TECHNICAL NOTE

TILLETTS LANE, WARNHAM
RESIDENITAL DEVELOPMENT

Client: Broadbridge Heath Trust
Reference: 2025-11-14-6645-TN02

Date: November 2025

Author: SMO **Date:** 24/09/2025
Checked by: EJD **Date:** 14/11/2025
Approved by: ALB **Date:** 14/11/2025

Issue	Status	Date
01	Preliminary	17/10/2025
02	Final	14/11/2025

1 INTRODUCTION

1.1.1 This Technical Note (TN) has been produced by Bright Plan on behalf of the Broadbridge Heath Trust to address consultation comments regarding Land East of Tilletts Lane, Warnham, Planning reference DC/25/1155 received from WSCC Highways, Waste and Recycling and WSCC Public Right of Way team. WSCC's comments are attached at **Appendix A**.

1.1.2 Comments made as part of the application are set out below along with the corresponding response.

2 WSCC COMMENTS

2.1 Travel Plan Statement

'A Travel Plan Statement should be provided'

2.1.1 Bright Plan have produced a Travel Plan Statement in line with WSCC's comments. The Travel Plan Statement is attached at **Appendix B**.

2.2 Tilletts Lane/Mayes Lane

'Confirmation that Tillett's Lane/Mayes Lane proposed junction improvements to be delivered by developer as part of package of s278 off-site highway works'

2.2.1 The client will deliver the proposed Tilletts Lane / Mayes Lane junction improvements as part of the site's offsite works S278 package.

2.3 PROW 1430 proposals

'More detail on PROW 1430 proposals including; 3m width if proposed to be upgraded to a bridleway along with hardbound surface. Lighting of the PROW should also be explored.'

2.3.1 This relates to pre-application stage. The intention is to improve the surface and width to 2.0m, but not to change the paths status to bridleway (as would be required for cycling). As identified in the PROW team's response, the cycle infrastructure would be isolated as we could not upgrade PROW 1429 which is outside of the applicant's control. The PROW comments are attached at **Appendix C**.

2.3.2 Lighting of the PROW 1430 is not proposed. PROW 1430 connects with PROW 1429 which is outside of the control of the applicant and is not lit. We therefore could not offer a continuous lit link.

2.4 Road Safety Audit

'Provide drawing addressing issue 2.4 of RSA.' 'RSA should also cover Tilletts Lane/Mayes Lane junction improvements and updated Designers Response to be sent.' 'Address issue 1 of 'items outside remit of RSA' – passing places on Tilletts Lane.'

2.4.1 Issue 2.4 of the Road Safety Audit is no longer applicable as the east-west cycle path flanking the access was removed. Correspondence from the audit team lead is attached at **Appendix D**.

2.4.2 The Road Safety Auditor has been re-consulted on the proposed Tilletts Lane / Mayes Lane junction improvements. The new Stage 1 RSA and RSA Response Report on the offsite junction are attached at **Appendix E**.

2.4.3 After liaison with WSCC's implementation team at pre-application stage, the improvement to existing laybys was ruled out. This is due to the need to provide full depth construction c.1.0m, which would have adverse impacts on the tree route protection areas adjacent to the lane. We are offering widening at the site access on Tilletts Lane and at the Tilletts Lane / Mayse Lane junction. Existing Laybys will remain.

2.5 Modal Filter

'Improved width and landscaping for modal filter (north of plots 49/50 and south of plot 4) which should allow sufficient width for a cycle or pedestrian through route.'

2.5.1 The proposed modal filter has been revised to provide a 1.5m wide width either side of the landscaping, allowing for pedestrian and cyclists to navigate the feature.

2.6 Pedestrian Link

'Pedestrian link from pitch car parking to playing field and from PROW 1430 to the Primary School grounds '

2.6.1 The suggested link to the Warnham CoE Primary School east boundary would not tie in with an existing access point and is therefore not provided. An access in this position is not desirable to the school.

2.6.2 It is currently possible to walk from the car park to the playing field from the west end of the car park. A link to the south is not possible, as the hedge row on the site's southern boundary is required to be continuous, to act as a wild life corridor and meet BNG requirements. The additional walking distance would not materially alter the use of the car park which is still the best option for persons using the football field.

2.7 Accessible Parking

'Some visitor bays to be marked with additional lining/hatching as accessible bays'

2.7.1 As requested, additional disabled bays been provided within the playing field car park as well as to the front of Unit's 41 to 46.

2.8 Refuse Collection

'More information required regarding the swept path analysis for the highlighted section on the swept path analysis snip (Orange boarder with red arrow) Clarification needed for refuse vehicle access.' 'More information required for whether pedestrian access can be gained from the adjacent road, or whether access can only be gained from parking bay area behind the plots.'

2.8.1 A refuse freighter can access the rear of units 28-40. The swept path analysis of a reference freighter navigating the carriageway to the rear of these dwellings has been provided on **Drawing 2024-6645-403**.

2.8.2 The doors for the bin store are positioned on wither end of the store, one facing the main carriageway on its eastern side and another facing the footpath on its western side.

2.9 PROW 1430

'The applicant will need to consider legally diverting the legal line to match their access into the site.'' the proposal to make the access from Knob Hill along the entire length of footpath 1430 shared use. This would require clarity on whether they are looking to add cycle use as well as pedestrian or ideally upgrade the route to a Bridleway allowing pedestrian, equestrian and cycle access'

2.9.1 A Public Path order will be applied for to amend the alignment of PROW 1430. The realignment is minor.

2.9.2 The PROW is not proposed to be upgraded to a cycleway. As previously identified the only improvements would be to the surface and width to improve walking conditions.

2.10 Bus Stop Contribution

'The bus stops on School Hill (Knob Hill Corner) are a similar proximity to the dwellings within the site to the Church stops (outside Caryll Place and church). With improvement to PROW 1430 and location of dwellings within the site this route to Church bus stops may be utilised, however, a shared use path along the access road and link across the village green are also proposed meaning that pedestrians could utilise this route also. In light of this, consideration could be given to improvement at the Knob Hill Corner stops in the form of shelters and Realtime (RTPI) displays via financial contribution secured through s106 agreement. The Parish Council would need to be in agreement as they maintain bus shelters. These improvements (along with already planned RTPI at Church bus stops) would ensure access to high quality public transport for the development is provided, in accordance with para. 117 of National Planning Policy Framework (NPPF) in that facilitating access to high quality public transport…and appropriate facilities that encourage public transport use.'

2.10.1 The applicant is happy to make a contribution to the RTPI infrastructure for the east and west bound stops in principle, subject to confirmation from the LHA confirming the final cost.

2.10.2 We have been advised that bus shelters cannot be provided due to the wider heritage implications for the Warnham Conservation Area.

DRAWINGS

2024-6645-403 Refuse Collection

A3

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 decrepitates 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.

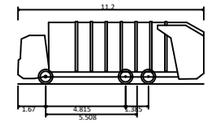
Existing Road Markings

Bin Drag Distance

-Swept Path-

Wheel Track

Over Swing



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

Rev.	Amendments	Date
B	Final Issue	24/09/2025
A	Final Issue	04/04/2025
-	Original Issue	24/03/2025

BRIGHT PLAN

Transport Planning | Civil Engineering | Landscape Design

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Drawing Status	Final
Client	Batcheller Monkhouse
Project	Tilletts Lane, Horsham
Drawing Title	Refuse Collection

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

Drawing No.	Rev.
2024-6645-403	B

1:1250 @ A3

0 10 20 30 40 50 m

APPENDICES

Appendix A WSCC Comments

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council - FAO: Nicola Pettifer
FROM:	WSCC – Highways Authority
DATE:	8 September 2025
LOCATION:	Land East of Tilletts Lane Warnham
SUBJECT:	DC/25/1155 Erection of 59 dwellings with associated open space, landscaping, parking, access, and drainage infrastructure.
RECOMMENDATION:	More Information

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on proposals for 59 x dwellings on land east Tilletts Lane, Warnham. The application is supported by various technical plans and documents including Transport Statement (TS) and Stage 1 Road Safety Audit (RSA).

SITE CONTEXT & ACCESSIBILITY

The land parcel is east of Tilletts Lane (D class, subject to 30mph) and vehicular access is proposed via Tilletts Lane and Threestile Road (Knob Hill) (C class, subject to 30mph). The site is allocated within Warnham Neighbourhood Plan Policy W6 as suitable for minimum of 50 x dwellings with requirements in the policy including car park to permit occasional parking of up to ten vehicles in proximity to the football pitch, appropriate access into the site for vehicles, and segregated access to the site by cyclists and pedestrians from Threestile Road and Church Street, footpath link to the existing footpath network: paths 1428 and 1429 and 1430 and footpath link from the south-west corner of the site to Tilletts Lane.

PROW 1430 links to footpath 1429, an offroad path linking Lucas Road and Church Street (which features footway and uncontrolled crossing points).

Tilletts Lane access does not propose pedestrian connection due to lack of footway (Tilletts Lane is reduced width with informal passing places and is rural in character). However, a link from southwest corner of site to footway at Lucas Road is proposed and this is discussed further in INTERNAL LAYOUT.

The most direct route from site to Warnham village centre amenities is via PROW 1430 and 1429 which comes out on Church St just north of Caryll Place. There is a bus stop here and to reach the southbound stop there is an existing uncontrolled crossing just north of village stores. Both bus stops are due to have RTPI displays installed at them within the next few months.

