



Response to 2nd set of West Sussex County Council Highway Comments

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SUBJECT:	Response to 2nd set of West Sussex County Council Highway Comments		
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INTRODUCTION

WSP has been commissioned by Berkeley Strategic Land Ltd to provide transport planning support for a detailed planning application at the Land North-West of Southwater site (the 'Site'). This document is Technical Note 3 (TN3) to support the findings contained within the Transport Assessment (TA) submitted February 2026 and Technical Note 1 (TN1) submitted June 2026 in support of planning application DC/26/0366.

This Transport Technical Note will respond the further comments raised by West Sussex County Council (WSSC) highways to the application dated 30th June, alongside further commentary on the design audits and traffic signals review undertaken. WSP undertook a meeting with WSSC highways on the 8th July to discuss the comments and this document provides a response to each of the comments raised with the document.

The information provided within this Transport Technical Note provides technical updates following consultation, however the principles remain as per the planning application and therefore continue to substantiate that all transport matters relating to the proposed development are addressed, therefore the residual cumulative impacts on the road network would not be severe. This is the key test of the National Planning Policy Framework as it relates to the assessment of transport matters. Consequently, there are no highways or transportation reasons why the planning application should not be approved.

RESPONSE TO WSSC COMMENTS

A key point raised by WSSC relates to the design and traffic signal audits for the access junctions and the proposed Hop Oast Roundabout. WSP notes that several comments concern detailed junction design matters that do not alter the principle of the designs. WSP has responded to the relevant points where appropriate and has also identified matters that could be addressed through a suitably worded condition and progressed further during the detailed design process.

Worthing Road Priority Access Junction

The WSSC review of the WSP design audit of the Worthing Road priority junction raised two concerns.

- WSSC would like to understand the widths of the pedestrian islands as these are not provided on the drawings.
 - o Response - the width of the proposed pedestrian crossings is 2m (southern refuge island) and 2.5m (northern refuge island) this to accommodate the expected demand.

- WSCC would like to understand if the necessary 300mm offset has been undertaken on the lane lines and the island kerbs this is based on the TSM5 figure 2-12.
 - o Response - Whilst a detailed matter than could be addressed through the next stage of design, the drawing contains the required offset from the lane lines to the island kerbs.

WSP Drawing UK0043490.9681-WSP-XX-XX-DR-TP-0101-04 presents the updates to the drawing including the width of the pedestrian islands.

Northern Access Roundabout

WSCC have reviewed the WSP design audit of the Northern Access Roundabout and have raised the following comments;

- WSCC have requested confirmation that the signal crossings are further than 20m away from the roundabout:
 - o Response - WSP can confirm that the signal crossings are over 20m away from the roundabout being approximately 22m on the southern and western arms.
- Consideration should be given to the location of a maintenance bay; given the closeness of these crossings, a single bay would be acceptable, providing during detailed design the controllers are positioned so that a maintenance engineer does not need to cross the carriageway to access each controller.
 - o Response – This is considered a detailed design point that can be addressed at the next stage. Space will be available along the development access road which is in outline to accommodate a maintenance bay, with the objective that maintenance engineers will not need to cross the carriageway to access the signal controller. This will be developed further through the detailed design of the access arrangements and internal site masterplan.
- Exit geometry/ kerb radii are not compliant with DMRB that guides designers to preferred values. Whilst this is guidance only, reasons for not following the guidance need to be submitted and agreed. This doesn't necessarily have to be a departure from standard process; it can be agreed through the design review process and documented that way:
 - o The audit comment is noted. The preferred values identified within CD 116 Clauses 3.28.2, 3.28.3 and 3.29.2 have been reviewed. It is noted that these provisions are expressed using the term 'should', representing guidance and preferred practice rather than mandatory requirements.
 - o The roundabout geometry has been developed through an iterative design process considering all relevant aspects of the junction design. Whilst the proposed exit widths and kerb radii do not fully align with the preferred values, swept path analysis demonstrates that the required design vehicles can safely and successfully navigate the roundabout without kerb overrun or encroachment into opposing traffic lanes. The preferred value for the exit radius based on Design Manual for Roads and Bridges (DMRB) standards is 40m, the roundabout varies the exit radius based on a number of considerations which need competing requirements, and therefore the final geometry represents a balanced engineering solution rather than optimisation against a single parameter. The wider audit has demonstrated compliance with the applicable standards and, on this basis, the submitted

geometry is considered appropriate notwithstanding the departure from the preferred values identified within CD 116.

