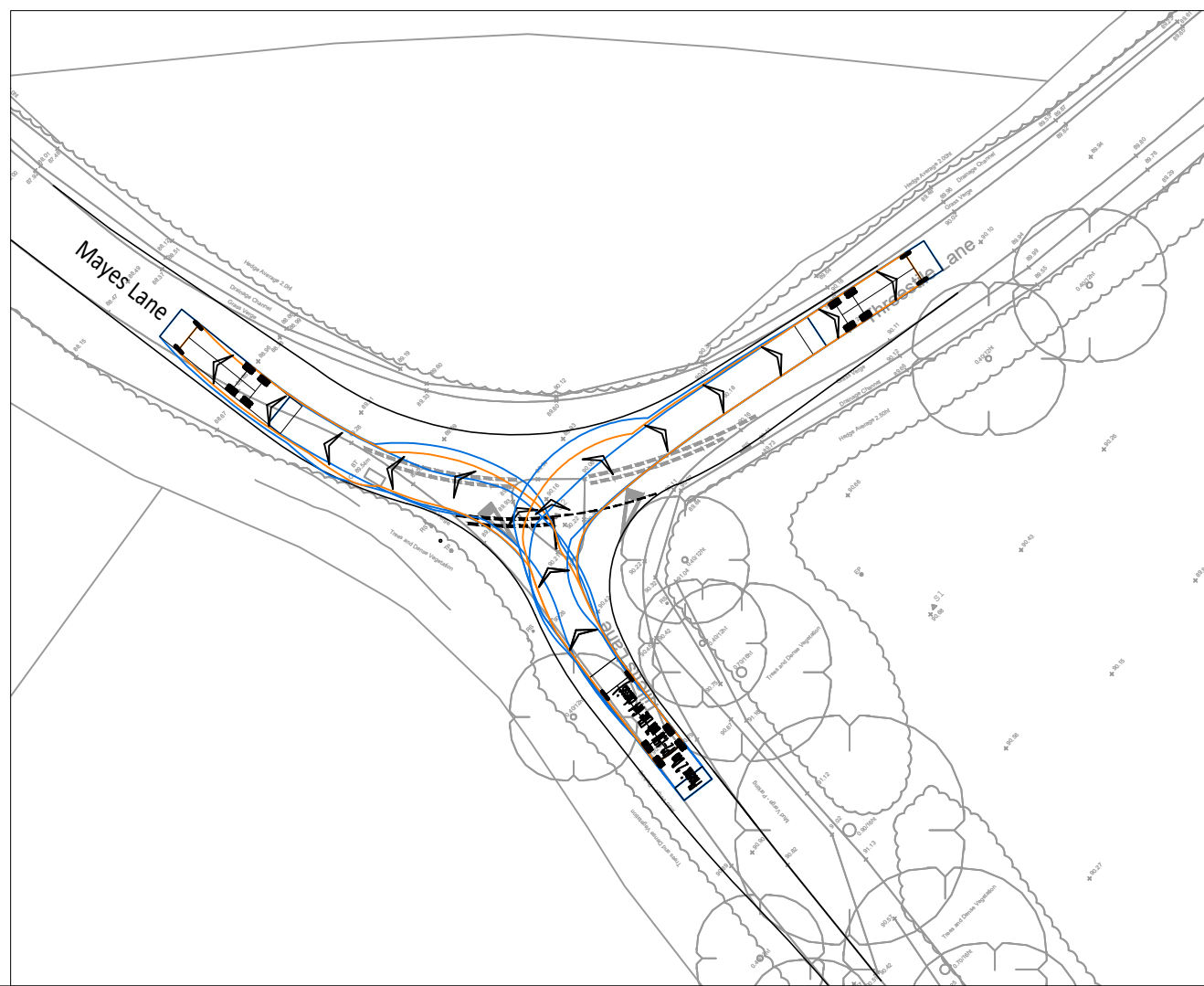
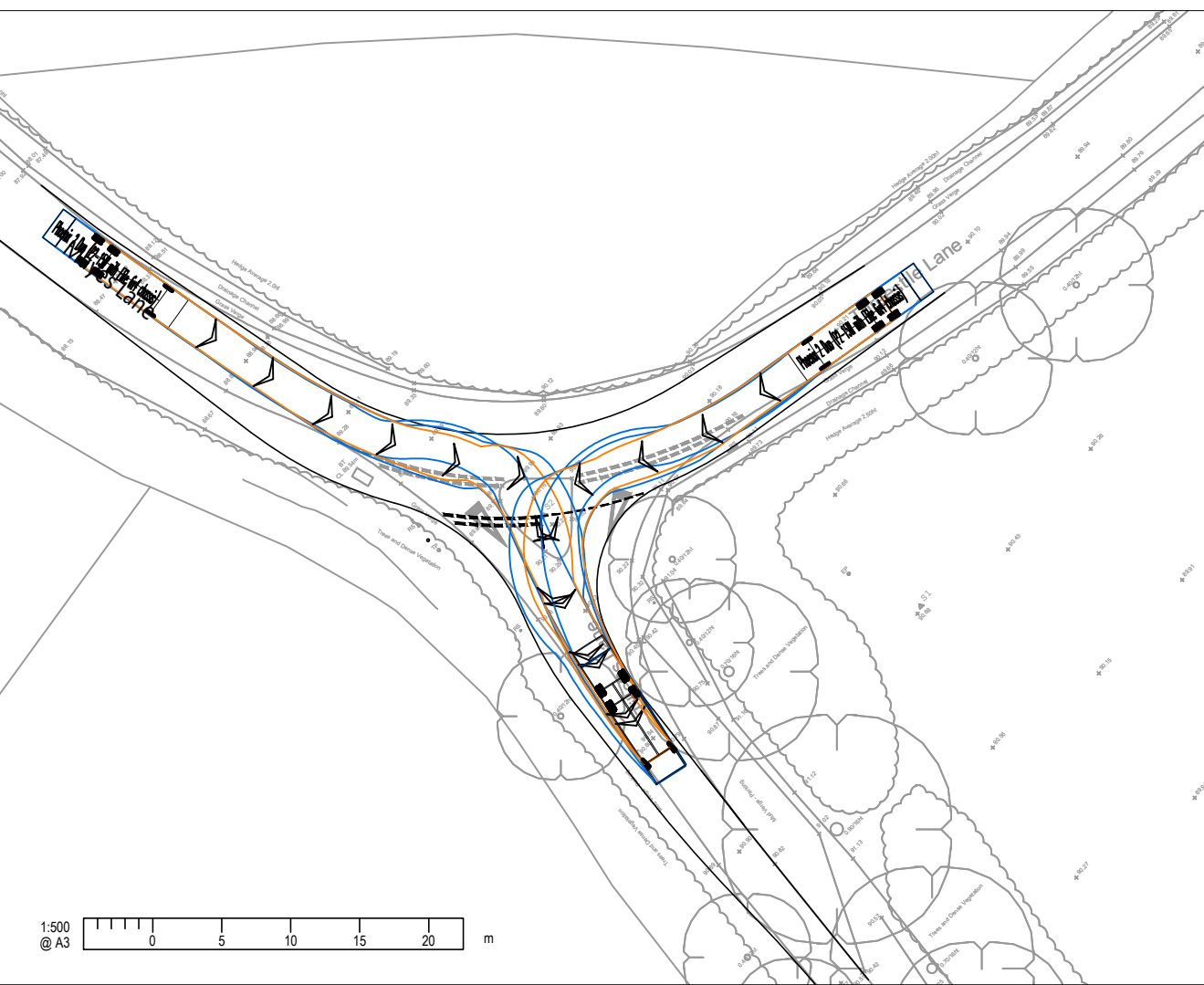
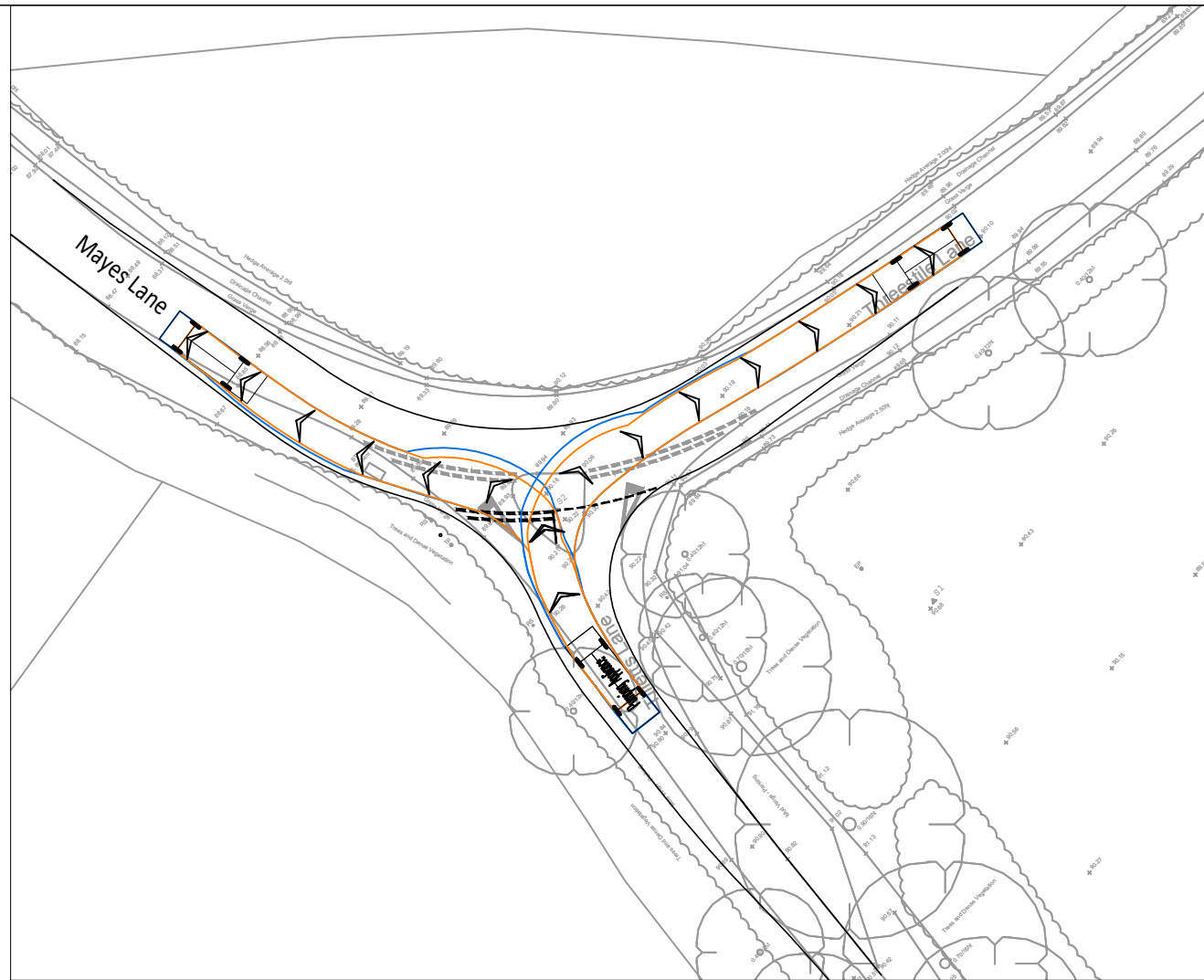
