



Berkeley Strategic Land Ltd

Land North West of Southwater

Technical Note 1 – Response to West Sussex County Council Comments

2026-06-02

UK0043490.9681 – TN1





Document distribution

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Table of contents

1.	Introduction	5
1.1	Report Structure	5
1.2	Summary	5
2.	West Sussex County Council - Highways	6
2.1	Access and Highway Improvements	6
2.1.1	Four Arm Roundabout Worthing Road South of A24 (Access A1)	6
2.1.2	Priority Junction with Ghost Right Turn Lane onto Worthing Road (Access A2)	7
2.1.3	Realigned Chessall Avenue (Access A3)	7
2.1.4	Priority Junction onto Two Mile Ash Road (Access A4)	8
2.1.5	Left in, Left out access onto Worthing Road (Access A5)	8
2.1.6	A24 Hop Oast Signalisation	9
2.2	Vehicle Trip Generation and Highway Capacity	10
2.2.1	Monitor and Manage	10
2.3	Modelling Outputs and Specific Junction Assessments	11
2.4	Access by Walking, Cycling and Passenger Transport	21
2.4.1	Walk	21
2.4.2	Cycle	22
2.4.3	Walking and Cycling Improvements	23
2.4.4	Passenger Transport	26
2.5	Framework Travel Plan	27
2.6	On-site Design Principles	27
2.7	Car Parking at Christ Hospital Railway Station	27
3.	West Sussex County Council – Public Rights of Way	29

Table 1 – AM Peak traffic flows in the vicinity of the western access onto Two Mile Ash Road	13
Table 2 – PM Peak traffic flows in the vicinity of the western access onto Two Mile Ash Road	14
Table 3 - A24 Hop Oast Signalised Roundabout (without SB Bus Lanes) Junction Modelling Results (Actual Flow)	17
Table 4 - A24 Hop Oast Signalised Roundabout (without Bus Lanes) Junction Modelling Results (Demand Flow)	18
Table 5 - A24 Hop Oast Signalised Roundabout (with SB Bus Lane) Junction Modelling Results (Actual Flow)	19
Table 6 - A24 Hop Oast Signalised Roundabout (with Bus Lanes) Junction Modelling Results (Demand Flow)	20

Figure 1 – Unlit traffic measures in Hampshire and Surrey	26
Figure 2 - Existing cycle storage provision	28

Appendix A – WSCC Comments
Appendix B – Stage One Road Safety Audits
Appendix C – Designers Response
Appendix D – Design Audit
Appendix E – Swept Path Analysis
Appendix F – Highway Drawings
Appendix G – Select Link Analysis Outputs
Appendix H – Junction modelling Outputs
Appendix I – Walking Audit
Appendix J – Travel Plan

1. 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 a Technical Note 1 (TN1) to support the findings contained within the Transport Assessment (TA) submitted in support of planning application DC/26/0366.

Following submission of the Outline Planning Application dated February 2026, West Sussex County Council (WSCC), National Highways (NH) and Active Travel England (ATE) in their capacity as local, strategic and active travel Highways Authority raised formal comments regarding the proposals for the site from a highways and transport perspective. The comments by WSCC Highways and PRoWs form the basis of this technical note response and have been included within **Appendix A**.

The comments from National Highways offer no objection to the development. The detail of their response is presented below.

We will be concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN, in this case, particularly within the vicinity of the A23 and the M23. Given the location of the proposal and the reported trip generation and distribution, we are satisfied that this development, if permitted, would not have an unacceptable impact on the safety, reliability, and/or operational efficiency of the SRN. No objection.

1.1 Report Structure

The layout of this Transport Technical Note sets out the queries raised by WSCC in bold italics and will be followed by response by WSP. A separate Technical Note 2 (TN2) will be produced to respond to the comments raised by ATE.

1.2 Summary

The information provided within this Transport Technical Note continues 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.

2. West Sussex County Council - Highways

This section presents the comments raised by WSCC highways officers and the WSP response to each of the comments raised.

2.1 Access and Highway Improvements

In summary, five vehicular accesses are proposed to serve the development site. Whilst more detailed comments are made in respective of these below, as a general point, WSCC Highways will require Stage One Road Safety Audits for all of these.