Whilst wider amenities may require travel further afield, the village store, bus stops with service between Horsham and Dorking are within walking distance. Warnham Train Station can be reached by 6-minute cycle (from site access on Threestile Road). This route does not feature footway and crossing points along its entirety so may not be suitable for residents to walk the 1.1 mile/ 22-minute walk to the Train Station however could be feasible for cyclists and there is cycle parking at the Train Station in the form of Sheffield Stands.

Shelly Cycle Path (from Bell Road) can be used to link to Horsham within 17 minutes.

A Travel Plan Statement should be provided and secured via legal agreement (s106) along with monitoring fee of £1695. 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

LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There has been a recorded injury incident near junction of Threestile Road/Knob Hill with School Hill and Tilletts Lane with Knob Hill. However, from an inspection of incident data these were not due to any defect with the junctions or nearby road layout. There is no pattern of road traffic incidents recorded that would suggest a highway safety issue due to road geometry in the locale.

Vehicular Access

Para. 3.1.3 of TS states that there will not be a throughfare for vehicles between two sides of site to reduce sites vehicular impact on local roads (19 dwellings served from west side and 40 dwellings served from east side). This strategy was chosen to reduce local rat running and make majority of use from the more appropriate Threestile Road in terms of carriageway width and vehicle speeds.

Threestile Road access is to be simple priority arrangement T junction with 6m width and 6m corner radii for two-way vehicle movement. The LHA is aware of local concern regards the spacing of the new access with adjacent driveway accesses. Considering the posted limit of 30mph (and speeds recorded below this) Manual for Streets (MfS) is the relevant guidance. It should be noted that MfS is *guidance* for best practice and does not stipulate standards. Whilst it does reference some design codes used in other parts of the country in terms of junction spacing, it does not stipulate a standard for this. Furthermore, it is considered closer spacing is more pertinent as a potential issue where both junctions near one another are subject to intensive use. It is not considered that the adjacent residential driveways would feature vehicle movements at such an intensive level to cause conflict with the site access. Furthermore, the existing adjacent private dwelling driveway crossovers will be realigned and swept path tracking shows these are still workable with site access in place. Tracking also shows refuse collection vehicle and fire tender can access and turn within the site.

ATC survey on Threestile Road revealed 85th percentile speeds of 22.3mph northbound and 22.5mph southbound requiring stopping sight distance (SSD) visibility splays of 28.6m south and 28.9m north in accordance with MfS. This has been demonstrated as achievable from 2.4m 'x' distance entirely within publicly maintained highway land and forward visibility to vehicles waiting to turn right in to site has also been assessed as achievable.

Tilletts Lane access is to be simple priority arrangement T junction with 6m width and 8m corner radii to facilitate servicing vehicles. Swept path tracking shows vehicles can pass, refuse vehicle and fire tender can manoeuvre the access and turn within the site. ATC survey on Tilletts Lane revealed 85th percentile speeds of 31mph northbound and 29.8mph southbound requiring SSD of 44.9m south and 42.5m north in accordance with MfS. This has been demonstrated as achievable from 2.4m 'x' distance entirely within publicly maintained highway land and applicant owned land and could be secured via suitably worded condition.

Visibility and tracking has also been assessed at the Tilletts Lane/Mayes Lane junction to the north where improvements are proposed in the form of upgrading existing 'Y' junction to a standard priority arrangement T-junction (removing grass island) and associated geometry and alignment changes. This will make priority clear and improves junction exit visibility and intervisibility for right turning vehicles. Para. 3.8.6 of the TS states that applicant is to make a financial contribution to this scheme. Our preference would be for this to be delivered as part of the s278 package of works considering the developer has considered the improvements necessary for the development. This is also requested due to there being no current WSCC schemes for this area, that this would be more cost effective for the developer to deliver the works as part of the s278 package of off-site highways works (along with the site access works etc).

Pedestrian Access

1. PROW 1430 proposed to have alignment changes and widening enhancement with metaled surface. This is most direct route to village centre. WSCC PROW have commented on this, but the LHA wish to reiterate comments made at pre-application stage – namely, if this is to be upgraded to a bridleway for shared use it should be 3m width, surface should be hardbound, and lighting of the PROW should be explored considering likely level of pedestrian use. PROW team have requested that if lighting is proposed that this is not maintained by them and should not restrict or limit the use of the PROW and negatively impact lawful users.
2. Footway connection at southwest corner of site to Tilletts Lane – drawing 2024-6645-000 shows connecting footway and new dropped kerb/tactile paved crossing of 52-82 Tilletts Lane access road which would be secured as part of s278 off-site highway works.
3. Pedestrian route on Threestile Road site access tie into the site and linking to the village green (via short section linking footway to be secured as part of s278 off-site highway works).
4. Tilletts Lane access – operates as shared surface for cyclists/pedestrians wishing to access PROW 1427 though considered not a main pedestrian route.

Stage 1 Road Safety Audit (RSA)

As the proposed Tilletts Lane/Mayes Lane junction modifications are requested to be secured via s278, the LHA request that the RSA cover these works also.

2.1 – at the time of RSA auditor had not seen swept path tracking so raised issue for potential detritus being dragged along Tilletts Lane causing collision and advised tracking undertaken – this has been carried out and LHA agree this shows verge would not be overrun and thus issue is addressed.

2.2 – downward gradient on Threestile Road could lead to vehicle overshooting give way lines of site access road – advise gradient of access road and surface be appropriate. Designer responded that gradient will be 1:20 for first 20m with metalled skid resistant surface – LHA consider issue addressed.

2.3 – north side of access to Threestile Road has mature tree – risk to its stability. Auditor recommended arboriculturist determine whether it can be retained or not. Designer has undertaken this with recommendation to remove tree – LHA consider issue addressed.

2.4 – uncontrolled pedestrian crossing of development access road near junction with Threestile Road – risk of collision due to shared use path cyclist transition on/off carriageway – cyclists likely to use dropped kerb of pedestrian crossing increasing risk of pedestrian/cyclist collision. Auditor recommend flush transition to

carriageway for cyclists from the pedestrian crossing. Designer provided transition kerb and cycle marking to allow cyclist to enter carriageway. Not clear which drawing this has been updated on – please provide.

Issues outside remit of RSA – Considering the issues raised relate to highway safety, the LHA consider that the Designer needs to respond to these as safety issues that have recommendations given by auditor.

3.1 - Existing overrun of verges on Tilletts Lane – advise formal passing places provided between development access and Threestile Road (north). LHA considers formalised passing places would be beneficial and appear achievable within publicly maintained highway land and could be provided as part of the wider s278 works. Designer should respond on this point.

3.2 – lack of footway from Tilletts Lane to Warnham village to south however LHA consider that footway from within site shown to southwest corner to link in with existing footway at Lucas Road addresses this issue.

3.3 – Advises footway link shown from Threestile Road access be across village green – this has been demonstrated, addressing the issue.

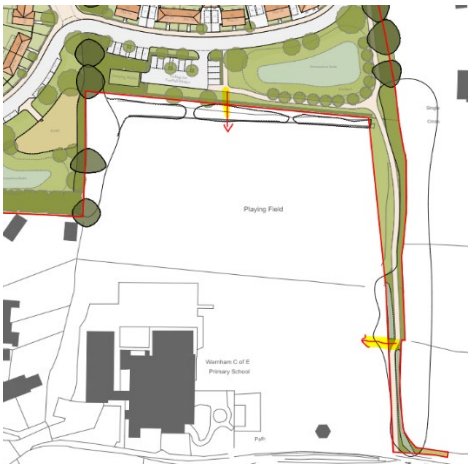
INTERNAL LAYOUT

Permeability will be retained for walking and cycling to encourage and promote sustainable and active transport modes over the vehicle. The landscaping plans show proposed tree and bench and bollard treatments north of plots 49/50 and south of plot 4 which should allow sufficient width for a cycle or pedestrian through route. Currently the approx. 1.2m width between bollard and verge/dwellings is too narrow. LTN 1/20 at para 6.4.3 states, "Cycle Lanes less than 1.5m wide should not normally be used as they will exclude the use of the facility by larger cycles and are therefore not inclusive". There should be a minimum 1.5m width and any landscaping feature (e.g. tree/bench) should be kept to edge of carriageway and a single bollard used – this will prevent vehicle access whilst maximising space for pedestrians and cyclists. The current treatment does not do this. See fig. 7.1 of LTN1/20 for examples of acceptable modal filters.

Swept path tracking shows the internal layout is suitable for all anticipated vehicles, with these able to manoeuvre within the site on the looped estate road to exit in a forward gear. The estate road forward visibility has been based on 20mph design speed (25m) and is demonstrated along main estate road.

East side of site features 2m footway whilst west side is shared surface arrangement as is suitable for level of anticipated vehicle movements (below 100/ hour as per Manual for Streets para. 7.2.14).

It is worth noting that the site proposes an internal connection to PROW footpath 1430 which runs east of the Primary School. Considering the proposed football pitch car parking, a link should be shown for pedestrians to the Playing Field. It would also be beneficial for a link from PROW 1430 to the Primary School grounds be provided, if possible, as indicated below:



Parking

Car parking has been assessed using WSCC Guidance on Parking at New Developments and based off the proposed housing mix of 11 x 1-bed, 23 x 2-bed, 19 x 3-bed and 6 x 4-bed units. The site is in PBZ1. Using table 2 of the guidance the site has requirement for 113.6 resident spaces + 11.8 visitor (125.4 total). Using the WSCC PDC tool gives a different figure of total demand for 147 spaces.

