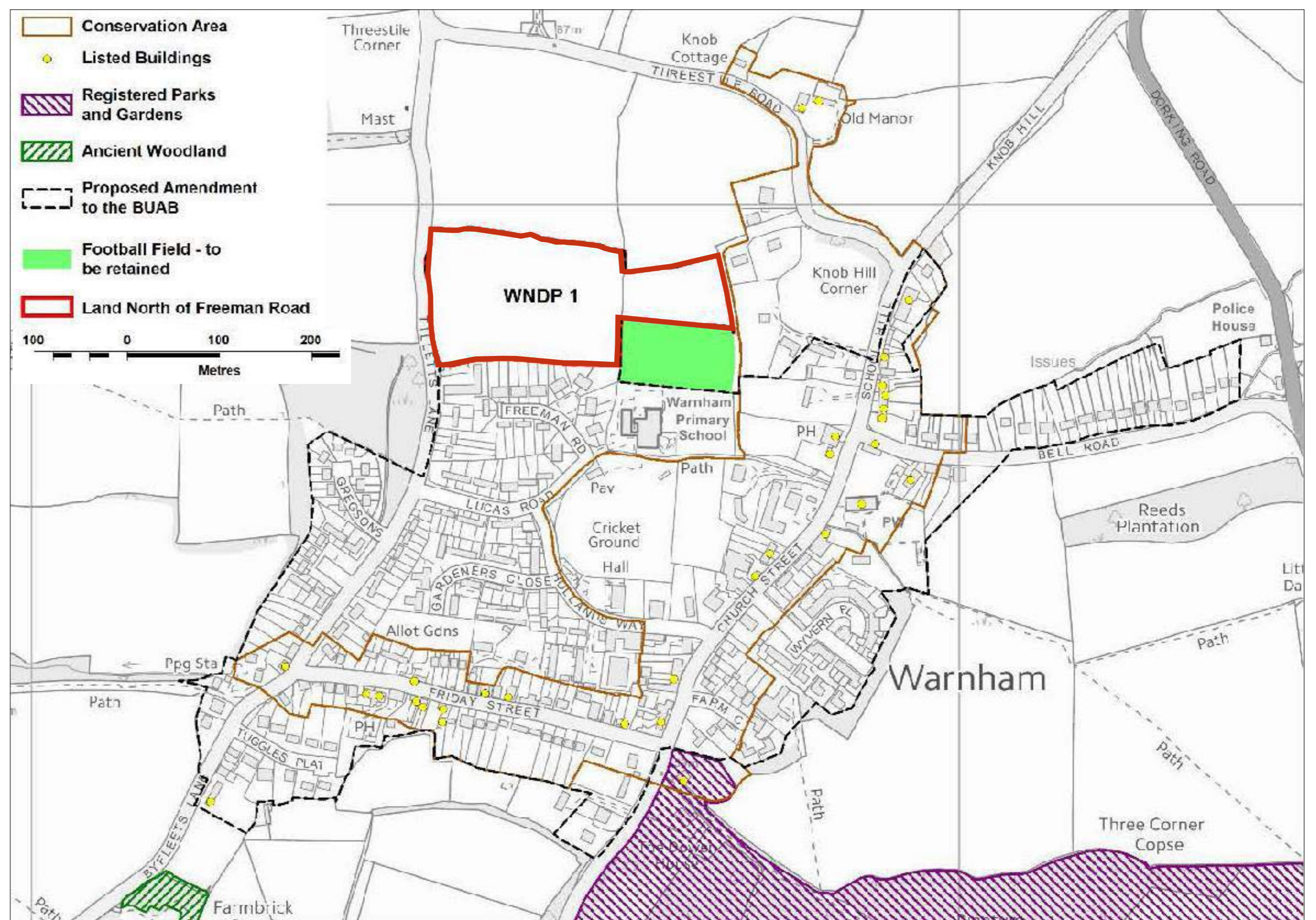
The information on this board comes from the Warnham Neighbourhood Development Plan 2017-2031 and sets out the criteria for this Site. The Tilletts Lane Site is the only housing allocation within this Plan, and the built-up area boundary has been extended to include the Site.