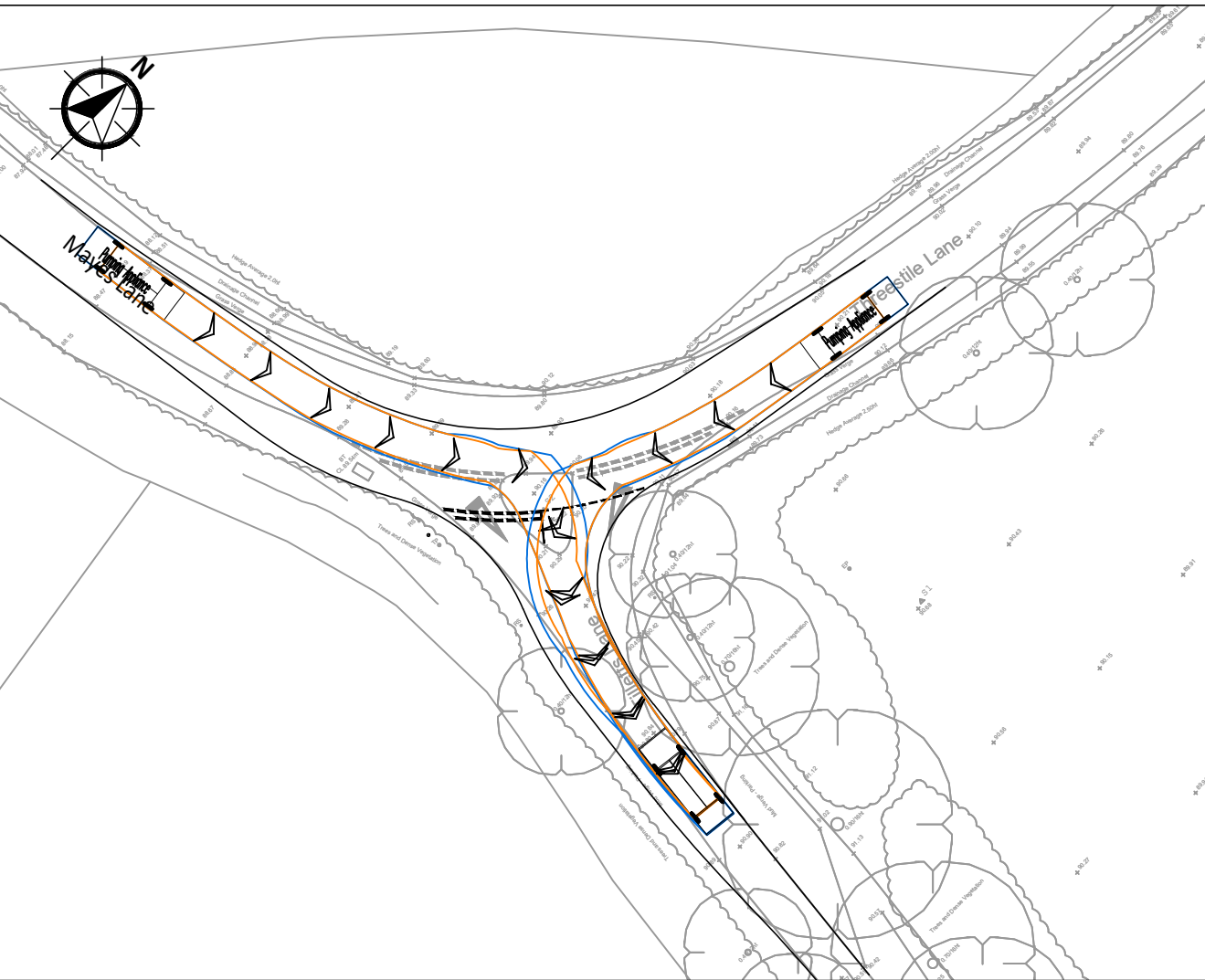
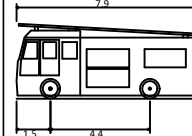


