

TECHNICAL NOTE 4 – Response to Network Rail

DATE:	28 July 2026	CONFIDENTIALITY:	Public
SUBJECT:	Transport Technical Note Response to Network Rail		
PROJECT:	Land North West of Southwater	AUTHOR:	Philip Moss
CHECKED:	David Dixon	APPROVED:	David Dixon

INTRODUCTION

WSP has been commissioned by Berkeley Strategic Land Ltd to provide transport planning support for the detailed planning application for Land North-West of Southwater (the 'Site'). This Technical Note 4 (TN4) responds to comments received from Network Rail (NR) dated 13 July 2026.

NR's response to the transport submission focuses on the potential increase in patronage at Christ Hospital Station and the associated request for contributions towards:

- 1 Cycle Parking provision
- 2 Contribution to step free access scheme of £853,200

As set out in Technical Note 2 (TN2), the applicants have agreed in principle to provide an appropriate S106 contribution towards additional cycle parking at Christ Hospital Station, reflecting the expected level of increased demand and meeting the requirements of the draft Local Plan Policy HA3. It is expected that the level of contribution for this will be agreed with West Sussex County Council (WSCC).

NR has suggested that approximately 77 people would travel from the Site to the station, equating to a 14% increase in use; however, this is not consistent with the Transport Assessment or its supporting documentation.

TN2 sets out WSP's rail access strategy, which has been discussed with WSCC. The strategy prioritises significant contributions towards bus services linking the Site with Horsham town centre and Horsham Railway Station. Given the substantial funding for improvements to access Horsham Station, it was agreed that these measures should be prioritised, including additional bus priority measures at Hop Oast.

It is acknowledged that some residents may use Christ Hospital Station and, through the extensive pre application and application process, the project team has explored in detail the improvements that can practically be made. However, the Transport Assessment demonstrates that the station is approximately a 30-minute walk from the centre of the Site, with much of the development located further south and therefore further from the station. Christ Hospital Station also has a limited-service frequency, with two trains per hour to London via Gatwick Airport. By comparison, Horsham Station provides five services per hour to London, four of which operate via Gatwick Airport. Horsham Station is a Category A station with step free access to all platforms, lifts, passenger assistance and accessible toilets. The journey time to Horsham Station by bus is approximately 15–20 minutes from the stops on Worthing Road which will see service enhancements to 4 buses per hour (15 minute frequency).

Christ Hospital Station is therefore considered to provide a secondary access option for the Site, rather than the primary rail access point. Nevertheless, in accordance with Policy HA3 of the Draft Local Plan, the applicants have identified active travel improvements to support access to the station for residents who choose to use it as set out within the Transport Assessment.

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It should also be noted that there is no current policy requirement within HA3 for a contribution towards step-free access at the station, and this request has not previously been made, including in relation to the 2021 planning application.

The Transport Assessment concludes that the potential increase in use of Christ Hospital Station would be around 30 people per day, based on vision-led mode shares. This is significantly lower than the 77 people per day identified in NR's Technical Note and equates to approximately 9,300 additional users per year.

On this basis, the Proposed Development would result in the region of a 5% increase in use of Christ Hospital Station.

While the applicants acknowledge NR's position, the level of impact associated with the Proposed Development is not considered sufficient to justify a separate contribution towards step-free access. This is particularly the case given the scale of contributions proposed for bus service enhancements and bus priority measures at Hop Oast, which will improve accessibility to Horsham Station.

On this basis the applicant considers NR's request is not CIL Reg 122 compliant because it is not necessary to make the development acceptable, nor is it fairly related in scale and kind given the passenger figures assumed.

The developer will, however, make CIL contributions and, as above and subject to satisfactory agreement on other S106 matters, is prepared to agree a proportionate contribution to cycle parking. Given NR's position that improvements at Christ Hospital Station should be included within the Infrastructure Delivery Plan (IDP), there is no reason why CIL funding could not be directed towards future step-free access improvements, if appropriate.