Stage One Road Safety Audits have been undertaken and WSP have undertaken a Designers Response for each of the Road Safety Audits. These are included within **Appendix B** for the Stage One Road Safety Audits and **Appendix C** for the Designers Response.

2.1.1 Four Arm Roundabout Worthing Road South of A24 (Access A1)

As a matter of principle, WSCC Highways will require a design audit for this junction. The audit should set out in a tabular form with the following as headings, design standard applied, the requirement within the standard, and how the scheme complies or not.

Tracking for an HGV (both rigid and articulated) should be provided, particularly for the eastern to southern arm, and vice versa.

A design audit has been undertaken for the junction and is included within **Appendix D**. The tracking of an HGV (both rigid and articulated) is included within **Appendix E** which shows sufficient manoeuvres can be undertaken.

The two parallel crossings are also noted. These would operate as Zebra crossings where those crossing would exert a priority over vehicular traffic. In-principle, WSCC Highways doesn't consider this to be an appropriate context (i.e. potentially heavily trafficked with vehicles travelling from the A24) for this nature of crossing; this could present a very intimidating environment for pedestrians and cyclists to use especially so for the crossing on Worthing Road. WSCC Highways preference would be for a Toucan crossing instead. A Toucan crossing is suggested over a push button parallel crossing (a Sparrow crossing) given the anticipated crossing demands that wouldn't require different user groups to be segregated.

The Applicant should note that a buffer would be required between the carriageway and cycle route where the speed limit is 40mph.

The previously proposed Zebra crossings have been amended to toucan crossing as per WSCC advice. In addition, the proposed segregated walking and cycling route between the proposed roundabout and the Hop Oast roundabout has been amended to a 4m shared use path to enable the 1m buffer to be

installed as the speed limit is 40mph, this is to align with the LTN 1/20 standards. Whilst this is a departure from the original proposals including the segregated arrangement, as per advice from WSCC, this is deemed a better solution in order to accommodate a buffer zone from the carriageway.

2.1.2 Priority Junction with Ghost Right Turn Lane onto Worthing Road (Access A2)

There are no in-principle issues with the arrangement shown on drawing ending TP-0101. Similar to the proposed roundabout, WSCC would request a design audit demonstrating the standards have been applied and how the scheme complies with these. Visibility splays compliant with the existing 40mph speed limit should also be demonstrated although there are references on drawings elsewhere to the speed limit being reduced to 30mph.

A design audit has been undertaken for the junction and is included within **Appendix D**. The visibility splays for a 40mph and 30mph road are shown in the updated drawing in **Appendix F**. It is proposed that 30mph speed limit zone on Worthing Road is extended to the south of the Blake Farms Road roundabout with any obligation for the TRO to be covered within the S106 given the new development fronting Worthing Road. Notwithstanding the proposal to extend the 30mph speed limit, should this not be forthcoming for any reason, the proposed layout also includes the visibility splays for a 40mph speed limit.

The right turn lane includes pedestrian refuges albeit it's not clear of the extent of the proposed footways on the westerns side of Worthing Road that these then tie into. The Applicant should clearly show the footway extents on this drawing (it is noted that these are indicated on a separate drawing (number ending TP-0107 revision P01)).

The drawing has been updated to include hatching throughout to make it easier to determine the extent of the proposed footways on the western side of Worthing Road. The proposed footway to the south of the site access junction will provide an informal crossing to connect to the existing footway on the eastern side of Worthing Road. While the footway to the north of site access junction will be extended to connect into New Road and the existing Bus Stop. An updated drawing **Ref A2: UK0043490.9681-WSP-XX-XX-DR-TP-0101** is included within **Appendix F**.

With regards to the footway on the eastern side of the carriageway, this should be extended northwards to provide a connection to the nearest bus stop to the north at Warnham Gate.

The drawing has been updated to include an extension of the footway up to the bus stop at Warnham Gate, the footway will be 2m and the crossing of New Road will have drop kerbs and tactile paving providing connections from this existing bus stop into the Proposed Development.

An updated drawing **Ref A2: UK0043490.9681-WSP-XX-XX-DR-TP-0101** is included within **Appendix D** and the updated drawing **UK0043490.9681-WSP-XX-XX-DR-TP-0107** for the Worthing Road active travel improvements shows the extension of the footway to the Warnham Gate Bus Stop. For clarity, this updated version was Safety audited.