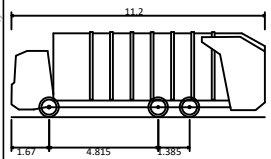
1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
2. Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
3. Road markings are indicative, based on aerial imagery when not provided within a topographical survey. Bright Plan accepts no responsibility for discrepancies in aerial imagery.
4. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
5. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.



Existing Road Markings
 -Swept Path-
 Wheel Track
 Over Swing



Pumping Appliance
 Overall Length 7.900m
 Overall Width 2.500m
 Overall Body Height 3.300m
 Min Body Ground Clearance 0.140m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.750m



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
 Overall Length 11.200m
 Overall Width 2.530m
 Overall Body Height 3.751m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.500m

A	Final Issue	04/04/2025
-	Original Issue	09/08/2024
Rev.	Amendments	Date



BRIGHT PLAN
 Transport Planning | Civil Engineering | Landscape Design
 65 Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
 Tel: 0333 358 3270 Email: enquiries@bpcivils.co.uk
 www.bpcivils.co.uk

Drawing Status **Final**

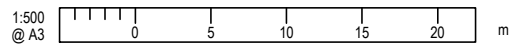
Client **Batcheller Monkhouse**

Project **Tilletts Lane, Horsham**

Drawing Title
Tilletts Lane / Mayes Lane - Fire Tender and Refuse Freighter Access & Egress

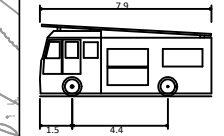
Scale **1:500** Date **Aug 24** Drawn By **SMO** Checked By **ALB**

Drawing No. **2024-6645-203** Rev. **A**



1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
2. Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
3. Road markings are indicative, based on aerial imagery when not provided within a topographical survey. Bright Plan accepts no responsibility for discrepancies in aerial imagery.
4. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
5. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

- Existing Road Markings
- Distance to Building Entrance
- Swept Path-
- Wheel Track
- Over Swing



Pumping Appliance	7.900m
Overall Length	2.500m
Overall Width	3.300m
Overall Body Height	0.140m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock to lock time	7.750m
Kerb to Kerb Turning Radius	

A	Final Issue	04/04/2025
-	Original Issue	24/03/2025
Rev.	Amendments	Date



BRIGHT PLAN
 Transport Planning | Civil Engineering | Landscape Design
 65 Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
 Tel: 0333 358 3270 Email: enquiries@bpcivils.co.uk
 www.bpcivils.co.uk

Drawing Status: Final

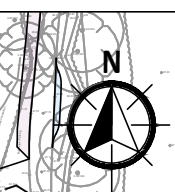
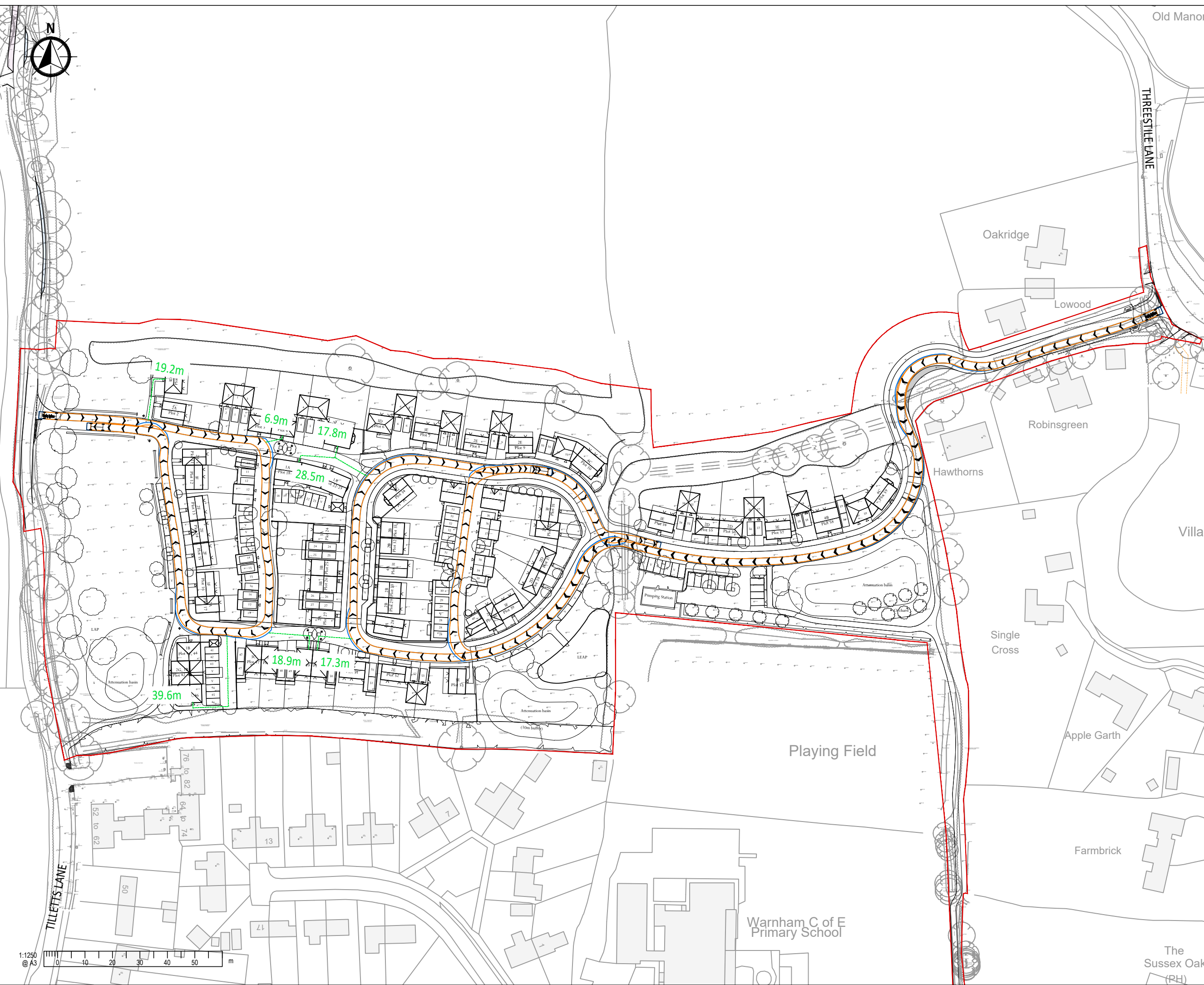
Client: Batcheller Monkhouse

Project: Tilletts Lane, Horsham

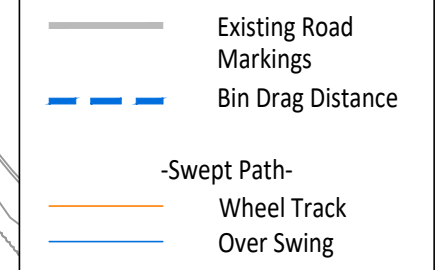
Drawing Title: Emergency Access

Scale	Date	Drawn By	Checked By
1:1250	Apr 25	SMO	ALB

Drawing No.	Rev.
2024-6645-402	A



1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
2. Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
3. Road markings are indicative, based on aerial imagery when not provided within a topographical survey. Bright Plan accepts no responsibility for discrepancies in aerial imagery.
4. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
5. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	11.200m
Overall Length	2.530m
Overall Width	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

A	Final Issue	04/04/2025
-	Original Issue	24/03/2025
Rev.	Amendments	Date



BRIGHT PLAN
 Transport Planning | Civil Engineering | Landscape Design
 65 Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
 Tel: 0333 358 3270 Email: enquiries@bpcivils.co.uk
 www.bpcivils.co.uk