Counting all external and car port spaces there are a total 120 allocated spaces across the site + 23 x visitor spaces (total 143 x spaces). Thus, the LHA is satisfied that sufficient parking on site has been demonstrated. Considering volume of visitor parking proposed it would be beneficial for some of these spaces to be marked up with additional access hatching/lining as suitable as accessible bays as per DfT *Inclusive Mobility.*

Bicycle parking will be provided in accordance with WSCC Guidance and final details can be secured by condition.

TRIP GENERATION

TRICs has been used to estimate potential vehicular trip generation as a result of the development and found 30 movements in AM and 29 in PM peak hours could result, of which 20 trips in AM and PM peak would be from Threestile Road access and 10 trips in AM and 9 trips in PM peak hours would be at the Tilletts Lane access. This means that no single access point would see over 30 vehicle movements in any one hour and thus no further junction capacity modelling would be required. Nevertheless, distribution and traffic assignment models have been provided to demonstrate likely distribution of traffic from site to wider road network junctions and shows that the impact at nearby junctions would not be over 30 vehicle movements in any one hour.

CONCLUSION

In summary the following further information is required:

- Travel Plan Statement.
- Confirmation that Tilletts Lane/Mayes Lane proposed junction improvements to be delivered by developer as part of package of s278 off-site highway works.
- More detail on PROW 1430 proposals including; 3m width if proposed to be upgraded to a bridleway along with hardbound surface. Lighting of the PROW should also be explored.
- Provide drawing addressing issue 2.4 of RSA.
- RSA should also cover Tilletts Lane/Mayes Lane junction improvements and updated Designers Response to be sent.
- Address issue 1 of 'items outside remit of RSA' – passing places on Tilletts Lane.
- Improved width and landscaping for modal filter (north of plots 49/50 and south of plot 4) which should allow sufficient width for a cycle or pedestrian through route.
- Pedestrian link from pitch car parking to playing field and from PROW 1430 to the Primary School grounds.
- Some visitor bays to be marked with additional lining/hatching as accessible bays.

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

Katie Kurek
West Sussex County Council – Planning Services

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council - FAO: Nicola Pettifer
FROM:	WSCC – Highways Authority
DATE:	12 September 2025
LOCATION:	Land East of Tilletts Lane Warnham
SUBJECT:	DC/25/1155 Erection of 59 dwellings with associated open space, landscaping, parking, access, and drainage infrastructure.
RECOMMENDATION:	Advice

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have further reviewed public transport provision in the locale and wish to make the following comment.

The bus stops on School Hill (Knob Hill Corner) are a similar proximity to the dwellings within the site to the Church stops (outside Caryll Place and church). With improvement to PROW 1430 and location of dwellings within the site this route to Church bus stops may be utilised, however, a shared use path along the access road and link across the village green are also proposed meaning that pedestrians could utilise this route also. In light of this, consideration could be given to improvement at the Knob Hill Corner stops in the form of shelters and Realtime (RTPI) displays via financial contribution secured through s106 agreement. The Parish Council would need to be in agreement as they maintain bus shelters. These improvements (along with already planned RTPI at Church bus stops) would ensure access to high quality public transport for the development is provided, in accordance with para. 117 of National Planning Policy Framework (NPPF) in that *facilitating access to high quality public transport…and appropriate facilities that encourage public transport use*.

Please ask the applicant to consider this, along with other information requested in LHA response dated 08/09/2025.

Katie Kurek
West Sussex County Council – Planning Services

Appendix B Travel Plan Statement

BRIGHT PLAN

TRAVEL PLAN STATEMENT

TILLETTS LANE, WARNHAM, WEST SUSSEX

Residential Development

2025-10-17-6645-TPS01

October 2025

Prepared on Behalf of The Broadbridge Heath Trust

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DOCUMENT CONTROL

Project: Tilletts Lane, Warnham, West Sussex
Residential Development

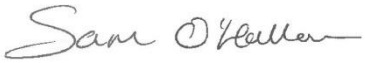
Document: Travel Plan Statement

Client: The Broadbridge Heath Trust

Reference: 2025-10-17-6645-TPS01

DOCUMENT CHECKING:

Author: EJD  **Date:** 15/10/2025

Checked by: SMO  **Date:** 17/10/2025

Approved by: ALB  **Date:** 17/10/2025

STATUS:

Issue	Date	Status	Issued by
01	17/10/2025	Preliminary	SMO

CONTENTS

APPENDICES

Appendix A Accessibility Plan

1 INTRODUCTION

1.1.1 This Travel Plan Statement (TPS) has been prepared by Bright Plan on behalf of The Broadbridge Heath Trust in association with an application for a residential development comprising 59 dwellings at Tilletts Lane, Warnham, West Sussex. This TPS provides a 5-year strategy to mitigate the long-term traffic impact associated with the site and to encourage residents to use sustainable travel methods as an alternative to private car use.

1.1.2 This TPS has been prepared in accordance with West Sussex County Council's (WSCC) Development Plan Travel Plan Policy.

1.2 Travel Plan Purpose

1.2.1 A TP is a package of measures aimed at promoting sustainable travel choices by reducing reliance on the use of the private car. The implementation of such measures can enable individuals to reduce the impact of travel and transport on the environment, whilst providing a range of benefits to individuals and the local community.

1.2.2 The event of moving into a new home represents an ideal opportunity for residents to evaluate their travel behaviour and change existing habits.

1.2.3 For residents, a TP can:

i. Improve access to essential services and employment opportunities.

ii. Help provide less stressful options for travel, particularly in relation to regular commuter journeys.

iii. Present opportunities to incorporate physical exercise into daily routines.

iv. Reduce journey times to local destinations.

v. Reduce the cost of travel, or eliminate the need to buy a car.

vi. Provide a more vibrant community to live in.

1.2.4 For the local community, a TP can:

i. Make local streets less congested, less dangerous, less noisy and less polluted.

ii. Enhance public transport services and associated infrastructure.

iii. Improve the environment and the routes available for cycling and walking.

iv. Help create a place which is better to live in, work in and visit and which attracts investment.

1.2.5 For developers, a TP can:

i. Satisfy the requirements of local planning and highway authorities, permitting development.

ii. Enhance an establishment's image ('green credentials' and 'social corporate responsibility').

2 SITE ACCESSIBILITY CREDENTIALS

2.1 Overview

2.1.1 This section reviews the provision of pedestrian, cyclist and public transport infrastructure, in the vicinity of the site. The site's location is shown in **Figure 2.1**.

Figure 2.1: Site Location

2.2 Accessibility Credentials

2.2.1 The application site is located at the northern extent of Warnham, and is within walking /cycling distance of public transport, shopping services and other local amenities within the village. The local facilities are demonstrated on the accessibility plan attached at **Appendix A** and **Figure 2.2**.

Destination	Distance from Site	Walk Time	Cycle Time
Bus Stop	450m	6 minutes	1 minute
Warnham Village Stores	500m	7 minutes	2 minutes
Warnham C of E Primary School	600m	8 minutes	2 minutes
Warnham Village Hall	650m	9 minutes	3 minutes
The Sussex Oak	500m	7 minutes	2 minutes
The Greets Inn	700m	10 minutes	3 minutes
Warnham Train Station	2km	25 minutes	7 minutes

Figure 2.2: Site Proximity to Services & Amenities

2.3 Pedestrian Accessibility

2.3.1 The most direct existing route from the site to local services and amenities is via PROW 1430 and 1429, providing off-road links to the village centre as shown in **Appendix A**. PROW 1429 is a well-used route within Warnham, running between Warnham C of E Primary School, PROW 1430 (connecting to the site) and the village centre. PROW 1429 is surfaced between the school and village centre. PROW 1429 is shown in **Figures 2.3**.

Figure 2.3. PROW 1429

2.3.2 PROW 1430 runs north-south through the site running from the site's Threestile Road access and is in the ownership of the applicant up to its connection with PROW 1429 to the south. PROW 1430 currently has an unmade surface, but would be upgraded as part of the proposal.

2.3.3 The proximity of the site to Warnham village green offers further opportunity for connection between the site and the village centre. The Threestile Road access and PROW 1430 tie in to the north of the village green.

2.3.4 The Chartered Institute of Highways and Transportation's (CIHT) publication 'Planning for Walking' (April 2015) identifies that 80% of journeys under 1 mile (1.6km) are made by foot, and 26% of journeys between 1-2 miles (1.6km – 3.2km) are made by foot. A range of services and amenities, as shown in **Appendix A**, are available within 1km, and are therefore accessible on foot.

Cycle Accessibility

2.3.5 Shelly Cycle Path is located c.450m to the southeast of the site providing an off-road cycle route from Warnham to Horsham. Shelly Cycle Path connects with local routes in Horsham leading to the town centre (17–18-minute cycle time) within the CIHT's recommended commuting cycle threshold. Horsham is the primary draw for employment and high street shopping services. The site is therefore well connected to local services and amenity by cycle.

2.3.6 The Department for Transport's (DfT) document 'Cycle Infrastructure Design' (LTN 1/20) (July 2020) states that 5 miles (8km) is an achievable distance to cycle for the majority of people. The full extent of Horsham is therefore accessible by bicycle.

Accessibility by Bus

2.3.7 The Knob Hill Corner bus stops (north and southbound) are situated 150m from the site. The stops serve the no.93 service which runs hourly between Horsham and Dorking. Wider services are available from Horsham bus station. A summary of the services available from local bus stops is provided in **Figure 2.4**.