**Policy W6: North of Freeman Road**

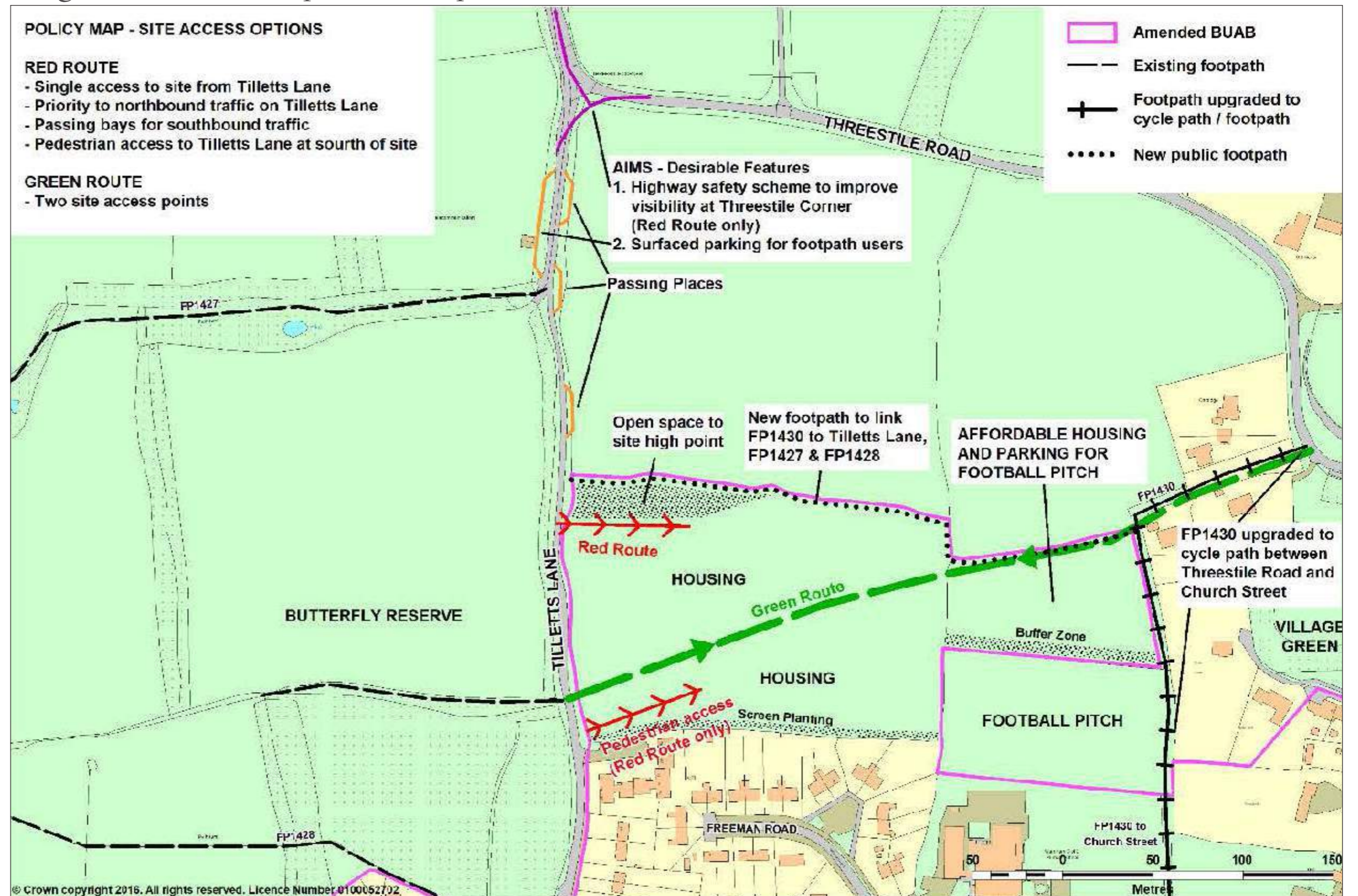
1. Development will be supported on approximately 3.55 hectares of Land to the North of Freeman Road subject to **all** of the following criteria being met:

- a) the provision of a minimum of 50 dwellings;
- b) the provision of affordable housing which meets the requirements of Horsham District Planning Framework Policy 16, with the expectation that all affordable housing provision shall be made on-site;
- c) the provision of a range of house types in accordance with Policies W3, W4 and WS of this plan;
- d) the provision of accessible public green space within the site commensurate with the scale of development;
- e) the provision of space within the road system or by means of a car park to permit occasional parking of up to ten vehicles in proximity to the football pitch;
- f) the provision of appropriate access into the site for vehicles, and segregated access to the site by cyclists and pedestrians from Threestile Road and Church Street;
- g) the retention and enhancement of trees and hedgerows on the western boundary of the site (except where required to provide access to the site);
- h) the provision by landscaping of a buffer on the southern edge of the site adjacent to the housing in Freeman Road to minimise visual intrusion to existing properties;
- i) the provision of a buffer zone to the north of the football pitch to accommodate visitors and spectators to football matches;
- j) the retention and enhancement of the established hedge along the northern boundary of the site;
- k) provision for a footpath link to the existing footpath network: paths 1428 and 1429 and 1430, adjacent to the established hedgerows, and Tilletts Lane;
- l) the provision of a footpath link from the south-west corner of the site to Tilletts Lane; and
- m) the development shall respect the amenity of neighbouring properties, conserve heritage assets in the Conservation Area and the setting of relevant listed buildings.

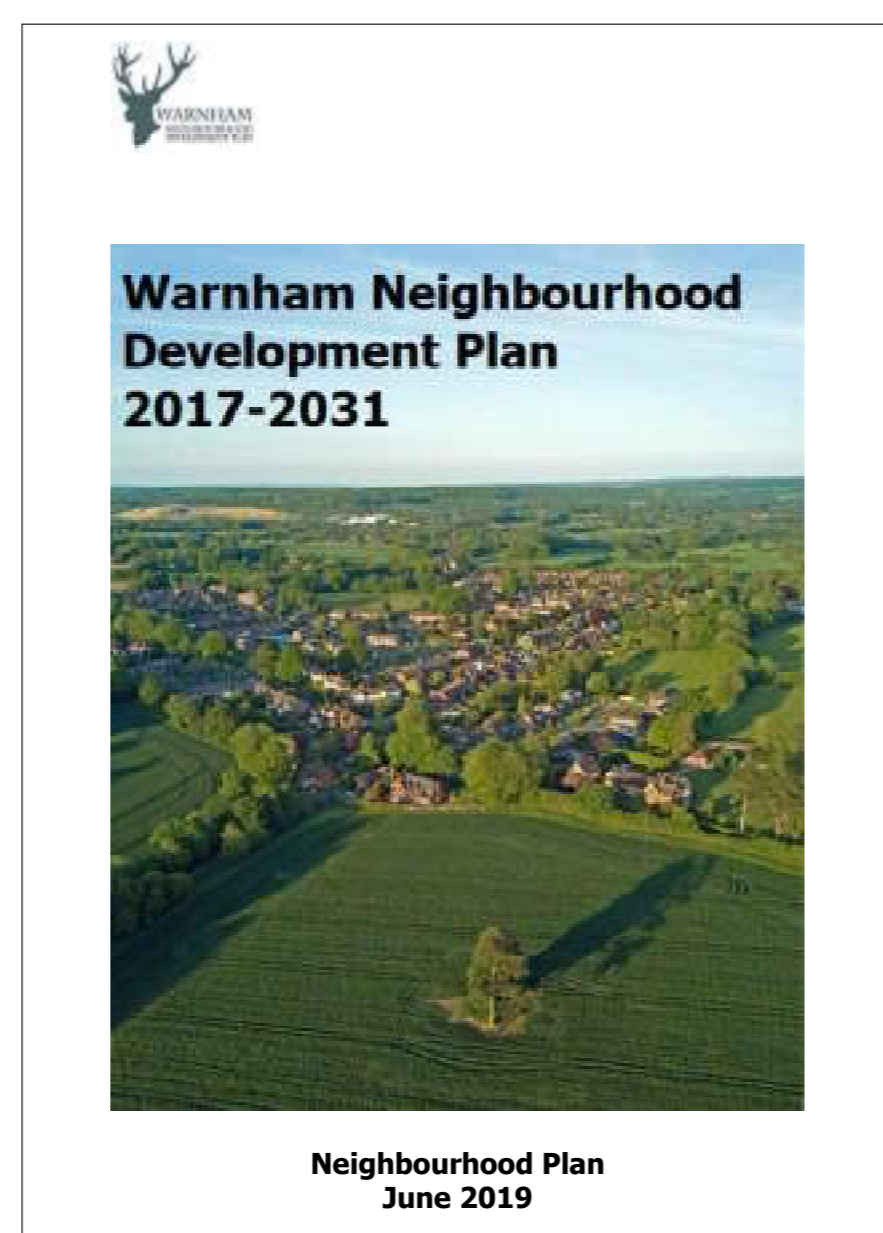
2. Proposals for new and improved utilities infrastructure will be encouraged and supported in order to meet the identified needs of the community.