Drawing Status	Final
----------------	-------

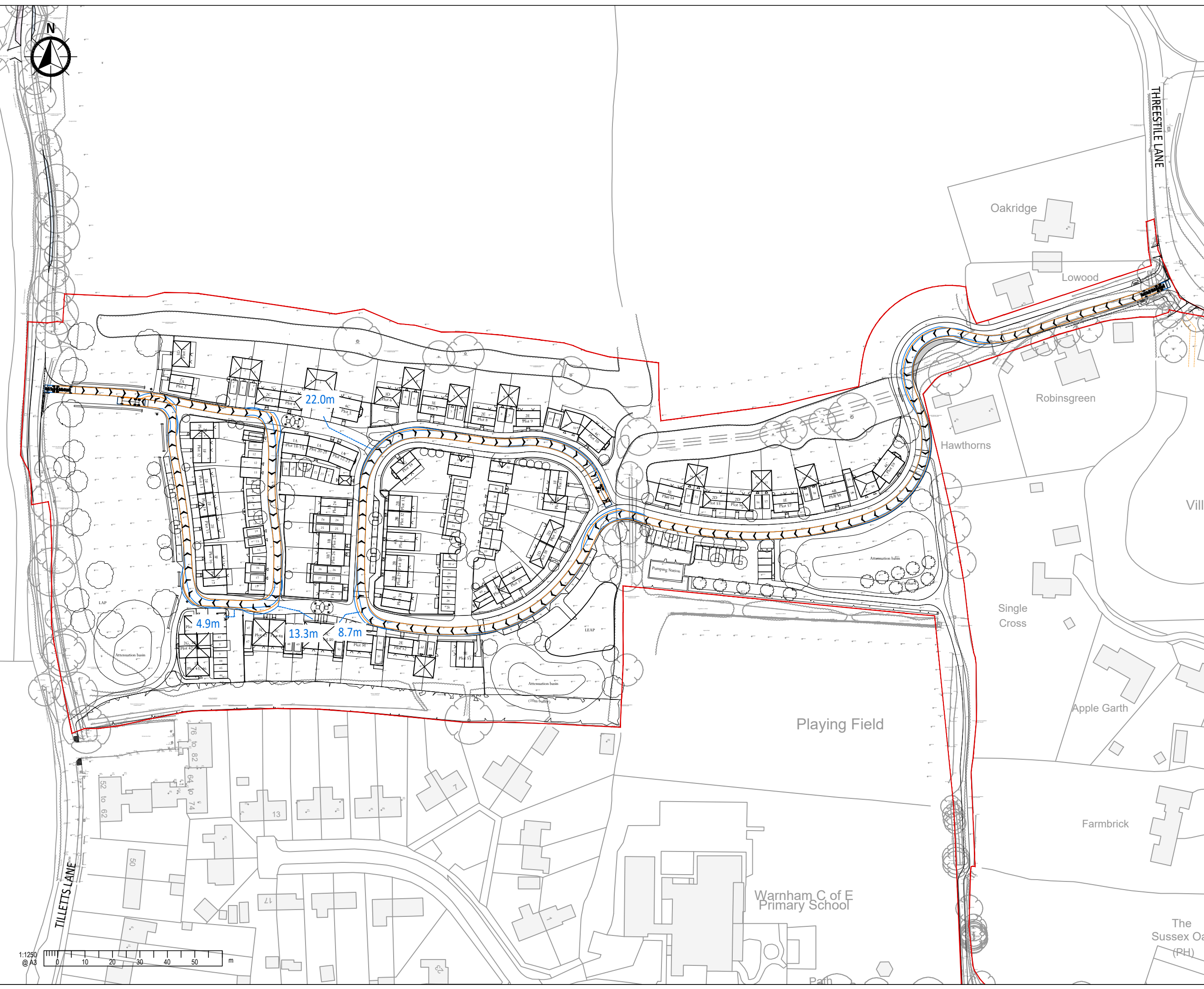
Client	Batcheller Monkhouse
--------	----------------------

Project	Tilletts Lane, Horsham
---------	------------------------

Drawing Title	Refuse Collection
---------------	-------------------

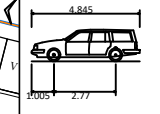
Scale	1:1250	Date	Apr 25	Drawn By	SMO	Checked By	ALB
-------	--------	------	--------	----------	-----	------------	-----

Drawing No.	2024-6645-403	Rev.	A
-------------	---------------	------	---

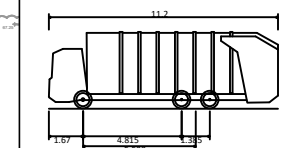


1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
2. Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
3. Road markings are indicative, based on aerial imagery when not provided within a topographical survey. Bright Plan accepts no responsibility for discrepancies in aerial imagery.
4. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
5. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

- Application Boundary
- Existing Road
- Markings
- Swept Path-
- Wheel Track
- Over Swing



Estate Car
 Overall Length 4.845m
 Overall Width 1.750m
 Overall Body Height 1.424m
 Min Body Ground Clearance 0.189m
 Max Track Width 1.655m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 4.950m



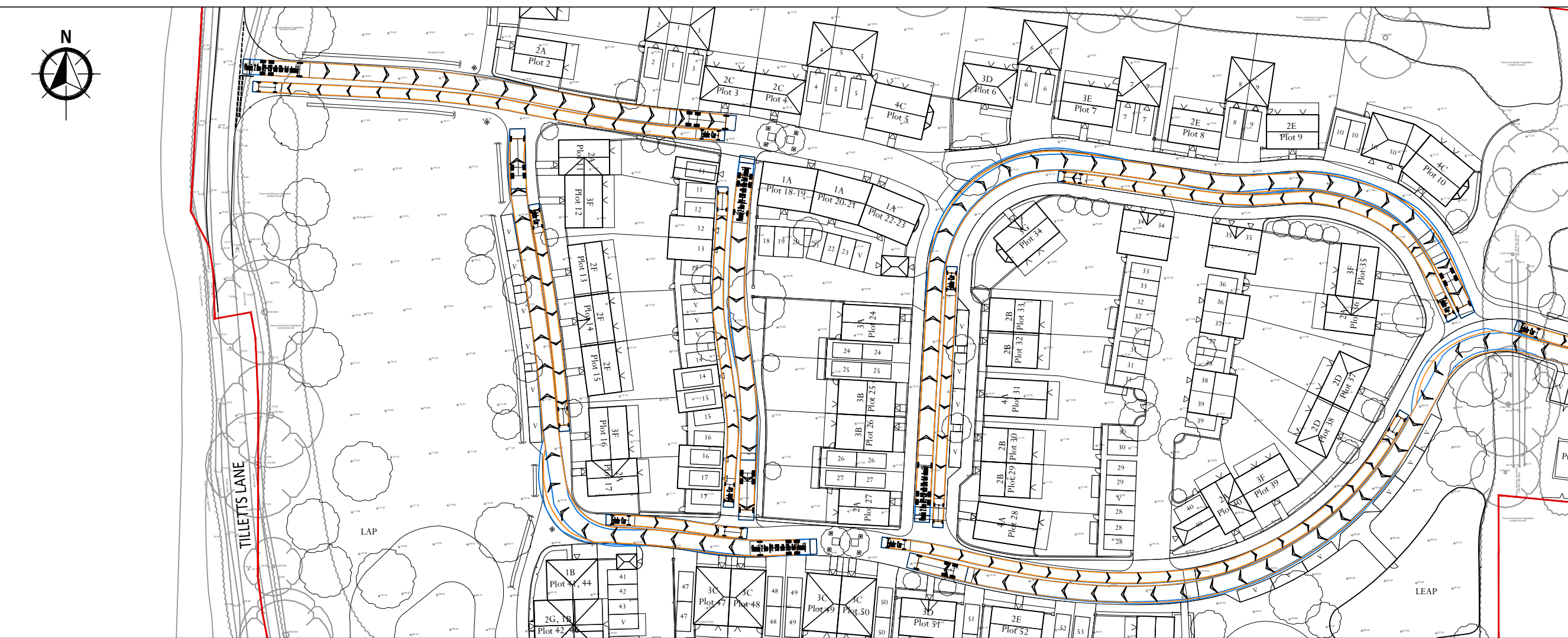
Phoenix 2 Dup (P2-15W with Elite 6x4 chassis)
 Overall Length 11.200m
 Overall Width 2.530m
 Overall Body Height 3.751m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.500m

A	Final Issue	04/04/2025
-	Original Issue	24/03/2025
Rev.	Amendments	Date



BRIGHT PLAN
 Transport Planning | Civil Engineering | Landscape Design
 65 Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
 Tel: 0333 358 3270 Email: enquiries@bpcivils.co.uk
 www.bpcivils.co.uk