Service	Route Summary	Typical Frequency	Operating Hours
94	Dorking Station – North Holmwood – Warnham - Horsham Bus Station	Every hour	Mon – Fri: 07:35 – 20:27 Sat: 08:00 – 20:21 Sun: 10:03 – 18:54

Figure 2.4: Bus Services Available from Local Bus Stops

Accessibility by Train

2.3.8 Warnham railway station is situated 1.6km to the east of the site and is accessible by cycle and on foot, although the route is unlit and footways are not continuous, and verges may not be appropriate for all NMUs. The station provides regular services to a range of locations including Horsham, Crawley, Brighton, and London Terminals. A summary of services available from Warnham railway station is provided in **Figure 2.5**.

Destination	Route Summary	Typical Journey Time	Typical Frequency
London Victoria	Warnham – Dorking – Leatherhead – Epson – Belham – Clapham Junction – London Victoria	1 hour 18 mins	Every 20 mins
Horsham	Direct	5 mins	Every 1 hour

Figure 2.5: Train Services Available from Warnham Station

3 DEVELOPMENT SITE

3.1 Overview

3.1.1 The development would comprise of 59 dwellings, served from two access points, one adjoining Tilletts Lane (serving approximately a third of the development (19 dwellings)), and the other via Threestile Road serving two-thirds of the development (40 dwellings)).

3.1.2 Pedestrian access to the site would be served via four principal routes:

i. PROW 1430 & 1429 – PROW 1430 provides the most direct route to the village centre. PROW 1430 would be enhanced in conjunction with the development (see **Section 3.2**).

ii. A footway connection at the southwest corner of the site.

iii. A pedestrian route flanking Threestile Road, connecting to the village green.

iv. A shared surface access on to Tilletts Lane. This would principally serve as a connection for pedestrians wanting to access PROW 1427 to the east, and for cyclists cutting through the site.

3.1.3 Electric vehicle charging would be provided in accordance with Building Regulations Part S.

3.2 Sustainable Travel Improvements

3.2.1 The development would provide the following sustainable travel improvements within the local area:

i. A new section of footway on Tilletts Lane running between the site and the existing footway to the south.

ii. Enhancement of PROW 1430 through widening to 2.0m and the provision of a metaled surface up to its connection with PROW 1429.

3.3 Anticipated Vehicle Trips

3.3.1 The site's anticipated vehicle trip generation has been based on the assessment undertaken as part of the Transport Assessment. The anticipated vehicular trip generation is set out in **Figure 3.1**.

TRICS Vehicle Trip Generation – 59 Dwellings			
Arrivals	Departures	Arrivals	Two-way Total
AM Peak Hour	10	20	30
PM Peak Hour	20	9	29
Total	141	142	284

Figure 3.1: Anticipated Trip Generation

3.3.2 The TRICS trip generation identifies that the proposed development would generate 284 daily vehicle trips, with 30 vehicle trips occurring during the AM peak period (08:00 – 09:00) and 29 vehicle trips during the PM peak period (17:00 – 18:00).

4 AIMS, OBJECTIVES AND TARGETS

4.1 Aims and Objectives

4.1.1 The aim of this TPS is to reduce the long-term reliance upon the private car by changing attitudes to travel, and increasing awareness of alternative modes and the associated benefits of sustainable transport.

4.1.2 The objectives of this TPS can therefore be summarised as follows:

i. To minimise the number of residents travelling as single occupancy car drivers for various journey purposes to and from the site.

ii. To increase the proportion of residents travelling by sustainable modes of walking, cycling and public transport.

iii. To identify a range of 'hard' and 'soft' measures that would facilitate a reduction in the generation of private vehicle trips and increase the uptake of sustainable travel modes.

iv. To promote the financial, environmental and personal health benefits associated with the 'active' travel modes of walking and cycling.

5 MEASURES AND INITIATIVES

5.1 Introduction

5.1.1 This section provides commitments to a range of measures and initiatives that will be implemented at the site that are appropriate to the site's location and existing transport infrastructure and services within the surrounding area.

5.1.2 The initiatives include 'Hard' infrastructural measures (the provision of on-site and off-site facilities to support sustainable travel behaviour) as well as 'Soft' measures generally involving distribution of travel information and incentives.

5.2 Measures and Initiatives

Travel Welcome Pack

5.2.1 In order to raise awareness of the TP and associated measures, information pertaining to all modes of transport a Travel Welcome Pack (TWP), distributed to all households. The following information will be included:

i. An outline of the main aims / objectives of the TP, the reasons for implementing the TP, and the role of individuals in achieving the aspirations of the TP.

ii. Details of the financial, environmental and personal health benefits associated with the 'active' travel modes of walking and cycling.

iii. Public transport information including maps showing the location of the nearest bus stops / rail station and up-to-date bus and rail service timetables.

iv. Contact details of the appointed Travel Plan Co-ordinator (TPC).

Sustainable Travel Benefit

5.2.2 Households are entitled to sustainable travel benefits funded by the developer. Each household would have the option of either a £150 voucher for a local cycle retailer, cycle training courses with WSCC, or bus tickets. Detail of the options are provided below.

Walking and Cycling

5.2.3 As well as providing a network of internal footways/footpaths within the site, the development additionally provides the improvements to off-site pedestrian infrastructure, as detailed in **Section 3.2**.

5.2.4 To encourage travel on-foot and by cycle, information on local walking/cycle routes, including approximate journey times, would be provided within the TWP. Information would also be provided for apps and websites such as Strava and West Sussex's Cycle Journey Planner.

5.2.5 The sustainable travel benefits offered to households would include the option of a £150 cycle voucher, or cycle training courses. The cycle voucher could be put towards the purchase of a bicycle or cycling equipment at a local retailer. The cycle training courses would be provided by WSCC, and would comprise either one-to-one or family courses.

Public Transport

5.2.6 To promote the use of existing public transport services, up-to-date and relevant timetable / route map information would be gathered by the appointed TPC and presented as part of the travel information packs.

5.2.7 Service information for local public transport links would be provided within the TWP listing available destinations, typical journey times and frequencies, as well as links to fare and real time service information.

5.2.8 The sustainable travel benefits offered to households would include the option of Horsham Metrorider tickets.

Car Sharing

5.2.9 Car sharing involves two or more people travelling together for all or part of a journey. It represents a relatively convenient, flexible and cost-effective mode of travel car sharers living and working in similar locations.

5.2.10 As part of the TP, the West Sussex car sharing website, part of www.liftshare.com (the UK's largest car share database) would be promoted. This service is free to sign up to and aims to facilitate car sharing on a regular basis by enabling users to contact others who they could potentially share with.

Car Club

5.2.11 Car clubs allow residents to rent a car on a short-term basis as and when they need to. This allows residents who do not typically require a use of a private car to use vehicles without private ownership, encouraging use of more sustainable modes for other journeys.

5.2.12 The Co Wheels car club, which operates in Horsham, would be promoted for use by residents of the site within the TWP.

Electric Vehicle Parking

5.2.13 The site would provide electric vehicle charging in accordance with Building Regulations Part S. Electric vehicle charging facilities in the local area would be identified within the TWP.

5.3 Committed Travel Plan Measures

5.3.1 The committed measures included in the TP are summarised in **Figure 5.1**.

Mode	Measure	Delivery
Cycling / Bus	Provision of a £150 travel voucher funded by the developer, which could be used to purchase a bicycles, cycle training courses, bus tickets.	TPC to agree voucher with and local cycle retailer, funded by developer.
Walking / Cycling	Provision of information regarding the financial, environmental and personal health benefits associated with the 'active' travel modes of walking and cycling.	Included within TWP
	Provision of information on local walking/cycling routes, including approximate journey times.	
	Provision of information for apps and websites such as Strava and West Sussex's Cycle Journey Planner.	
Bus	Provision of bus information with a map showing the location of the nearest bus stops and links to up-to-date bus fares and service timetables.	Included within TWP
Train	Provision of rail information with a map showing the location of the nearest railway station and links to up-to-date rail fares and service timetables.	Included within TWP
Car Sharing	Promote West Sussex's car sharing website.	Included within TWP
Car Club	Promote Co Wheels car club.	Included within TWP
Electric Vehicles	Provision of electric vehicle charging points within site.	As part of site construction
	Identification of electric vehicle charging facilities in the local area.	Included within TWP

Figure 5.1: Committed Travel Plan Measures

6 MANAGEMENT, MONITORING AND REVIEW

6.1 Introduction

6.1.1 This section of the report sets out the strategy for managing the implementation of the outlined measures, as well as a framework for monitoring and reviewing the TP.

6.2 Travel Plan Co-ordinator

6.2.1 The TPC is responsible for implementing and promoting the Travel Plan Statement. This includes providing residents with up-to-date travel information and communicating with WSCC's Travel Plan Officer.

6.2.2 The TPC is responsible for undertaking the following key tasks:

i. On-going promotion / marketing of the TP and associated measures including the preparation of travel information to be presented to residents.

ii. Organising the implementation of a baseline Travel Audit.

iii. Acting as the main point of contact for residents, WSCC's Travel Plan Officer and other relevant stakeholders.

6.2.3 To ensure effective communication between residents and other internal / external stakeholders, the contact details of the TPC including telephone number and e-mail address is provided within TWPs.

6.3 Travel Audit

6.3.1 As this TPS supports a new development, the TPC will be required to undertake a Travel Audit within 3 months of operation to determine baseline travel patterns and behaviour of residents. The audit will utilise resident's travel surveys which will comprise of a number of questions relating to travel patterns (i.e. travel modes, distance and journey times). Respondents to the survey will also be requested to provide their comments on existing measures as well as suggest potential improvements.

6.3.2 The Travel Plan Co-ordinator will update the TPS and issue to WSCC's Travel Plan Officer for comment and discussion, as well as being filed for records.