2.1.3 Realigned Chessall Avenue (Access A3)

The only comments are in respects of the arrangements for walking and cycling, and particularly the raised priority crossing feature. WSCC Highways fully endorse and support priority being

given to pedestrians and cyclists at crossing points. However, the priority crossing proposed is an isolated feature with nothing similar in the immediate area. Also, the alignment of the cycle route (which would be a two-way route) to both the east and west would require a southbound driver turning into Chessall Avenue to almost be looking over their shoulder behind them to see any cyclist, which could easily result in collisions. Eastbound cyclists are also discharged back onto the carriageway a very short distance to the east.

This comment raised is associated with the walking and cycling arrangements for the realigned Chessall Avenue access which is discussed in greater detail in **Section 2.4.2** below. For clarity, further improvements have been proposed to improve both cycle and pedestrian movements from the site out onto and across Worthing Road at Chessall Avenue.

2.1.4 Priority Junction onto Two Mile Ash Road (Access A4)

The access itself is shown with 12 metre kerb radii. This results in a very significant and wide access. WSCC would prefer a more compact access arrangement with reduced kerb radii and overall width. In this situation, there would be no apparent issue should a large vehicle have to overhang the centre line on Two Mile Ash Road or the site access road when entering or exiting.

Visibility splays should be demonstrated although there are no apparent issues or constraints to visibility to either the north or south.

The priority junction arrangement on Two Mile Ash Road has been amended, as far as reasonably practicable, in response to the comments raised by WSCC.

With regard to the operation of this route, it is anticipated that buses and coaches serving Christ's Hospital School will utilise the proposed new site access to reach the A24. This approach removes the need for such vehicles to travel northbound along Two Mile Ash Road and Tower Hill.

The junction design has been developed to ensure that, in the unlikely event that coaches meet at this location, they are able to manoeuvre past one another noting the wider traffic calming measures proposed within the area.

Notwithstanding this, the junction radii have been reduced to 6 metres on the southern side, alongside revisions to the flare and the incorporation of appropriate visibility splays for a 30mph road. These amendments are reflected in the updated drawing (Ref A4: UK0043490.9681-WSP-XX-XX-DR-TP-0102-01), included within **Appendix F**.

Finally, vehicle tracking plans for a range of vehicle types are provided in **Appendix E**.

2.1.5 Left in, Left out access onto Worthing Road (Access A5)

The access is shown as having restricted movements (i.e left in and left out only) with there being roundabouts to the immediate north and south to provide the ability to turn. The principle of this arrangement is accepted.

Suitable visibility splays would need to be demonstrated to the southeast and towards the existing roundabout at the Worthing Road/Blakes Farm Road junction.

The drawing **Ref A5: UK0043490.9681-WSP-XX-XX-DR-TP-0104-01** has been updated to include visibility splays towards Worthing Road/ Blakes Farm Road Roundabout for a 30mph and 40mph speed road (subject to length of 30mph speed limit extension). The drawing is included in **Appendix F**.

2.1.6 A24 Hop Oast Signalisation

As per other signalised junctions on the A24 and A264 corridor, the Applicant will need to fund and implement the provision of a 50mph speed limit in association with the proposed signalisation.

The WSCC Traffic Signals team have undertaken an initial review of the proposed signalisation. The following comments should be addressed within the Design Audit,

- *A) A copy of the LinSig model required, showing all lanes including the bus lane, for analysis.*
- *B) There are potential concerns as to whether a bus will be able to make the turn towards Southwater from the bus lane.*
- *C) Is there the demand for a Pegasus & equestrian track, particularly on a high-speed stretch of the A24. Southbound traffic has the potential to be travelling quickly which may offer a dangerous situation for any waiting horse/rider combinations.*
- *D) Full tracking is needed showing vehicles successfully negotiating all possible movements.*
- *E) The island on the gyratory is likely to need to be wider to achieve minimum clearances (450mm) for equipment that will need to be installed.*
- *F) Pole locations should be shown, to ensure suitable positioning can be achieved, including distances from stop lines for secondary signal heads.*
- *G) Where is the controller to be placed?*
- *H) A maintenance bay will be required close to the signal controller.*
- *I) Given the lack of footway, I am concerned at how maintenance access to all stop lines (where poles will be installed) can be safely achieved.*
- *J) Is it known how frequently a bus will use this roundabout, as this could cause significant delays if bus priority is installed; likely halting a significant proportion of traffic flows.*

As requested, a design audit has been undertaken for the proposed junction improvement and is included within **Appendix B**; this includes the relevant information responding to each of the comments outlined above.