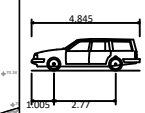
Drawing Status	Final		
Client	Batcheller Monkhouse		
Project	Tilletts Lane, Horsham		
Drawing Title	Estate Car & Refuse Freighter Passing		
Scale	1:750	Date	Apr 25
Drawn By	SMO	Checked By	ALB
Drawing No.	2024-6645-404	Rev.	A





1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
2. Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
3. Road markings are indicative, based on aerial imagery when not provided within a topographical survey. Bright Plan accepts no responsibility for discrepancies in aerial imagery.
4. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
5. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

Existing Road
Markings
-Swept Path-
Wheel Track
Over Swing



Estate Car
Overall Length 4.845m
Overall Width 2.77m
Overall Body Height 1.750m
Min Body Ground Clearance 1.424m
Max Track Width 1.655m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 4.950m

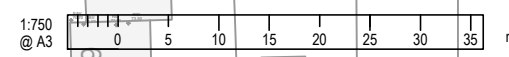


A	Final Issue	04/04/2025
-	Original Issue	24/03/2025
Rev.	Amendments	Date



BRIGHT PLAN
Transport Planning | Civil Engineering | Landscape Design
65 Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
Tel: 0333 358 3270 Email: enquiries@bpcivils.co.uk
www.bpcivils.co.uk

Drawing Status		Final	
Client		Batcheller Monkhouse	
Project		Tilletts Lane, Horsham	
Drawing Title		Car Parking	
Scale	Date	Drawn By	Checked By
1:750	Apr 25	SMO	ALB
Drawing No.		Rev.	
2024-6645-405		A	



Playing Field

Attenuation basin

(10m buffer)

LEAP

Pumping Station

Attenua

76 to 82

7

1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
2. Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
3. Road markings are indicative, based on aerial imagery when not provided within a topographical survey. Bright Plan accepts no responsibility for discrepancies in aerial imagery.
4. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
5. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

Existing Road Markings

PROW 1430

New Route for PROW 1430

Original Issue	04/04/2025
Rev.	Amendments Date



BRIGHT PLAN
 Transport Planning | Civil Engineering | Landscape Design
 65 Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
 Tel: 0333 358 3270 Email: enquiries@bpcivils.co.uk
 www.bpcivils.co.uk

Drawing Status: Draft

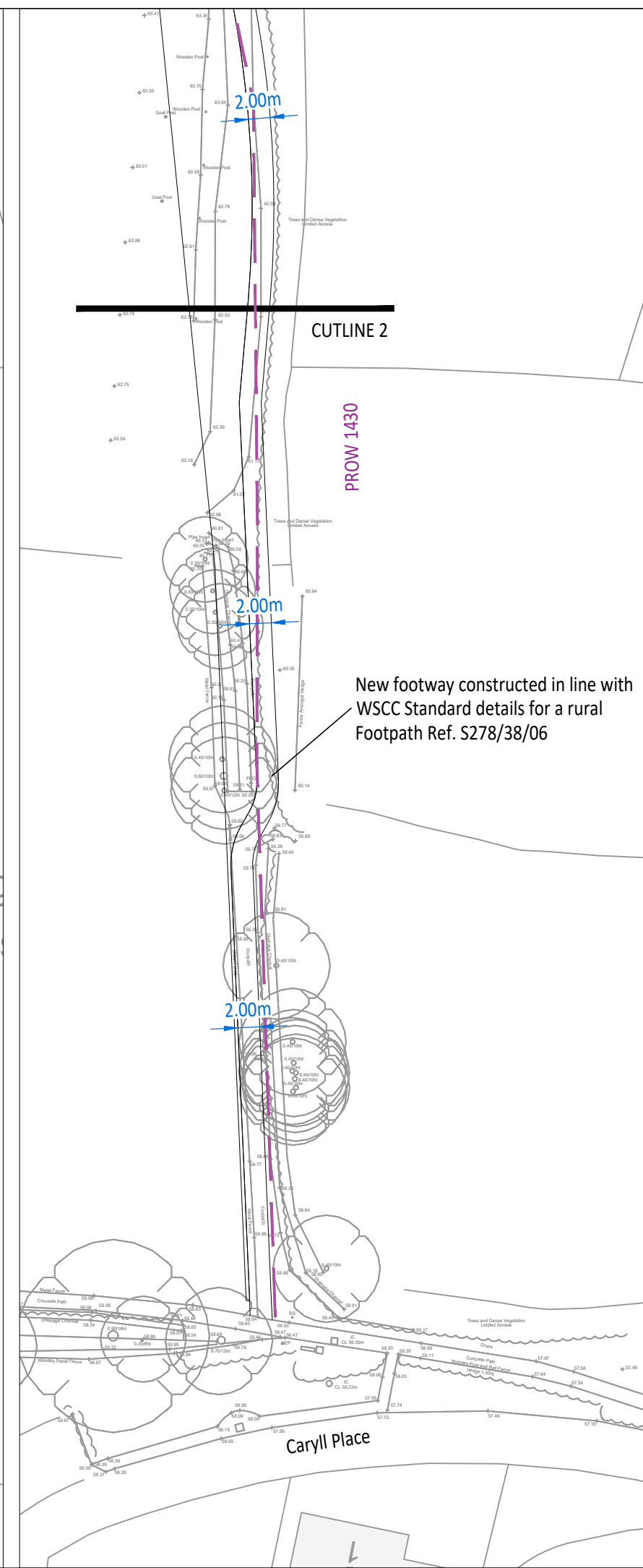
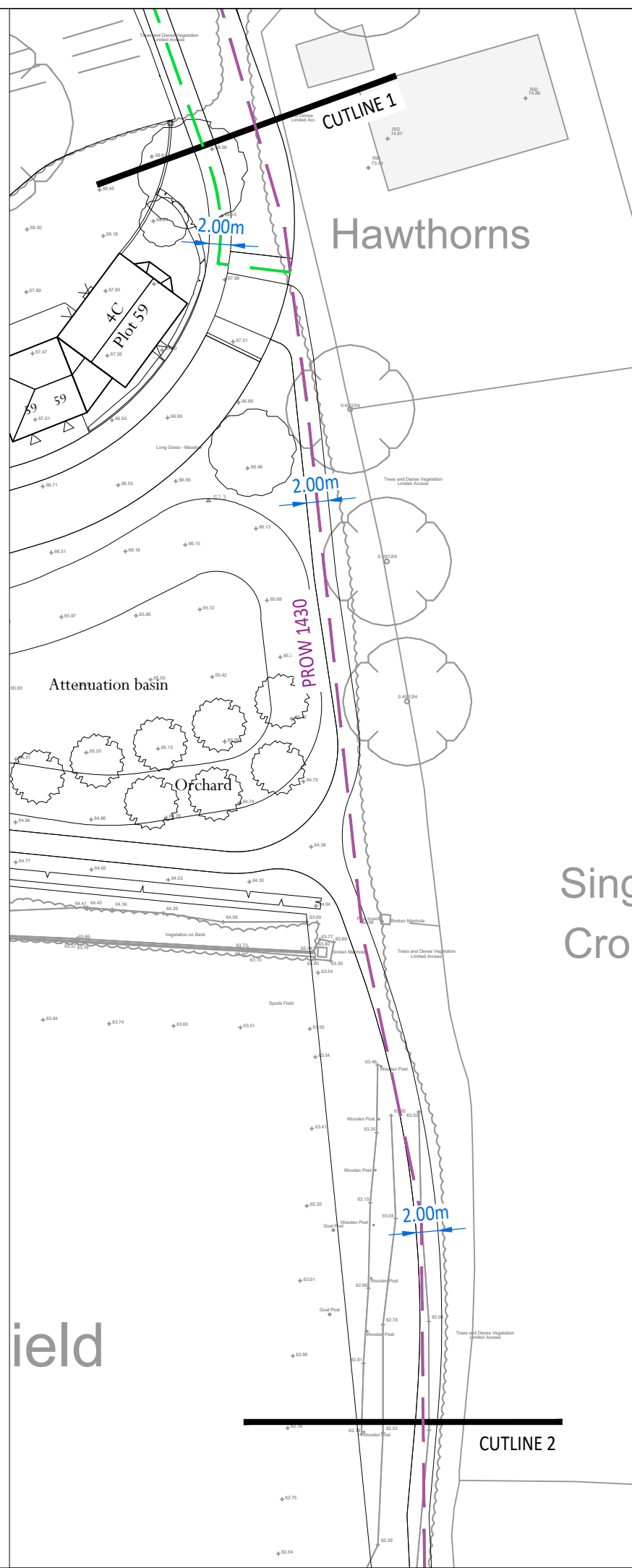
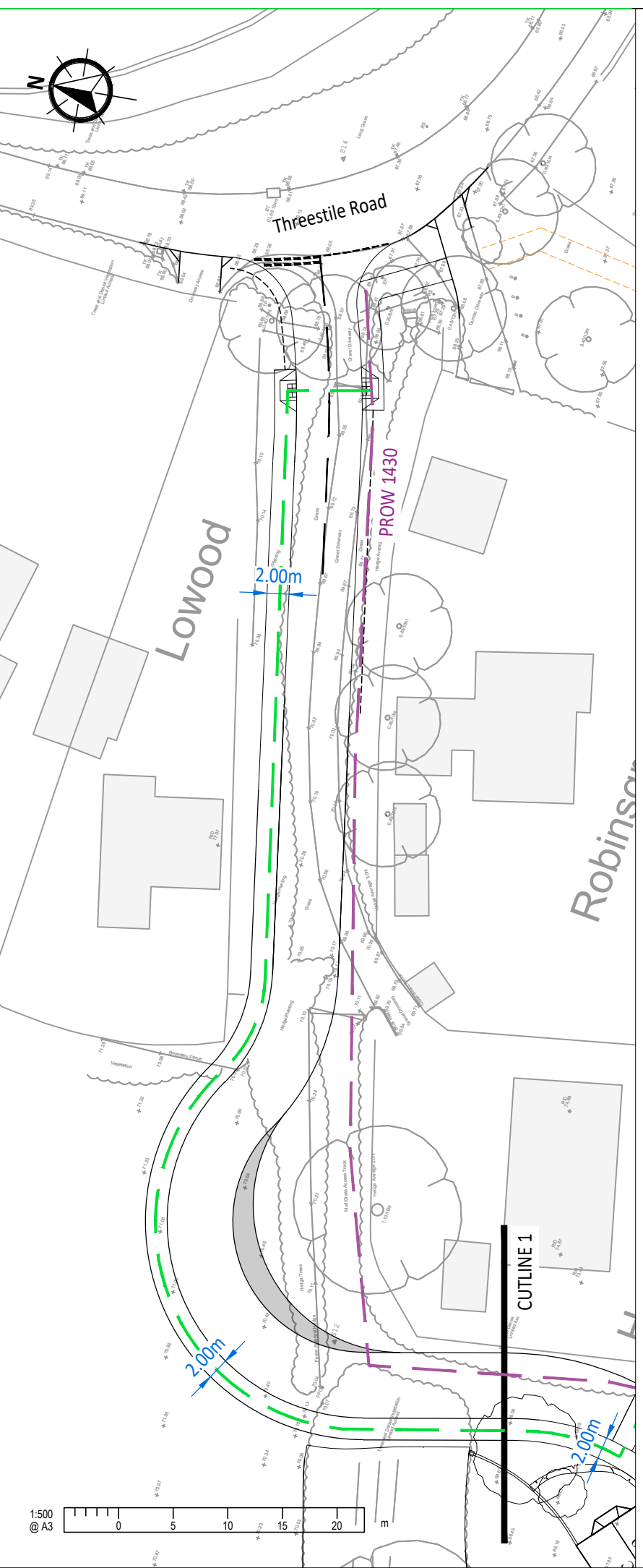
Client: Batcheller Monkhouse