- o WSP therefore consider the approach taken as appropriate for this stage of design and for a scheme layout providing a 30mph access into a residential development (not a National Highway junction and MfS should be a consideration, including direct pedestrian crossings). However, through the detailed design stage, there will be opportunities to review the junction layouts further and include a larger exit radius if necessary. It is worth noting that this roundabout is not required to align with DMRB guidance as it is not a National Highways road network.
- Ensure that works tie into the Hop Oast roundabout proposals:
 - o This is agreed, however will be subject to final Hop Oast Roundabout detailed design, this will be finalised during the detailed design process.

Hop Oast Roundabout

WSCC signals team have reviewed the WSP design audit of the proposed signalisation of the Hop Oast Roundabout of which there are three points which require further attention and are detailed below.

POINT E

- WSCC have noted that the proposed island to separate buses from normal traffic on the southern circulatory has a width of 1.5m which is insufficient to accommodate the double headed signal arrangement proposed.
 - o Response - WSP have updated the proposed drawing to provide the 2m island width which can accommodate the double headed signal arrangement which is set out within WSP drawing UK0043490.9681-WSP-XX-XX-DR-TP-0109 Rev P04.

POINT F

- WSCC have noted that the southern approach from Worthing Road only has a single primary signal head.
 - o Response – A second primary signal head has been included on the drawing UK0043490.9681-WSP-XX-XX-DR-TP-0109 Rev P04.

POINT G&H

- WSCC traffic signals team have commented upon the maintenance bay locations and how an engineer will access the traffic signal poles on the islands on each of the approaches of the roundabout.
 - o WSP and the applicants appreciate the points raised, however these are considered to be matters of detail that can be addressed at a later stage and importantly do not affect the principle of the proposal. The proposed maintenance bay locations are consistent with the approach adopted at other signalised roundabouts, such as Rusper Road Roundabout, where bays are provided on the roundabout itself. WSCC has also queried the need for engineers to cross the carriageway to access signal poles on the traffic islands. The approach at Hop Oast Roundabout is comparable to that used at Rusper Road Roundabout and Robin Hood Roundabout on the A24, where traffic signals are located on islands without

dedicated crossing facilities or bays. In most cases, there appears to be sufficient space for a service vehicle to park on the islands, and this can be reviewed further during the detailed design stage.

In summary, it is WSP's view that the maintenance access elements can be addressed at the detailed design stage noting that this application is at the outline planning application stage and the principle of access and off site mitigation is to be agreed. It is WSP view that these points can be addressed through the detailed design stage and there is sufficient information to show that suitable maintenance can be provided on site subject to further engagement with the highway authority at that time.

DEVELOPMENT IMPACT

Whilst not a specific comment raised by WSCC, it is clear that ongoing discussion are required on the level of contribution being sought for the delivery of the new roundabout. As set out within the Transport Assessment, the proposed Hop Oast junction forms a wider strategic improvement to enable growth within the borough to come forward and forms part of the ongoing A24 corridor study. It is appreciated that this junction is a policy requirement within the draft local plan for the Proposed Development, however further consideration is required on both the delivery and level of contribution.

To provide additional information for which appropriate S106 contributions can be agreed upon, WSP have considered in more detail the level of impacts associated with the Proposed Development upon the new junction arrangement.

Table 1 below presents the difference in traffic flows in the AM and PM peak for the forecast Do Minimum and Do Something scenarios at the Hop Oast junction.

Table 1 – Difference in traffic flows with and without the development at the Hop Oast roundabout

Arm	AM Peak			PM Peak		
	Do Minimum	Do Something	% Difference	Do Minimum	Do Something	% Difference
Total	4,842	5,450	12.6%	4,731	5,292	11.9%

Source: Appendix J Transport Assessment.

Table 1 shows that the Proposed Development will see approximately 12% increase in traffic with the introduction of the Proposed Development at the Hop Oast Junction.

Importantly, the LinSig modelling results showed an overall difference between the Do Minimum and Do Something in Practical Reserved Capacity is 0.4% in the AM peak and 3.0% in the PM peak.

It is also evident that the Horsham Golf course application (DC/23/1178) will have impacts on the capacity of this junction although no specific s106 contributions towards Hop Oast Roundabout improvements were sought from that development. It is assumed therefore that funding through their CIL contribution would be used towards the delivery of the Hop Oast scheme.

In summary, the proposed junction improvement would experience an increase in traffic of approximately 12%, but this would result in only a 3% reduction in capacity. On this basis, the applicant should make an appropriate contribution towards the wider strategic mitigation package, proportionate to the level of development impact.