Neighbourhood Plan policies map



Policy map - Site access options



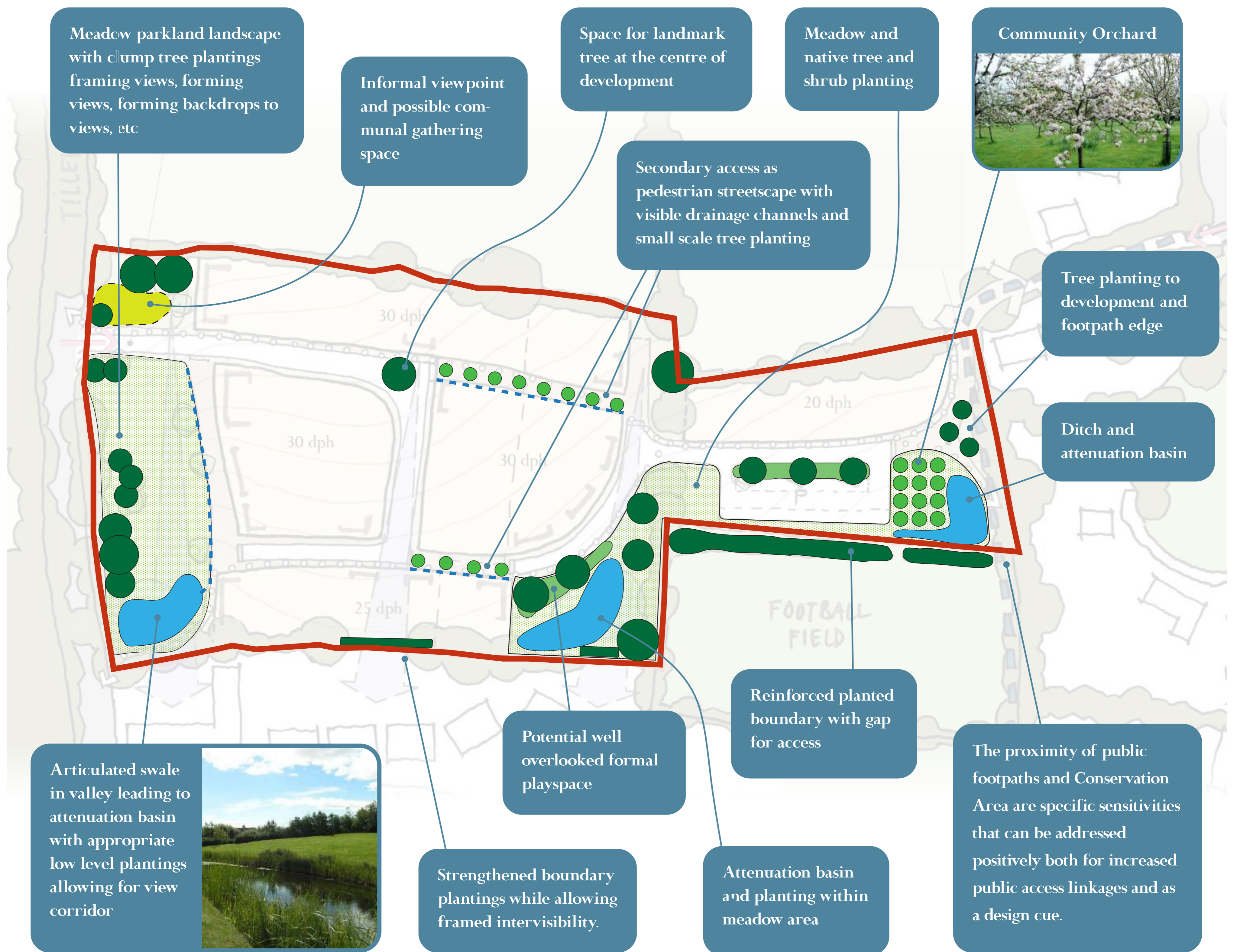
Cover of Development Plan

**Aim 2: Infrastructure improvements associated to site allocation**

Figure 5.3 illustrates two desirable infrastructure improvements in the immediate vicinity of the development site.