Project: Tilletts Lane, Horsham








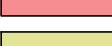
Drawing Title: PROW 1430 Upgrades

Scale	Date	Drawn By	Checked By
1:500	Apr 25	SMO	ALB

Drawing No.	Rev.
2024-6645-406	-



1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
2. Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
3. Road markings are indicative, based on aerial imagery when not provided within a topographical survey. Bright Plan accepts no responsibility for discrepancies in aerial imagery.
4. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
5. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

	Existing Road Markings
	1-Bed Space (11)
	2-Bed Space (43)
	3-Bed Space (44)
	4-Bed Space (14)
	4-Bed Garage Space (8 x 0.5 = 4)
	Visitor Space (31)
	Football Pitch Space (10)

Total Spaces: 147

Original Issue	04/04/2025
Rev.	Amendments Date



BRIGHT PLAN
 Transport Planning | Civil Engineering | Landscape Design
 65 Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
 Tel: 0333 358 3270 Email: enquiries@bpcivils.co.uk
 www.bpcivils.co.uk

Drawing Status: Draft

Client: Batcheller Monkhouse

Project: Tilletts Lane, Horsham

Drawing Title: Parking Allocation

Scale	Date	Drawn By	Checked By
1:1000	Apr 25	SMO	ALB

Drawing No.	Rev.
2024-6645-407	-





APPENDICES



Appendix A

Neighbourhood Plan Policy W6

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 W5 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.



Appendix B

WSCC Pre-Application Response

**WEST SUSSEX COUNTY COUNCIL
PRE-APPLICATION CONSULTATION**

TO:	Organisation: Brightplan FAO: Alex Budd and Sam O'Halloran
FROM:	WSCC - Highway Authority
DATE:	09 October 2024
LOCATION:	Land Adjacent to Tilletts Lane, Warnham RH12 3RG
SUBJECT:	Internal Reference: PRE-71-24 50 - 60 dwellings on land adjacent Tilletts Lane.
DATE OF SITE VISIT:	2 September 2024
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	TBA at planning application stage

The Highway Authority has been consulted for pre-application advice for development of between 50-60 dwellings on land at:

**Tilletts Lane,
Warnham.
West Sussex,
RH12 3RG.**

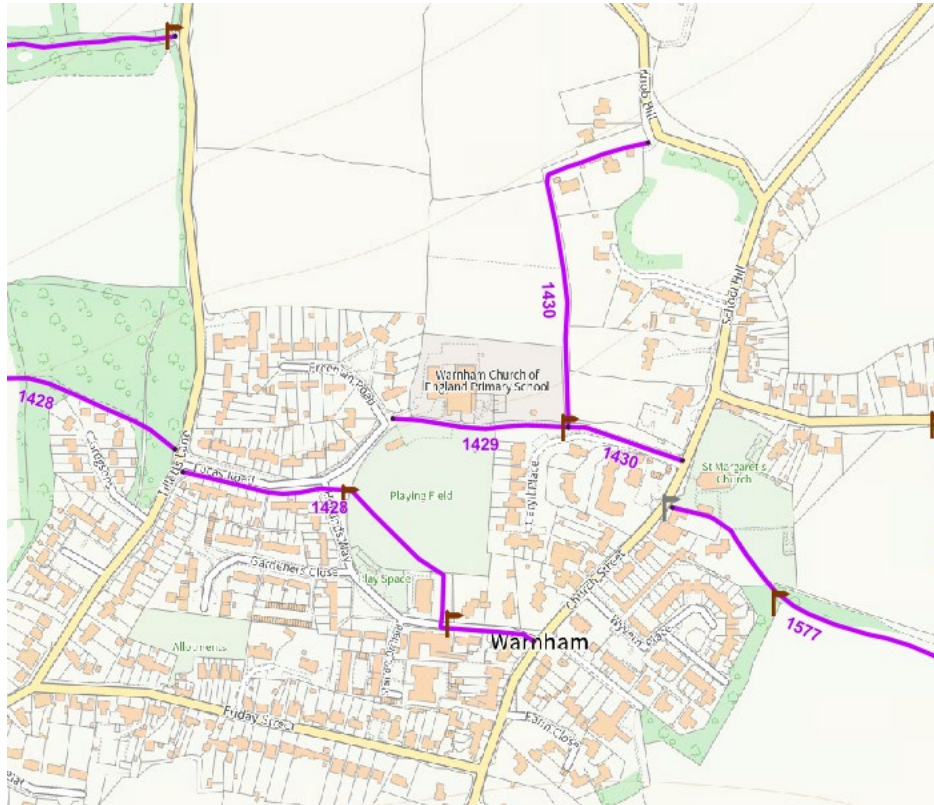
The advice provided below has been prepared by means of a desktop study and site visit, using the information and plans submitted with this request, in conjunction with other available WSCC map information.