Two Mile Ash Road/ Tower Hill/ Christ Hospital Road

In its latest comments, WSCC has raised a safety concern regarding the proposed one-way build-out near the Christ's Hospital Road junction. Although the Stage 1 Road Safety Audit did not identify any issues, WSCC is concerned about the length of the carriageway narrowing and potential visibility constraints in both directions, particularly where verge vegetation may restrict drivers' views of northbound traffic and of the feature itself.

During a meeting between WSP and WSCC it was agreed that alternative options which could continue to maintain the two-way flow of vehicle movements or potentially reduce the length of the carriageway narrowing would be explored. WSP have reviewed various options and have concluded that the most appropriate layout which provides a balance between active travel improvements and maintaining vehicular traffic movements safely is to maintain the existing two-way flow of vehicles and provide a short section of narrowed footway to 1.5m for approximately 25m. WSP Drawing UK0043490.9681-WSP-XX-XX-DR-TP-0105-01 (02) P02 presents the proposed changes, it includes a narrower section of footway (1.5m) for approximately 25m and widening the carriageway into land controlled by the applicant to retaining a road width of 5-5.5m. The crossing of the access road into Christ Hospital School in the proximity of the junction is rarely used and during the meeting with WSCC it was agreed that the proposed crossing and extended footway on the western side can be removed, and the area will be seen as a shared space.

WSP are aware that Active Travel England have provided further comments on the route in question. As set out within the ATE response, the measures being proposed align with discussions had with WSCC as highway authority although through the next stage of development at detailed design additional measures could be sought if suitable space is available. In addition, the developer and WSP disagree that lighting the route would be deemed appropriate given the rural landscape and existing ecology concerns of both Christ Hospital Road and Two Mile Ash Road.

Two Mile Ash Road/ Christ Hospital/ Tower Hill Monitor and Manage

WSCC have requested further information on the proposed monitor and manage strategy to address any foreseeable increased in traffic that may utilise Two Mile Ash and the rural lanes once the new Two Mile Ash junction is delivered. WSP propose the following should be incorporated within the S106.

A monitoring and management strategy will be secured through the Section 106 Agreement to mitigate the potential for increased traffic volumes on Tower Hill Road and Christ's Hospital Road arising from the new access arrangement onto Two Mile Ash Road. The access arrangement scheme on Two Mile Ash Road is presented in drawings UK0043490.9681-WSP-XX-XX-DR-TP-0105-01 (01) P01 and UK0043490.9681-WSP-XX-XX-DR-TP-0105-01 (02) P02 which includes the access from the development, the new footway and crossing on Two Mile Ash Road linking to Christ Hospital Road and traffic calming measures south of the proposed access point to north of Christ's Hospital Road including speed limit reduction to 30mph. The access arrangement will likely be delivered towards the end of Phase 1 of the development (refer to Phasing Strategy Drawing UK0043490.9681-WSP-XX-XX-DR-TP-0112-01). The monitor and manage approach will be as follows:

- ATC traffic surveys will be undertaken in four locations on Two Mile Ash Road/ Christ Hospital Road/ Tower Hill prior to the opening of the Two Mile Ash Road access. The locations will be north and south of the access junction on Two Mile Ash Road, under the A24 bridge on Tower Hill and to the east of the Christ Hospital school and Bluecoat Sports Heath & Fitness Club on Christ's Hospital Road.

- Further ATC surveys will be undertaken six months post opening of the Two Mile Ash Road access with further surveys undertaken at the occupation of the 750 unit. These surveys will be conducted at the same locations as the baseline surveys, together with an additional survey point on the new access road.
- A final round of ATC surveys will be undertaken once the development is fully built out. These surveys will again be conducted at the same locations as the baseline surveys, including the additional survey point on the access road.

Following completion of the monitoring programme, the Applicant will submit the survey results to West Sussex County Council (WSCC) Highways. The findings will then be reviewed jointly to assess the extent of any traffic impact associated with the development and determine whether additional traffic as set out within the Transport Assessment occurs and therefore further traffic-calming measures on Tower Hill are required to discourage through traffic and reduce vehicle speeds. The potential additional traffic-calming measures are illustrated on Drawing UK0043490.9681-WSP-XX-XX-DR-TP-0105-02 P03 and UK0043490.9681-WSP-XX-XX-DR-TP-0105-03 P03 which the applicants consider can be delivered through CIL contributions. If there is a significant change to the phasing strategy once it is finally implemented the Section 106 agreement will be amended to take account of those changes.

The final wording of this strategy can be agreed with WSCC through the negotiations of the S106.