6.3.3 To maintain the emphasis of the TPS it is suggested that the results of the Travel Audit are communicated to all residents.

6.4 Action Plan

6.4.1 An action plan is presented below in **Figure 6.1**, highlighting relevant measures, timescales and the individuals responsible for ensuring the co-ordination / implementation of the TP.

Measures	Timescales	Responsibility
Appoint Travel Plan Co-ordinator to oversee the implementation of sustainable travel measures	Prior to occupation of site	Developer
Submit contact details of appointed TPC to WSCC	Prior to occupation of site	TPC
Prepare Travel Welcome Pack for distribution to residents	Within the first 1 month of first occupation	TPC
Conduct Travel Audit	Within the first 3 months of occupation	TPC
Update TPS and submit to WSCC's Travel Plan Officer for review	Within the first 3 months of occupation	TPC

Figure 6.1: Action Plan

APPENDICES

Appendix A Accessibility Plan

Bus Services (Knob Hill Corner Bus Stop)

Service	Route Summary	Typical Frequency	Operating Hours
93	Dorking Station – North Holmwood – Warnham - Horsham 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 – Epson – 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

Sands Farm Equestrain Centre
Perfect Bathroom Solutions
Wienerberger Warnham
Warnham Railway Station
Knob Hill Corner Bus Stop
1428
1430
1574
Warnham C of E Primary School
The Sussex Oak
St Margret's Church
Warnham Village Green
Warnham Cricket Club
Village Hall
Church Bus Stop
Warnham Village Stores
A & R Bailey's
1429
The Greets Inn
Friday Street Bus Stops
Holbrook Primary School
Farlington School
Farlington Strood Park
Day Lewis Pharmacy
Shelley's Budgens & Sub Post Office
New Barn School
Co-op

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:	Plan No:	Rev:
6645	Plan 01	-

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Appendix C PROW Comments

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Nicola Pettifer
FROM:	WSCC Highways - Public Rights of Way
DATE:	25 August 2025
LOCATION:	Land East of Tilletts Lane Warnham
SUBJECT:	DC/25/1155 Erection of 59 dwellings with associated open space, landscaping, parking, access, and drainage infrastructure.
DATE OF SITE VISIT:	n/a
RELEVANT PUBLIC RIGHTS OF WAY NUMBER(S):	FP1430
RECOMMENDATION:	More Information Required (holding objection)
S106 CONTRIBUTION TOTAL:	n/a

Thank you for the opportunity to comment on the above numbered planning application. This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSCC map information. In respect to the above planning application I would provide the following comments.

Having consulted the online documents it seems that public footpath 1430 has been recognised in the development plans to an extent. Firstly looking at the northern end off Knob Hill the footpath appears to be accommodated on the vehicular access into the site. Whilst this is not unacceptable the applicant should mitigate any risk of multi use access between vehicles and pedestrians. Further to this the line of vehicular access in which appears to accommodate the pedestrian access too differs from the legal line of the Footpath 1430 therefore unless a pedestrian route is being provided to match the current legal line the applicant will need to consider legally diverting the legal line to match their access into the site.

The point of legal lines also should be considered with the north south section of footpath 1430. The route proposed must match the existing legal line of 1430 and if it doesn't then the applicant will need to consider diversion to match the route being proposed as part of the development. Any diversion would best be achieved under the Town and Country Planning Act and advice on this process should be sought from the local Planning Authority. If the applicant is unsure of the legal line of the public footpath they should consult with WSCC's legal team and they can be contacted by email on legal.services@westsussex.gov.uk

Aher important point to raise with the applicant is the proposal to make the access from Knob Hill along the entire length of footpath 1430 shared use. This would require clarity on whether they are looking to add cycle use as well as pedestrian or ideally upgrade the route to a Bridleway allowing pedestrian, equestrian and cycle access. It should firstly be clear that any legal upgrade in status can only be offered by the freehold landowner but secondly that there is no PRoW status that just allows pedestrians and cycles so an upgrade to Bridleway would best suit. Having said that this proposal to upgrade the route is further complicated as there is no high right continuation beyond the site

boundary at the southern end creating a dead end route and I can see no clear plan for how users exercising higher rights may continue lawfully along the continuation of 1430 east from the southern end of the site or footpath 1429 west adjacent to the school. These lengths do not appear to be within the control of the developer therefore not within their power to upgrade their status.

I think further discussions should be undertaken between the developer and WSCC's PRoW team to understand what the developers are trying to achieve and how best to do this within their control or with support of their neighbouring landowners. Until these issues are resolve I would like to place a holding objection against the application.

Rights of Way information is not definitive.

Nick Scott
Principal Rights of Way Officer
Public Rights of Way
West Sussex County Council

Appendix D Correspondence with RSA Team

PM paul martin

To: Sam O'Halloran; Alex Budd Fri 24/10/2025 16:42

Hi Sam and Alex,
As the revised drawing no. 2024-6645-101 Rev. D no longer has a shared cycle/footway i.e. cyclists will be on the carriageway as they access Threestile Road from the development, problem 2.4 of the RSA1 report ref. RSA874 is no longer relevant, the risks having been mitigated by the revised design.
Regards
Paul

Paul Martin BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
National Highways RSA Certificate of Competency (2013)
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W: www.roadsafetyanswers.co.uk

On Fri, 24 Oct 2025 at 16:36, Sam O'Halloran <sam.ohalloran@brightplan.uk> wrote:

> Hi Paul,
>
> See attached 3 junctions for Tillets Lane.
>
> Kind regards,
>
> **Sam O'Halloran**
>
> *Consultant*
>
> 0333 3583270
> sam.ohalloran@brightplan.uk
> www.bpcivils.co.uk
>
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>
>

Appendix E Stage 1 Road Safety Audit and RSA Response Report

Road Safety Audit Stage 1

Tillets Lane/Mayes Lane Improvement, Warnham, near Horsham

Client: Broadbridge Heath Trust

Road Safety Answers reference no: RSA1093

Registered address: 17 McDermott Road, Borough Green, Sevenoaks, Kent, TN15 8SA
www.roadsafetyanswers.co.uk paulmartin@roadsafetyanswers.co.uk
VAT registration number: 258 9498 33

Control Sheet

	Name	Date	Signature
Author	Paul Martin	27/10/2025	
Checker	Vinny Rey	27/10/2025	
Authoriser	Paul Martin	27/10/2025	

Report Version

RSA Report Ref.	Version	Date of Issue
RSA1093	Final	27/10/2025

1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out on the preliminary design for an improvement to the 'T' junction of Tillets Lane, Mayes Lane and Knob Hill (formerly Threestile Road) in Warnham, Horsham for The Broadbridge Heath Trust, at the request of the Overseeing Organisation, West Sussex County Council. The audit was carried out in the office of Road Safety Answers Ltd during October 2025.

1.2 The audit team members were as follows:

Team Leader
Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency (2013)
Director, Road Safety Answers Ltd

Team Member
Vinny Rey – BEng (Hons), MCIHT, MSoRSA
HE Approved RSA Certificate of Competency
Independent Road Safety Consultant

1.3 The audit comprised an examination of the documents listed in **Appendix A,** and included the drawings supplied by Sam O'Halloran of Bright Plan. The site was visited by the Audit Team, together, on 27th October, 2025, between 10.55 and 11.25 hours. The weather was fine and the road surface was dry. Traffic flows were very light in Tillets Lane and Mayes Lane. Pedestrian and cycle flows were very light in both roads.

1.4 The terms of reference of the audit are as described in the UK's national standard for road safety audit, GG 119 (revision 2), with the exceptions being that a road safety audit brief has not been received (or deemed necessary by the Audit Team Leader). The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

1.5 All the problems described in this report are considered by the audit team to require action to improve the safety of the scheme and minimise accident occurrence. A plan showing the scheme and the locations of any problems found during the audit are shown in **Appendix B**.

1.6 The purpose of the scheme is to improve the junction as part of Section 278 works associated with a proposed residential development of between 45 and 55 dwellings onto Tillets Lane (15 to 20 dwellings) and Knob Hill (formally Threestile Road) (30 to 35 dwellings), Warnham, near Horsham.

1.7 The scheme consists of the following elements at the junction of Tillets Lane, Mayes Lane and Knob Hill:

- A relocation south-westwards of the carriageway around the bend of Mayes Lane and Knob Hill to 6m width, requiring the setting back of the giveaway lines on Tillets Lane by approximately 3m and the removal of the triangular, grass island in the mouth of the junction;
- The strip of carriageway around the inside of the bend to be broken out and returned to verge;
- Provision of visibility splays of 2.4m x 120m in each direction onto Knob Hill and Mayes Lane;
- Forward visibility of 75m to a vehicle waiting to turn right into Tillets Lane from a vehicle approaching on Mayes Lane due to the relocation of the carriageway south-westwards through the bend;
- An 8m radius kerbline on the south-eastern shoulder of the junction;
- A 14m radius kerbline on the western shoulder of the junction;
- A realignment of Tillets Lane for a distance of approximately 45m from Mayes Lane, the carriageway gradually narrowing from a reduced width junction throat;
- Relocation of the finger post from the triangular grass island to the western shoulder of the junction.

1.8 No details of street lighting, surface water drainage or advanced signing have been provided at this relatively early stage of the design process. These issues are not, therefore, considered further in this report.

2. Items resulting from this Stage 1 Audit

2.1 PROBLEM

Location: A – Tillets Lane realignment (Dwg. 2024-6645-201 Rev. B and 2024-6645-203 Rev. A).