I refer to your request for pre-application advice and provide the following site-specific and standard WSCC comments.

Site-Specific Advice.

- Access driveway surfacing to Threestile Road – Needs to be a fixed/bound surface to prevent deposition of material onto the highway.
- Visibility splays, including forward visibility, at proposed access junction needs to be commensurate with either speed limit or speed of traffic on Threestile Road (an ATC survey can assist with establishing the latter).
- It is recommended that access across village green needs to be provided in the form of a path constructed in a bound material with lighting, taken from the proposed site access footway/cycleway onto Threestile Road through to School Hill. Provision for access along this path for cycling as well as pedestrians, should also be considered.

- Given lack of 'ongoing' walking and cycling infrastructure along Tilletts Lane north of the current built-up area, the Highway Authority questions the creation of access to this route (both vehicular and pedestrian), particularly if (and with regard to pedestrian access), gradients only permit stepped access for pedestrians.
- Public Rights of Way (PRoW) - Appendix B of the Application has incorrectly numbered FP 1428 as 1429.



Para 1.2.2 states that these paths will be 'upgraded'. WSCC will need to know which paths (their correct numbers) and which sections of those paths they are suggesting will be 'upgraded'. Also, what is meant by 'upgraded'? WSCC would welcome improvements but it needs to be clear about what is proposed and for whom – walkers or cyclists, too?

The Scoping Report appears to propose an all-weather surface on FP 1430, in which case PRoW agreement to this would need to be sought and agreed. PRoW team would consider a 2m-wide unbound surface but not a sealed surface (para 2.5.1 section 1 refers). A rolled limestone surface would be more appropriate for this location. However, as this is likely to serve as one of the main (and likely, preferred) routes in and out of the development because of its directness to and from the village centre and primary school,

the ability to cycle along it should also be thoroughly investigated. Lighting should also be provided.

If the 'upgrading' is to provide cycle access, then this would require a change of designation from Public Footpath to Public Bridleway. This can be achieved if the applicant can agree with the landowner to dedicate those higher rights and a suitable width (minimum 3m). In such circumstances WSCC would require all-weather bridleway surfacing and upgrading of any bridges and culverts, too.

Any upgrade to allow both walking and cycling should also extend to the section of FP 1430 where it runs E-W to and from the village centre.

Footpath 1429 (the section running along the southern boundary of the primary school) should also be considered for upgrading for walking and cycling purposes (plus lighting).

Footpath 1428 also seems to feature in the Appendix B plans but it's not clear how or what is proposed for it. This will need to be made clear in any TA.

- Speed limit change proposals on Threestile Road – Any TA should demonstrate that discussions have taken place with elected Members and the police and that support has been obtained from them too. Also, every speed limit application in West Sussex needs to be cross-referenced to the West Sussex Speed Limit Policy and how the speed limit proposals meet the functional hierarchy element of the Policy (please see link below that also includes a link to the current Speed Limit Policy). I can't see any reference that this has been undertaken as part of this submission but would expect to see it as part of a formal application.

[Speed limit changes - West Sussex County Council](#)

From observation of the submitted documents, the notes and roundels don't match on the plans.

Additionally, average speeds are used to identify the need for supporting measures, not to identify the speed limit to be proposed.

In principle, WSCC would support the 20mph and 30mph proposals for Threestile Road as set out in paragraph 2.4.2 i and ii. However, the length of the 30mph section must be a minimum of 400m. Also, it would need to be made clear how far the 20mph limit extends for and where it would start and finish.

WSCC does not see the validity of the VAS/Speed Indicator Devices as proposed in 2.4.2 iii, given there is no RTC problem at present and the risk to road users would be reduced through the 30mph speed limit proposed. This would be unnecessary infrastructure that would create a maintenance liability. Certainly, placing one a few metres into the 20mph speed limit seems completely inappropriate, though WSCC would be happy to take a view again with sight of speed data.

Regarding road markings, WSCC would not permit placing speed limit roundels on red patches as this also creates an unnecessary maintenance liability. If there is a need to provide a red patch, as determined by assessment of the traffic speed data, these should be installed as 'eyebrows' to the speed limit roundels. However, WSCC's current view is that it would prefer to just see use of the roundels with no red patch.

- Junction improvements will need to be provided with design checks, a Stage 1 Road Safety Audit and DRAFT Decision Log (Designer's Response).
- Layby surfacing – COMMENTS STILL AWAITED FROM MAINTENANCE ENGINEER AND WILL FOLLOW.
- Extent of transport modelling should also provide details of traffic impact at the junction of A24 Dorking Road with Bell Lane. To see if any traffic counts are available at this location, please visit the following:

[West Sussex Traffic Data - Log in](#)

- At the junction of Tilletts Lane with Mayes Lane and Threestile Road, if the current traffic splitter island is removed, the existing finger post (or its replacement) will need careful re-positioning (visible on page 10 of your Scoping Note/Technical Note).
- There will be the need to investigate later (weekday and Saturday) evening bus services and provision of a Sunday service for the No. 93. currently run by Metrobus.
- TA to also make reference to any locally proposed cycle and bus schemes/infrastructure improvements. Local bus stops should be looked at to see if upgrades are necessary (e.g. shelters, real-time passenger information, seats etc).
- In the Horsham Local Plan, Strategic Policy HA20: Warnham Housing Allocation 1, a site is allocated as shown on the Policies Map, for the provision of at least 20 homes: WRN1: Land South of Bell Road, 1.4ha, (20 homes). The wording in the policy says that in addition to meeting national and Local Plan requirements, development will be supported where proposals have regard to site layout and be designed to ensure development is sympathetic to local character and the prevailing linear urban form on Bell

Road; and, having regard to any measures that seek to address road safety on Bell Road. This pre-app submission is **NOT** that site. However, any TA for this site at Tilletts Lane should provide a commentary about road safety along Bell Lane, including consideration of possible measures if road safety issues have arisen recently since traffic management works and speed limit reduction were carried out.

- Cycling – Consideration of access should be given across A24 to and from the railway station (also a WSCC Transport Plan objective and one going to informal consultation and discussion shortly). Please see link below:

(Reference to Horsham A24 improvements is in the Horsham Area Transport Strategy section pages 75 and 76):

<https://www.westsussex.gov.uk/media/17428/wstp.pdf>

Standard WSCC Advice.

The Highway Authority would require the following documents to be submitted as part of any future application:

- A site location plan scale (1:1250) with site boundary indicated.
- Schedule of existing uses including planning history with reference numbers.
- Description, including site layout plans, of the proposed development and schedule of uses.
- Summary of reasons supporting the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated.
- Design Audit of any proposed highway works, including plan identifying departures from standards.
- Final Stage 1 Road Safety Audit (RSA) of the site access and any other proposed highway works, **with the Road Safety Audit Response Report (RSARR) in word format for the LHA to edit as Overseeing Organisation**, including any amended plans.
- A Transport Statement, including location plan of key services, availability of sustainable modes of transport and existing/future vehicular generation.
- Reference to supporting national, regional, and local planning documents and policies.
- A Travel Plan Statement prepared in accordance with WSCC guidance.
- Parking strategy, including provision of parking for all modes of transport plus EV parking provision.
- Relevant data collected to date.
- Proposed trip rates supported with TRICS outputs and site selection methodology.
- Junction capacity assessment in accordance with the WSCC Transport Assessment Methodology.