First, the junction at the northern end of Tilletts Lane, with Threestile Road, has limited visibility. To improve safety at this junction a road re-alignment would be beneficial.

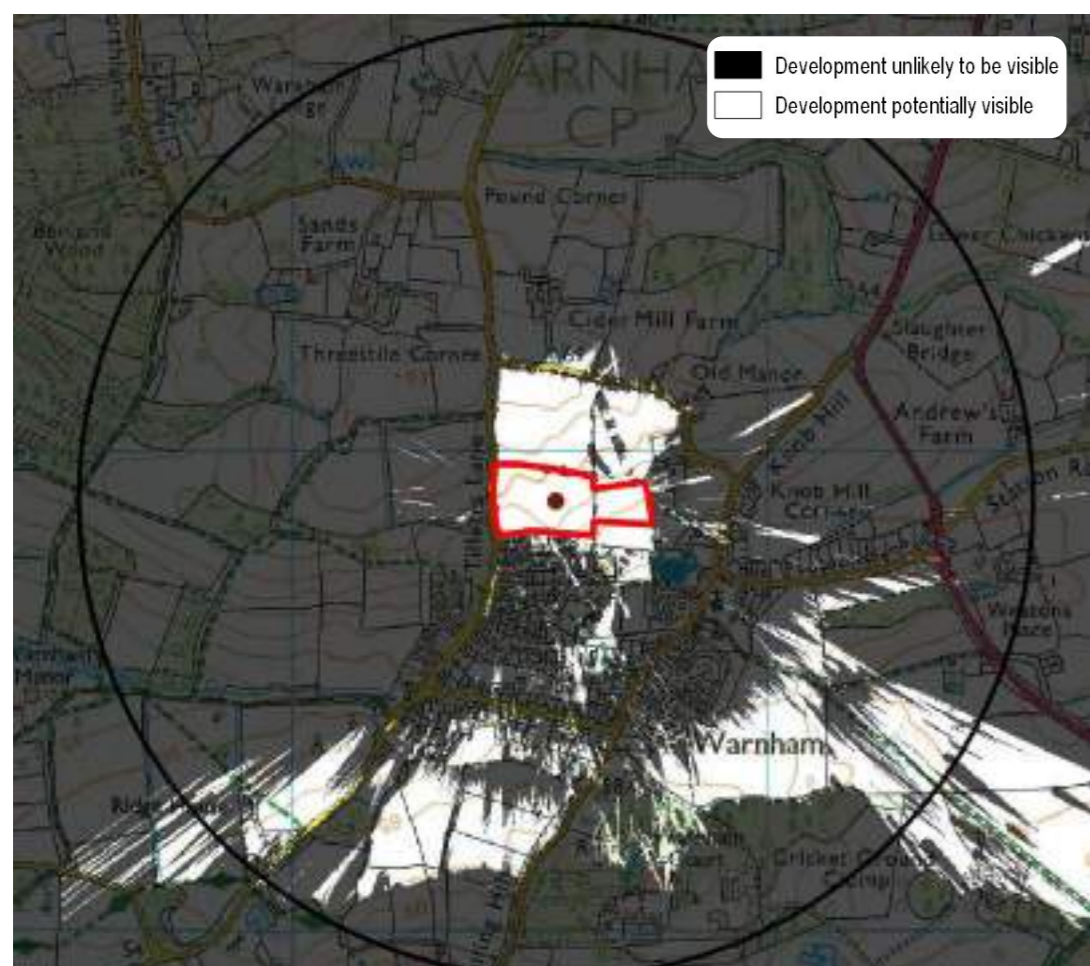
Secondly, footpath 1427 west of Tilletts Lane is very popular however many people using it drive to Tilletts Lane and park on the grass verge north of the footpath. In winter months the verges become muddy and with the introduction of passing bays on the eastern side footpath, users may be inclined to park in the passing bays. To reduce any tendency to park in the bays on the eastern side of Tilletts Lane it is proposed that the informal earthen parking space on the west is surfaced as a parking layby.