Proposed Worthing Road Left In, Left Out Access

The Drawing UK0043490.9681-WSP-XX-XX-DR-TP-0104-03 has been updated to present the visibility splays for a 40mph speed based upon Manual for Streets site stopping distance (SSD)¹ which equates to 64m. In addition, SSD has been measured to the roundabout to show 100m visibility is possible. The speed limit on this section of Worthing Road currently changes from 40mph to national speed limit in proximity to the proposed access, however it is proposed to extend the 40mph speed limit to Hop Oast roundabout with the introduction of the new access roundabout through a Traffic Regulation Order (TRO) which will be secured through within the S106 agreement.

Interim Cycle Route

WSCC and ATE have suggested that an interim cycle route would be favourable to provide an alternative route for children accessing the new Secondary School. The principle of this is understood and the developer sees the benefits of such a layout, however there are challenges to any provision including land ownership and method of construction of the site which is yet to be fully determined. The applicants are willing to continue to explore the potential for a separate link through the detailed design stage or through the CEMP, however at this time would not be able to commit to such delivery which would restrict the construction phasing of the site.

Worthing Road Improvements

It is noted within the WSCC response that there are concerns over the space available on the eastern side of Worthing Road to accommodate the proposed puffin crossing facility. To provide additional space to accommodate the crossing facility the road has been slightly realigned to widen the footway on the eastern side, this is presented in drawing UK0043490.9681-WSP-XX-XX-DR-TP-0107 rev P04. The realignment of the carriageway will also improve the forward visibility to the signal head for the southbound vehicles on

¹ Manual For Streets SSD Formula paragraph 7.5.3

Worthing Road. Whilst we appreciate the point regarding maintenance bays, this is an existing road with limited space which limits the ability to deliver a full maintenance bay, however there are locations where vehicles could pull to the side of the road or potentially be provided with space within the development. This can be secured through a condition.

The Worthing Road proposals include the extension of the 30mph speed limit towards Blakes Farm Road Roundabout. The developer will fund the TRO to undertake the scheme and will be included within the S106 agreement.

The proposed crossing at the southern end of Worthing Road to connect Chessall Avenue to Cedar Drive it is currently a zebra crossing, WSCC have requested it to be amended to a parallel, WSP are happy with this request. This will be confirmed by condition and that the drawing will be updated to reflect the proposed change during the detailed design phase of the application.

Passenger Transport

The contribution towards the bus service for five years has been agreed at £750k based on 2025 cost, this matches the payment detailed within the S106 for the Horsham Golf Course Application with MetroBus. This payment will be increased in line with inflation and will be included within the S106.

Framework Travel Plan

The Travel Plan monitoring schedule will be set out within the S106 agreement. The monitoring regime agreed with WSCC is as follows:

- Baseline monitoring surveys for the residential development baseline surveys will be undertaken at 100 units occupied and commercial development baseline surveys will be undertaken following the first unit being operational
- Monitoring surveys after each of the baseline surveys has been undertaken biennially; and
- Post the development been completed a monitoring survey will be undertaken annually for first five years or until the mode share targets are attained whichever takes longer

The monitoring surveys will allow WSCC / HDC to understand ongoing travel behaviour at the Proposed Development and to make an informed decision about what, if any, actions should be taken.

The delivery of the Travel Plan within the S106 will be aligned to the Development phasing. The full Travel Plans for the residential and commercial elements of the development will be produced to take account of the phasing of the development. This will include specific travel plan measures being removed from the earlier phases of the development as some of the measures will yet to be full in place. The full Travel Plan for the commercial element will either be for the entire commercial element or for each commercial unit or a hybrid approach. This will depend on the type of tenant in the commercial element at this stage it is unknown. The specific Travel Plan can be agreed with WSCC as each phase comes forward and a suitable mechanism within the S106 should be provided to allow for this.

Off-site and Site Access Infrastructure Phasing

WSP have produced an off-site and site access infrastructure phasing document which is included within Appendix A. The document includes the mechanism for the delivery and funding for each of the schemes and an overall infrastructure drawing has been produced to help identify each of the locations in



consideration of the development. The phasing strategy is a draft version that will be updated as the S106 negotiations continue.

Summary and Conclusion

This Transport Technical Note 3 (TN3) provides a response to the West Sussex County Council (WSCC) highways response from the 30th June. TN3 finalises the comments from the WSCC highways department following a review of Technical Note 1 which included access junction design audits and a traffic signal audit. The document also outlines the phasing strategy for the offsite infrastructure alongside the mechanisms for delivery and funding for the schemes, this will likely continue into post application discussions.

In Conclusion following the updates based within this technical note all the comments and matters have been addressed there are no highways or transportation reasons why the planning application should not be approved.