- A) A copy of the Linsig models is submitted alongside this technical response;
- B) Vehicle tracking has been undertaken of the southbound bus movement from the B2237 Worthing Road through the roundabout and onto the Worthing Road, this is presented in **Appendix E**.
- C) The provision of the Pegasus crossing was previously included in the scheme designs being pursued by WSCC through their A24 corridor studies, which included the provision for horse riders. It is understood that this route is used by horse riders, with an aim of connecting the Byway on Green Lane with the public rights of way network to the west of the A24. If however, WSCC would prefer the

removal of this element (in consultation with the Public Rights of Way team) this could be removed with a toucan crossing retained. It is WSP's view that either is a suitable option and the final version could be dealt with through the detailed design stage and managed through a suitably worded condition.

- D) Vehicle tracking has been undertaken on each movement and presented in **Appendix E**.
- E) The clearance of the signal heads is detailed in the design audit which is included in **Appendix B**.
- F) WSP have added the pole locations this is shown in Drawing **UK0043490.9681-WSP-XX-XX-DR-TP-0109** in **Appendix F**
- G) The location of the controller is shown in Drawing **UK0043490.9681-WSP-XX-XX-DR-TP-0109** in **Appendix F**.
- H) Two maintenance bays have been included within the design shown in Drawing **UK0043490.9681-WSP-XX-XX-DR-TP-0109** in **Appendix F**, this will enable safe access to the signal equipment across the junction for maintenance to be undertaken.
- I) WSP have shown the locations of all signal heads within the drawing with access to all of these and key equipment via the two maintenance bays located within the island. The poles located within the island will be placed in concrete instead the soft surface.
- J) The proposed bus frequency will be approximately one bus service every ten minutes southbound through the roundabout, this is unlikely to have a material impact on the roundabout operation which is discussed in more detail within **Section 2.3**.

2.2 Vehicle Trip Generation and Highway Capacity

2.2.1 Monitor and Manage

The Applicant should note that a key part of the vision approach is to monitor the vision to ensure it is being achieved. A monitoring strategy would be required in these respects. This should include additional measures that can be implemented should external vehicle trip generation be greater than anticipated. The additional measures should be proportionate to the level by which the target mode shares are being missed.

WSP welcomes the comments regarding the development vision. The Transport Assessment (TA) assumes a 10% reduction in vehicle movements, reflecting the provision of enhanced on-site facilities, including a new secondary school. This is considered a conservative estimate, given the increased potential for trips to be undertaken on foot or by cycle from Southwater to the school, which would previously have been made by car or bus.

Notwithstanding this, it remains WSP's view that the mitigation measures identified within the TA are necessary to support the delivery of the development.

A robust monitoring strategy is, however, considered essential, particularly in light of the potential for additional vehicle movements to utilise the new primary road as a route to access the Two Mile Ash

Corridor and areas to the west. Such movements would not align with the intended function of these connections.

As such, there may be a requirement for additional traffic calming measures, beyond those currently set out in the Design and Access Statement (DAS), to discourage this behaviour. To inform any future interventions, it is proposed that traffic surveys are undertaken at agreed intervals, linked to the delivery of the primary road (currently anticipated within Phase 2). Indicative survey stages are as follows:

- Prior to the opening of the full primary road
- Within one year of the primary road opening
- One year following completion of the development

It is anticipated that Automatic Number Plate Recognition (ANPR) surveys would be undertaken at key entry points to the development to identify any 'rat-running' movements through the site and to understand routing patterns. These would be supported by Automatic Traffic Counts (ATCs) on Two Mile Ash Road.

A Steering Group comprising the developer, WSCC and HDC is proposed to convene within two months of each survey being completed, to review the findings and agree whether additional traffic calming measures are required.