Summary: Risk of head-on and reversing related collisions.

Tillets Lane currently has an unofficial parking/passing area on the eastern side near the junction (photo 1), allowing in-bound large vehicles to pass a northbound vehicle approaching the junction. It is unclear whether this parking/passing area will still be available once the new eastern kerbline is installed? If the new kerbline precludes the future use of this area for vehicles to pass one another, a fire tender or refuse vehicle turning left into Tillets Lane may have to reverse back onto Knob Hill to allow a northbound vehicle to exit onto Mayes Lane or Knob Hill, increasing the risk of a reversing related collision with another vehicle approaching on Knob Hill. If a fire tender is turning left at speed into Tillets Lane, the narrowed carriageway increases the risk of a head-on collision with a northbound vehicle because the forward visibility across the eastern corner of the junction is poor and will remain so with the proposed design (photos 2 and 3).

Photo 1: Looking south from the Tillets Lane/Mayes Lane junction

Photo 2: Poor visibility into Tillets Lane approaching the junction on Knob Hill

Photo 3: Poor visibility into Tillets Lane when starting the left turn at the junction

RECOMMENDATION

At the junction, the throat of Tillets Lane should be widened, using the existing carriageway on the eastern side, and the parking/passing area should be formalised as a passing bay. In addition, forward visibility through the left turn into Tillets Lane should be improved.

Design Team Response:

Client Officer Response:

2.2 PROBLEM

Location: B – Knob Hill, just east of Tillets Lane (Dwg. 2024-6645-201 Rev. B).

Summary: Risk of errant vehicles falling into the drainage ditch next to the relocated kerbline.

On the southern side of Knob Hill, the kerbline is moved further south and will be very close to the drainage ditch running alongside the road (photo 4). An errant vehicle, putting the nearside wheels just off the edge of the carriageway could fall into the ditch, resulting in a loss of control collision.

Photo 4: Looking west on Knob Hill towards Tillets Lane

RECOMMENDATION

The drainage ditch should also be relocated further south, allowing the introduction of a level, safety margin between the kerbline and the ditch so that an errant vehicle has a chance to recover before entering the ditch.

Design Team Response:

Client Officer Response:

2.3 PROBLEM

Location: C – Knob Hill, just east of Tillets Lane (Dwg. 2024-6645-201 Rev. B).

Summary: Risk of errant vehicles colliding with the street nameplate.

The existing street nameplate (photo 5) will be very close to the proposed kerbline, increasing the risk of a loss of control collision if a turning vehicle collides with it.

Photo 5: Looking east from Tillets Lane

RECOMMENDATION

The street nameplate should be located further away from the proposed kerbline.

Design Team Response:

Client Officer Response:

2.4 PROBLEM

Location: D – Mayes Lane just north of Tillets Lane – west side (Dwg. 2024-6645-201 Rev. B).

Summary: Risk of northbound vehicles losing control if they collide with the high BT double cover.

The BT chamber in the verge, with a double cover (photo 6), will be within the carriageway widened area. Even if the double cover is replaced with one of high skid resistance, the risk of northbound vehicles losing control increases, especially for powered two-wheelers leaning as they traverse the bend.

Photo 6: Looking north along Mayes Lane from the junction

RECOMMENDATION

The detailed design should ensure that the BT chamber is relocated into the nearby verge.

Design Team Response:

Client Officer Response:

2.5 PROBLEM

Location: E – Mayes Lane just north of Tillets Lane – west side (Dwg. 2024-6645-201 Rev. B).

Summary: Risk of a small tree in the verge being struck by northbound vehicles.

The new kerbline will be very close to some small trees that are part of the hedgerow (photo 7), just to the south-west of the above-mentioned BT chamber, increasing the risk of an errant vehicle clipping them and losing control.

Photo 7: Small trees in the hedgerow near the BT chamber

RECOMMENDATION

The small trees should be removed.

Design Team Response:

Client Officer Response:

3. Audit Team Statement

We certify that this road safety audit has been carried out in accordance with GG 119 (revision 2), with the exception that Designer and Highway Authority response sections have been added to each problem, a section included for out-of-scope issues, and a signing off chapter added for the convenience of both parties.

Audit Team Leader

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency
Director, Road Safety Answers Ltd

Signed 

Date 27/10/2025

Audit Team Member

Vinny Rey – BEng (Hons), MCIHT, MSoRSA
HE Approved RSA Certificate of Competency
Independent Road Safety Consultant

Signed 

Date 27/10/2025

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4. Design Team and Overseeing Organisation Statements

Design Team Leader

I certify that I have reviewed the items raised in this Stage 1 Safety Audit report. I have given due consideration to each issue raised and have stated my proposed course of action for each in this report. I seek the Overseeing Organisation's endorsement of my proposals.

Name:

Organisation:

Signed:

Date:

Overseeing Organisation (Highway Authority) Project Manager

I certify that I have reviewed the comments and actions proposed by the Design Team Leader and, in this report, I have stated my agreement, or alternative proposal, or acceptance of the risk associated with the problem.

Name:

Organisation:

Signed:

Date:

Appendix A

Drawings and Documents Examined:

2024-6645-201 Rev B.pdf

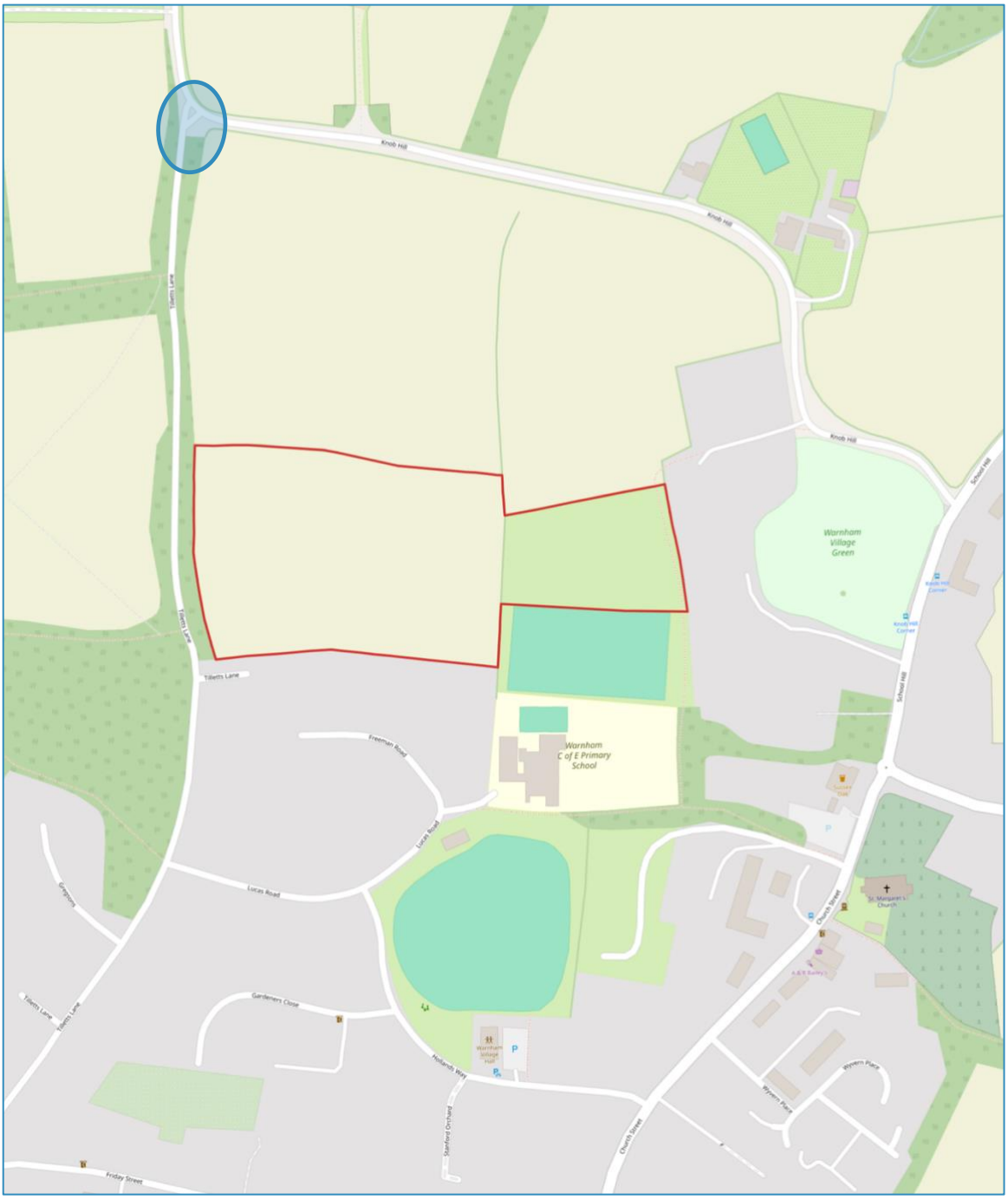
2024-6645-202 Rev A.pdf

2024-6645-203 Rev A.pdf

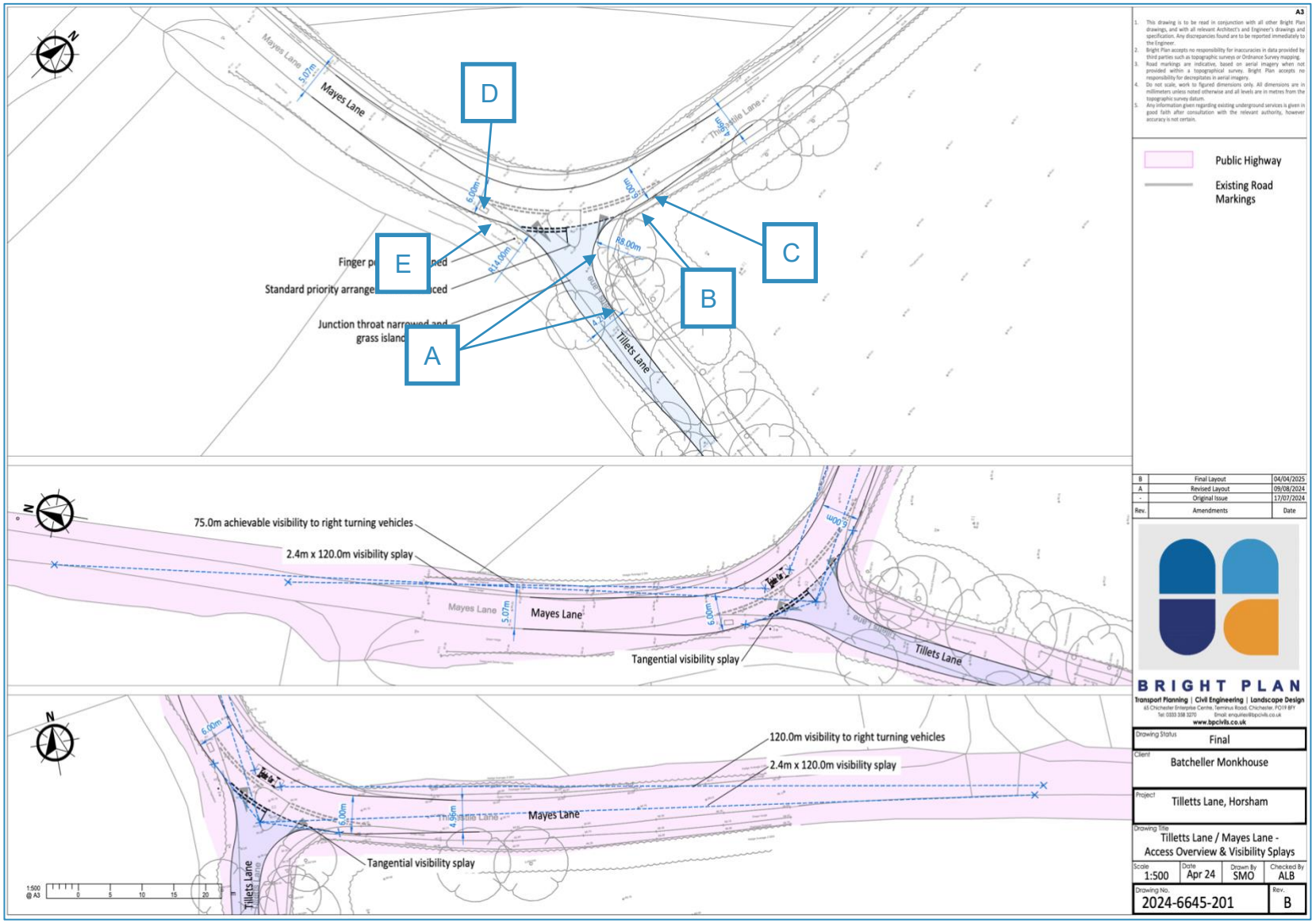
Tillets Lane Warnham_RSA1_Final_v2.docx

Appendix B

The following plan shows the locations of the scheme



Problems Location Plan



ROAD SAFETY AUDIT RESPONSE REPORT

BRIGHT PLAN

TILLETS LANE, WARNHAM, HORSHAM
RESIDENITAL PROPOSAL

Client: The Broadbridge Heath Trust
Reference: 6645-RSARR02

This response is to a Stage 1 Road Safety Audit prepared in accordance with General Principles and Scheme Governance General Information, GG 119, Road Safety Audit.

PROJECT DETAILS

Project	Tillets Lane, Warnham, Horsham		
RSA Stage	Stage 1		
RSA Report Title	Tillets Lane/Mayes Lane Improvement		
RSA Report Reference	RSA 1093		
RSA Date	03/11/2025		
Document Reference	6645-RSARR02	**Revision**	-
Prepared By	Bright Plan		
On Behalf Of	West Sussex County Council		

AUTHORISATION SHEET

Prepared By	
Name	Sam O'Halloran
Position	Consultant
Signed	
Organisation	Bright Plan
Date	03/11/2025

Approved By	
Name	Philip Russell
Position	Director
Signed	
Organisation	Bright Plan
Date	03/11/2025

KEY PERSONNEL

Overseeing Organisation	West Sussex County Council
Design Organisation	Bright Plan Ltd
RSA Organisation	Road Safety Answers Ltd
RSA Team Leader	Paul Martin
RSA Team Member	Vinney Rey

ROAD SAFETY AUDIT DECISION LOG

RSA Problem	2.1 PROBLEM Location: A – Tillets Lane realignment (Dwg. 2024-6645-201 Rev. B and 2024-6645-203 Rev. A). Summary: Risk of head-on and reversing related collisions. Tillets Lane currently has an unofficial parking/passing area on the eastern side near the junction (photo 1), allowing in-bound large vehicles to pass a northbound vehicle approaching the junction. It is unclear whether this parking/passing area will still be available once the new eastern kerbline is installed? If the new kerbline precludes the future use of this area for vehicles to pass one another, a fire tender or refuse vehicle turning left into Tillets Lane may have to reverse back onto Knob Hill to allow a northbound vehicle to exit onto Mayes Lane or Knob Hill, increasing the risk of a reversing related collision with another vehicle approaching on Knob Hill. If a fire tender is turning left at speed into Tillets Lane, the narrowed carriageway increases the risk of a head-on collision with a northbound vehicle because the forward visibility across the eastern corner of the junction is poor and will remain so with the proposed design (photos 2 and 3).
RSA Recommendation	At the junction, the throat of Tillets Lane should be widened, using the existing carriageway on the eastern side, and the parking/passing area should be formalised as a passing bay. In addition, forward visibility through the left turn into Tillets Lane should be improved.
Design Organisation Response	Problem and recommendation agreed. The road position has been tweaked and widened on the eastern side to ensure the informal passing / parking area would continue to function as it does presently. The width and ability to pass is enhanced with the width increased to 5.0m. The existing forward visibility issue is improved via a combination the tightening of the radii around the east shoulder of the bellmouth and with the junction being slew over to the west, thus providing a verge and buffer that sightlines can cross. Works to clear vegetation at the east shoulder of the junction will also be undertaken. The amendments are demonstrated in **Drawing 2024-6645-201 Rev C**.
Overseeing Organisation response	
Agreed RSA Action	

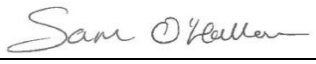
RSA Problem	2.2 PROBLEM Location: B – Knob Hill, just east of Tillets Lane (Dwg. 2024-6645-201 Rev. B). Summary: Risk of errant vehicles falling into the drainage ditch next to the relocated kerbline. On the southern side of Knob Hill, the kerbline is moved further south and will be very close to the drainage ditch running alongside the road (photo 4). An errant vehicle, putting the nearside wheels just off the edge of the carriageway could fall into the ditch, resulting in a loss of control collision.
RSA Recommendation	The drainage ditch should also be relocated further south, allowing the introduction of a level, safety margin between the kerbline and the ditch so that an errant vehicle has a chance to recover before entering the ditch.
Design Organisation Response	Problem and recommendation agreed. The drainage ditch would be relocated further south, allowing the introduction of a level, 1.0m safety margin between the kerbline and the edge of ditch as shown in **Drawing 2024-6645-201 Rev C**
Overseeing Organisation response	
Agreed RSA Action	

RSA Problem	2.3 PROBLEM Location: C – Knob Hill, just east of Tillets Lane (Dwg. 2024-6645-201 Rev. B). Summary: Risk of errant vehicles colliding with the street nameplate. The existing street nameplate (photo 5) will be very close to the proposed kerbline, increasing the risk of a loss of control collision if a turning vehicle collides with it.
RSA Recommendation	The street nameplate should be located further away from the proposed kerbline.
Design Organisation Response	Problem and recommendation agreed. The street nameplate would be relocated further away from the proposed kerb line as shown in **Drawing 2024-6645-201 Rev C**.
Overseeing Organisation response	
Agreed RSA Action	

RSA Problem	2.4 PROBLEM Location: D – Mayes Lane just north of Tillets Lane – west side (Dwg. 2024-6645-201 Rev. B). Summary: Risk of northbound vehicles losing control if they collide with the high BT double cover. The BT chamber in the verge, with a double cover (photo 6), will be within the carriageway widened area. Even if the double cover is replaced with one of high skid resistance, the risk of northbound vehicles losing control increases, especially for powered two-wheelers leaning as they traverse the bend.
RSA Recommendation	The detailed design should ensure that the BT chamber is relocated into the nearby verge.
Design Organisation Response	Problem agreed, mitigating action to be determined at detailed design stage. The ability to relocate is dependent upon what apparatus are within the chamber and having the requisite permissions. At detailed stage, when details of the apparatus are available, a practical proportionate solution will need to be agreed between all stake holders (BT, the designer, WSCC, the project sponsor, the audit team).
Overseeing Organisation response	
Agreed RSA Action	