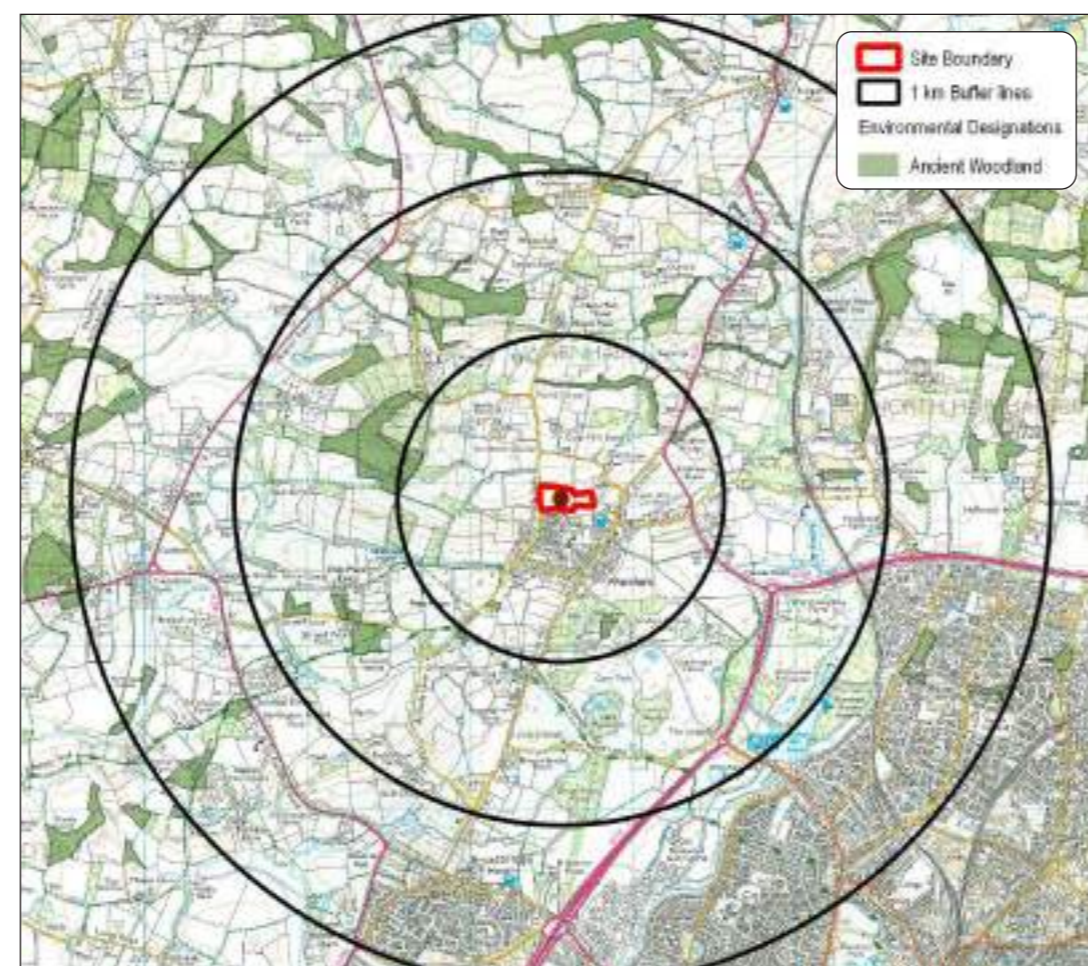
Site visibility from the Threstile Road



Site visibility from Bailing Hill



Theoretical Site visibility from surrounding area



Ancient woodland in the context of the Site

A Landscape and Visual Impact Assessment baseline has been prepared for the Site. This has collated the relevant aspects of landscape character at the national, local and community level.

Building on the local characteristics identified in this baseline, the Site's green infrastructure is based on strong tree and hedgerow boundaries, new and existing drainage, new and existing habitats, and new landscape treatments permeating the development.