To facilitate this, an appropriate financial contribution should be secured through the Section 106 agreement between the developer and WSCC, to fund the design and implementation of any further mitigation measures.

2.3 Modelling Outputs and Specific Junction Assessments

Section 9.3 and in particular figures 9-2 through to 9-5, show the outputs from the HTSM and those routes that are expected to see an increase in vehicle movements. The notable aspect are the increases on Two Mile Ash Road and Christs Hospital Road that are stemming from the proposed access onto Two Mile Ash Road. In highway capacity terms, the increases are not necessarily significant (i.e. the increases aren't such that significant levels of queues and delays will result) but there is still an increase nonetheless. It would also be highlighted that there aren't any base flows without development to put the development traffic increases into context.

The Applicant should also confirm whether any modelling outputs are available indicating whether other existing traffic is expected to redistribute as a direct result of the formation of the Two Mile Ash Road junction; the model outputs show only development traffic.

The exact purpose of the access onto Two Mile Ash Road aside (the development would in no way seemingly require or be reliant upon this albeit it is included in the draft policy wording), the route within the development to this should be designed to discourage vehicular traffic. This requirement should be included within any overarching Design Code and these comments are repeated again within the 'On-Site Design Principles' section.

WSP understand the comments raised by WSCC and the potential for some background traffic to rat run through the development as set out, although WSP agree that this is likely to be low in quantum. As

such, WSP have provided some additional information on the traffic flows utilising the primary road from the strategic modelling. It is important to note that a key purpose of the access onto Two Mile Ash Road is to enable a route to Christ Hospital facilities including leisure centre, school and the railway station from the A24 to remove conflicts through the local villages.

To provide context, Table 1 and 2 presents the 2036 Do Minimum and Do Something traffic flows on the proposed Two-Mile Ash access road, Two Mile Ash Road and Christ Hospital Road.

Table 1 – AM Peak traffic flows in the vicinity of the western access onto Two Mile Ash Road

Road	2036 Do Minimum			2036 Do Something			Difference		
	Northbound/ Eastbound	Southbound/ Westbound	Two-way	Northbound/ Eastbound	Southbound/ Westbound	Two-way	Northbound/ Eastbound	Southbound/ Westbound	Two-way
Two Mile Ash Road (North of Christ Hospital Road)	81	96	177	156	92	248	75	-4	71
Christ Hospital Road	81	106	187	154	225	379	73	119	192
Two Mile Ash Road (South of Access Road)	11	2	13	1	2	3	-10	0	-10
Two Mile Ash Access Road	-	-	-	213	78	291	213	78	291

Table 2 – PM Peak traffic flows in the vicinity of the western access onto Two Mile Ash Road

Road	2036 Do Minimum			2036 Do Something			Difference		
	Northbound/ Eastbound	Southbound/ Westbound	Two-way	Northbound/ Eastbound	Southbound/ Westbound	Two-way	Northbound/ Eastbound	Southbound/ Westbound	Two-way
Two Mile Ash Road (North of Christ Hospital Road)	55	635	690	54	682	736	-1	47	46
Christ Hospital Road	55	154	209	139	191	330	84	37	121
Two Mile Ash Road (South of Access Road)	0	482	482	0	311	311	0	-171	-171
Internal Access Road	-	-	-	61	326	387	61	326	387

Tables 1 and 2 indicate an increase in traffic utilising the western routes following the introduction of the proposed Two Mile Ash access road. Along Christ Hospital Road, this equates to an uplift of between 121 and 192 two-way movements during the peak hours.

Changes along Two Mile Ash Road are generally less pronounced, with the exception of the evening peak hour, where a reduction of over 170 two-way movements is observed to the south of the proposed access. This reduction is likely to reflect traffic reassigning to the internal highway network and the new primary road within the development, in order to access destinations in the southern part of Southwater.

To better understand the origins of traffic using these routes, select link analysis has been undertaken on both Two Mile Ash Road and Christ Hospital Road under the Do Minimum and Do Something scenarios. The outputs of this analysis are provided in Appendix G.