RSA Problem	**2.5 PROBLEM** Location: E – Mayes Lane just north of Tillets Lane – west side (Dwg. 2024-6645-201 Rev. B). Summary: Risk of a small tree in the verge being struck by northbound vehicles. The new kerbline will be very close to some small trees that are part of the hedgerow (photo 7), just to the south-west of the above-mentioned BT chamber, increasing the risk of an errant vehicle clipping them and losing control.
RSA Recommendation	The small trees should be removed.
Design Organisation Response	Problem and recommendation agreed. Small trees to be removed.
Overseeing Organisation response	
Agreed RSA Action	

DESIGN ORGANISATION AND OVERSEEING ORGANISATION STATEMENTS

On behalf of the design organisation I certify that: 1. the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name	Sam O'Halloran
Signed	
Position	Consultant
Organisation	Bright Plan
Date	03/11/2025

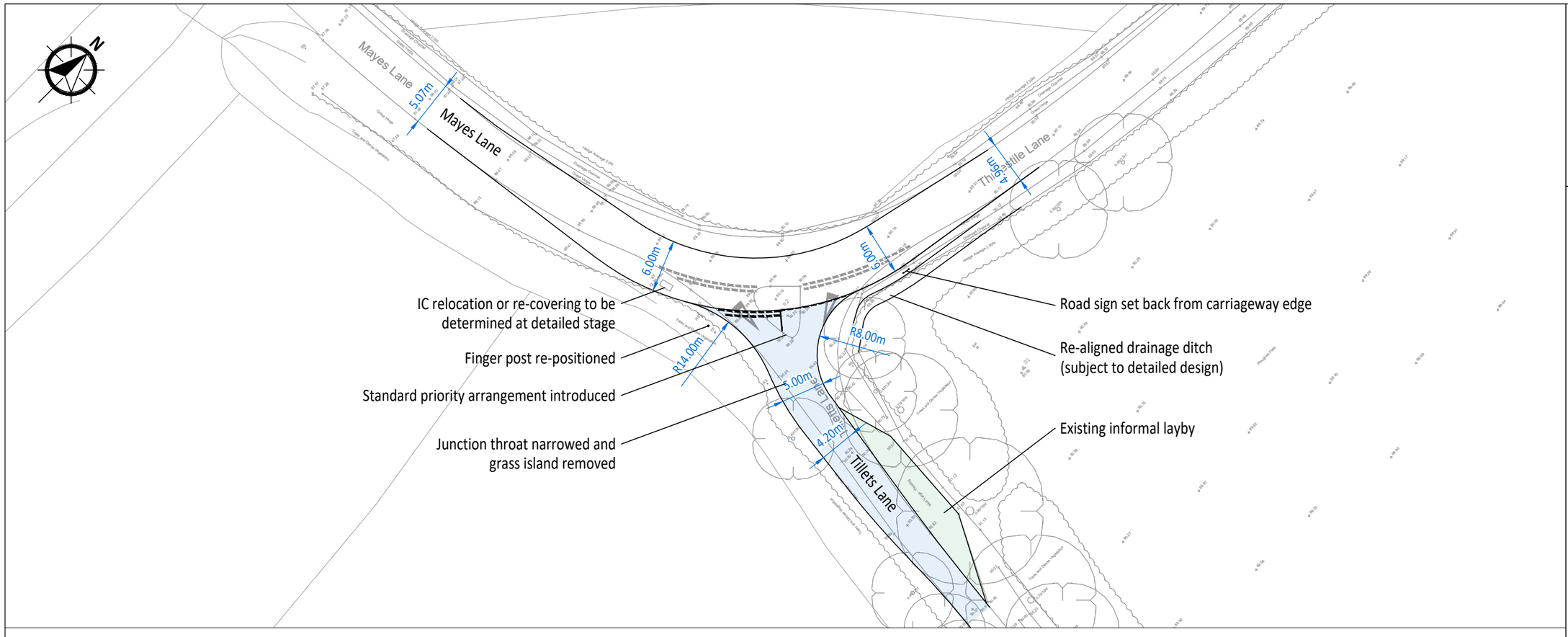
On behalf of the Overseeing Organisation I certify that: 1. the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and 2. the agreed RSA actions will be progressed.	
Name	
Signed	
Position	
Organisation	
Date	

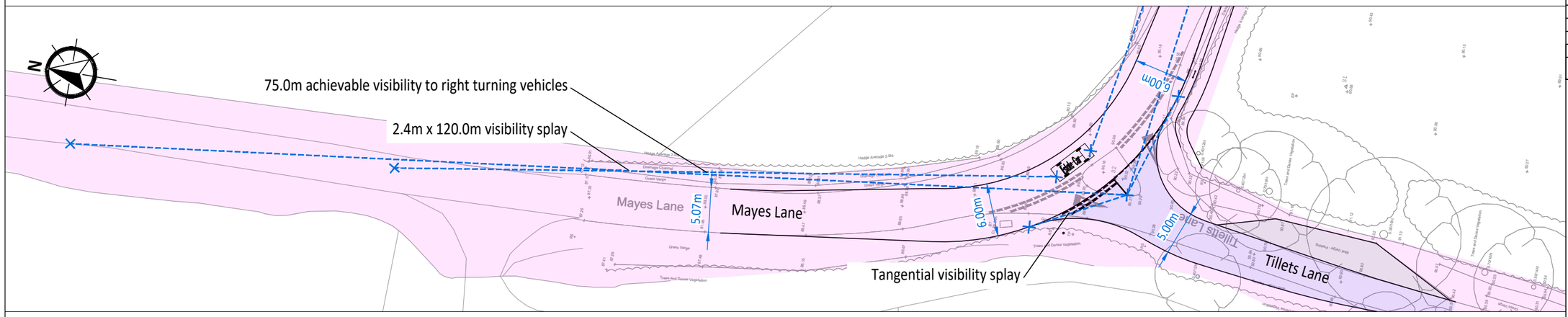
A3

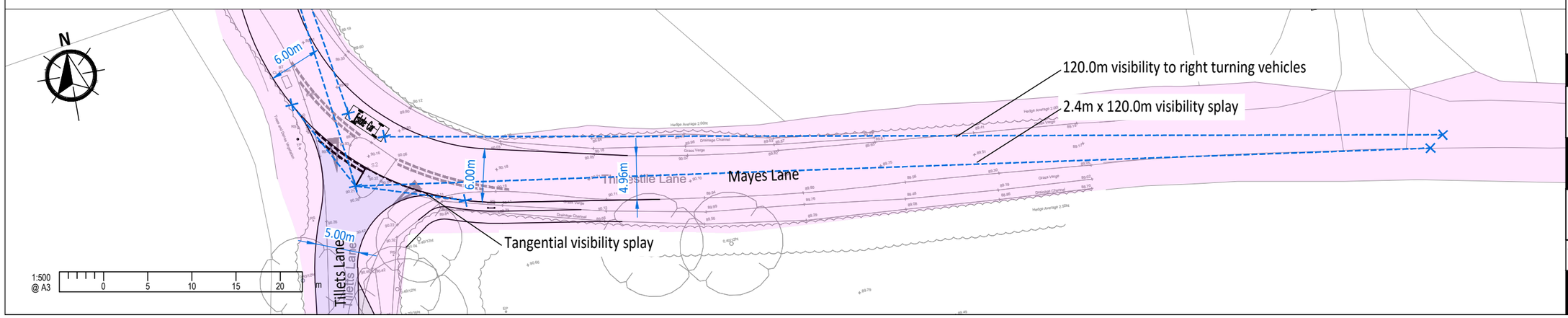
1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
2. Bright Plan accepts no responsibility for inaccuracies in data provided 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 decrepitates 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.

Public Highway

Existing Road Markings







Rev.	Amendments	Date
C	RSA Comments	30/10/2025
B	Final Layout	04/04/2025
A	Revised Layout	09/08/2024
-	Original Issue	17/07/2024

BRIGHT PLAN
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www.bpcivils.co.uk

Drawing Status: Final

Client: Batcheller Monkhouse

Project: Tilletts Lane, Horsham

Drawing Title: Tilletts Lane / Mayes Lane - Access Overview & Visibility Splays

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

Drawing No.: 2024-6645-201

Rev.: C

A3

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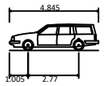
Existing Road Markings

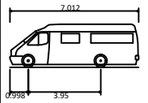
-Swept Path-

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



Iveco Van Daily 35C 12/15/18 (w/b 3.95m)	
Overall Length	7.012m
Overall Width	1.996m
Overall Body Height	2.335m
Min Body Ground Clearance	0.154m
Track Width	1.996m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.550m

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0 5 10 15 20 m

Rev.	Amendments	Date
B	Final Issue	30/10/2025
A	Final Issue	04/04/2025
-	Original Issue	09/08/2024

BRIGHT PLAN

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Drawing Status: Final

Client: Batcheller Monkhouse

Project: Tilletts Lane, Horsham

Drawing Title: Tilletts Lane / Mayes Lane - Estate Car & Van Access and Egress

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

Drawing No.: 2024-6645-202

Rev.: B

A3

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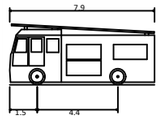
Existing Road Markings

-Swept Path-

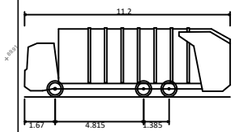
Wheel Track

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

Rev.	Amendments	Date
B	Final Issue	30/10/2025
A	Final Issue	04/04/2025
-	Original Issue	09/08/2024

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www.bpcivils.co.uk

Drawing Status: Final

Client: Batcheller Monkhouse

Project: Tilletts Lane, Horsham

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

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

Drawing No.: 2024-6645-203

Rev.: B

1:500 @ A3

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