I have provided, below, some standard guidance relating to road design and current standards.

There are two sets of guidance which govern road design: Manual for Streets (MfS) for lightly trafficked residential streets; and Design Manual for Roads and Bridges (DMRB) for all other roads, including rural roads. I have included links to both below.

Manual for Streets:

<http://www2.dft.gov.uk/pgr/sustainable/manforstreets/pdfmanforstreets.pdf>

DMRB supplementary documents CD 109 (Search for "CD 109"):

<https://standardsforhighways.co.uk/dmrb/>

WSCC supports the approach set out in MFS, which has been adopted guidance for residential street design since its introduction in 2007. Within this document there are some very useful references to visibility splays, turning circles and car parking layouts. The document does not however provide specific measurements for visibility splays, so:

"X "Distances from the (kerb back) are typically:

- 2.4 metres - for domestic single access points and shared or busy crossovers (this may be reduced to 2.0 metres in certain circumstances in consultation with the Local Highways Authority and subject to local context)
- 4.5 metres - for busy junctions
- 9.0 metres -major junctions

"Y "Distances are based on vehicle speed, and for lightly trafficked residential streets MFS would be applied:

- 20 mph - 25 metres
- 25 mph - 33 metres
- 30 mph - 43 metres

For a road where the 85th percentile speed is in excess of 39 mph and for roads where MFS does not apply, CD 109 distances from DMRB would be applied:

- 40 mph -120 metres
- 50 mph -160 metres
- 60 mph -215 metres

I have attached a link to our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

The 'Additional Information' section of the WSCC Pre-application advice for roads and transport webpage provides a range of additional advice and guidance which you may

find useful in preparing your application. Please click the link below and navigate to the 'Additional Information' section.

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport>

Here you will be able to access our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

Parking

For applications within Arun, Crawley and South Downs National Park any parking provision should be provided in line with the Planning Authorities adopted Supplementary Planning Guidance (SPG) which will set out parking standards for development in these areas. Within you will find recommended levels for cycle parking and also guidance on levels of Electric Vehicle charging points for new developments.

Arun

<https://www.arun.gov.uk/supplementary-planning-documents-spds/>

Crawley

<https://crawley.gov.uk/planning/planning-policy/local-plan/supplementary-planning-documents/urban-design-spd>

South Downs National Park

<https://www.southdowns.gov.uk/planning-policy/supplementary-planning-documents/>

For all other areas West Sussex County Councils latest parking standards which we adopted in August 2019 as Supplementary Planning Guidance (SPG) should be used. This can be found at the link below under the 'Additional Information' section.

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport>

Please note that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council with regard to the granting of planning permission in the future, nor should comments in the response be considered exhaustive as often other matters arise when planning applications are submitted. And, any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

Tim Townsend
Planning Services

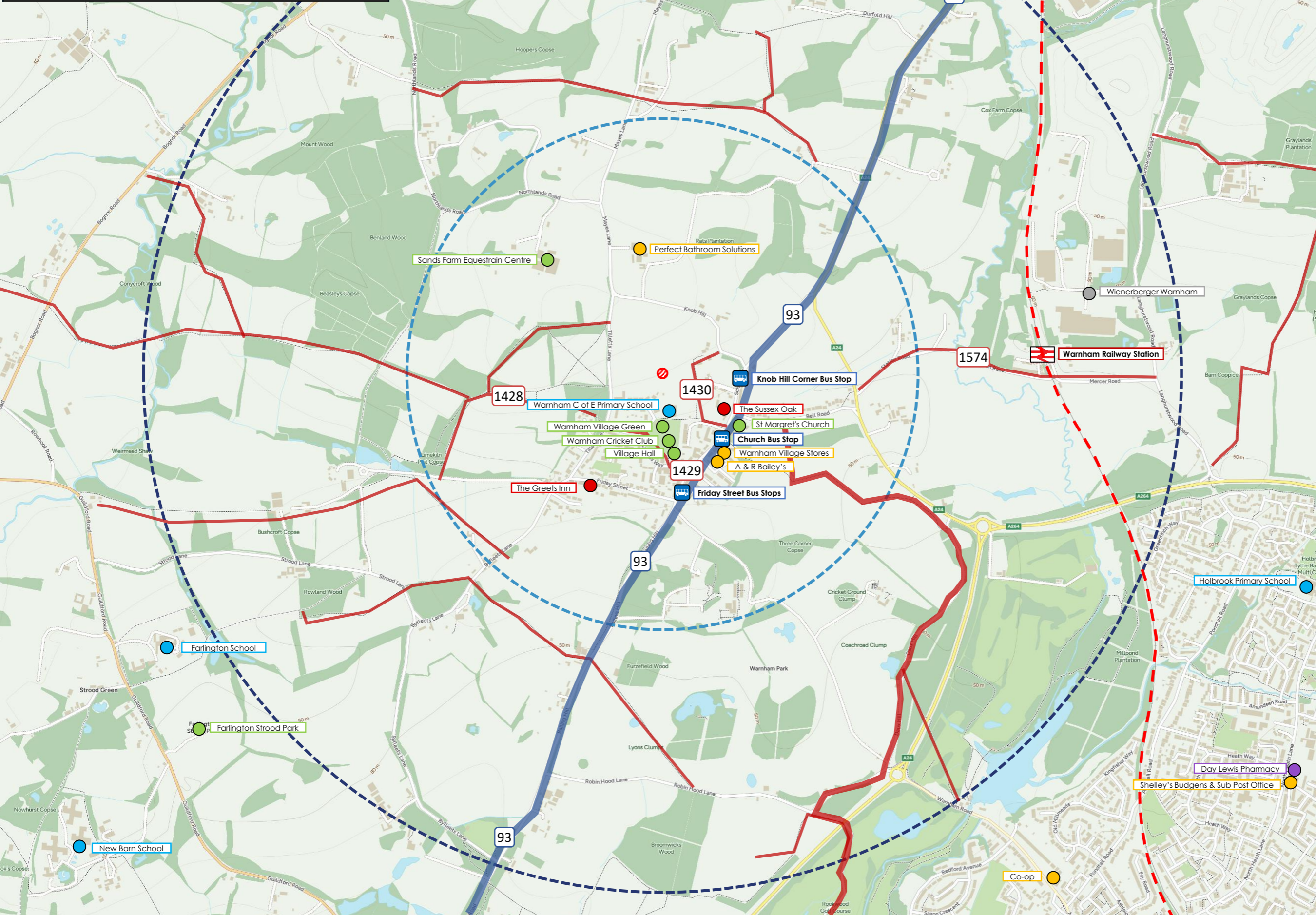


Appendix C

Accessibility Plan

Bus Services (Knob Hill Corner Bus Stop)			
Service	Route Summary	Typical Frequency	Operating Hours
93	Dorking Station – North Holmwood – Warnham – Harsham Bus Station	Every 1 hour	Mon – Fri: 07:35 – 20:27 Sat: 08:00 – 20:21 Sun: 10:03 – 18:54

Rail Services (Warnham Railway Station)			
Destination	Route Summary	Typical Journey Time	Typical Frequency
London Victoria	Warnham – Dorking – Leatherhead – Epsom – Belham – Clapham Junction – London Victoria	1 hour 18 mins	Every 20 mins
Horsham	Direct	5 mins	Every 1 hour



Legend

- Site Location
- 1km Isochrone
- 2km Isochrone
- Railway Station
- Railway
- Bus Stop
- Bus Route
- Local Cycle Route
- PROW
- Retail
- Education
- Leisure
- Health Care
- Food & Drink
- Employment

BRIGHT PLAN
 Transport Planning | Civil Engineering | Landscape Design
 65 Chichester Enterprise Centre, Terminus Road,
 Chichester, PO19 8FY
 Tel: 0333 3583270
www.bpcivils.co.uk

Title: Accessibility Plan		
Project: Tilletts Lane, Warnham		
Client: Batchelor Monkhouse		
Job No: 6645	Plan No: Plan 01	Rev: -



Appendix D ATC Speed Surveys