The select link analysis indicates that approximately 70 two-way trips in the AM peak are associated with traffic originating from the south of Southwater, which is not related to the Proposed Development, and which travels via Two Mile Ash Road / Christ Hospital Road towards Billingshurst and the A272. In the PM peak, the majority of the increase in movements along this corridor is similarly not attributable to development traffic, but instead reflects re-routing behaviour, with drivers utilising the new infrastructure to bypass the constrained A24 corridor.

Whilst these effects are identified within the strategic modelling, it is important to recognise the inherent limitations of such models in representing the operation of rural lanes, particularly in relation to capacity constraints influenced by factors such as carriageway width and reduced speed environments.

On this basis, it is considered that the level of westbound traffic currently forecast along these corridors is likely to be overestimated, for the following reasons:

- The proposed traffic calming measures within the development, and along Christ Hospital Road and Two Mile Ash Road, cannot be fully represented within a high-level strategic model in terms of their impact on capacity and driver behaviour.
- The delivery of the proposed Hop Oast roundabout improvements will increase capacity along the A24 corridor.

Taking these factors into account, it is anticipated that drivers will be less inclined to utilise the rural lane network and will instead remain on the A24 to access the Billingshurst (A29) and A272 corridors.

Notwithstanding this, traffic patterns will be monitored through the agreed monitor and manage approach, incorporating targeted traffic surveys to better understand routing behaviour. Should issues be identified, there is scope to introduce additional traffic calming measures within the development, including along the primary street and at the junction with Two Mile Ash Road.

The modelling also identifies some redistribution of background traffic through the development, with trips accessing Horsham town centre via Two Mile Ash Road to the north of the site. It is noted that this section of Two Mile Ash Road serves a small hamlet north of the A24 and is not suitable for accommodating significant traffic flows.

The proposed mitigation strategy includes traffic calming measures along this corridor. As these measures are not fully reflected in the strategic modelling, it is not anticipated that the modelled increase

of approximately 40 movements will materialise in practice. Furthermore, the new A24 connection via Hop Oast is expected to reduce traffic levels on the northern section of Two Mile Ash Road, particularly in relation to school coach movements. Oversight of this will fall to the Steering Group, as outlined in Section 2.2.1.

Finally, it should be noted that the modelling shows a reduction of approximately 170 movements along Two Mile Ash Road to the south of the site in the PM peak hour. The select link analysis indicates that traffic which previously utilised this route to access Worthing Road is reassigned to the internal site network.

The signalisation also offers bus priority measures at Hop Oast. WSCC supports the inclusion of bus priority measures where appropriate and where these offer a real benefit. However, the layout presented included bus priority on the westbound movement from the B2237 Worthing Road into Southwater only. Whilst the arrangement presented includes a bus lane on the B2237 arm, based on current best practice, the layout of the traffic signals on the B2237 arm would mean that all traffic would operate on the same phase; the arrangement would not allow for a separate phase for buses. It's only within the internal circulation of the roundabout that a separate bus phase would be possible. The presence of this separate phase would impact upon other circulatory phases and the overall junction capacity. Given this, WSCC would then question whether the bus priority would offer any betterment in this instance or whether it would be better to omit these works in light of a better all-round junction performance. WSCC would ask for an alternate scenario to be presented that excludes the bus only lane for comparison.

The bus lane is being provided from the Horsham Park & Ride signal junction to allow for buses to pass vehicles queueing southbound on the B2237 Worthing Road to facilitate improved journey times. The bus would then operate in the same phase as the B2237 Worthing Road southbound to connect with the bus lane on the southern circulatory carriageway. On the circulatory carriageway the bus priority would be in place to allow buses heading towards Southwater and would be demand responsive to improve bus service reliability and overall bus service times.

WSCC want to understand the potential impacts of the inclusion of the bus lane within the junction modelling. To inform WSCC of the potential impacts WSP have undertaken additional scenarios that include the bus lane element within the circulatory carriageway. For reference, Table 3 and Table 4 below replicate the modelling results of the proposed A24 Hop Oast signalised roundabout (without bus lanes) from the Transport Assessment (Table 9-11 and Table 9-12).

Table 5 and Table 6 present the modelling results for the actual and demand flows which include the southbound bus lane phasing. To reflect the operation of the bus lane, the cycle time within the Linsig model has been increased to 600 seconds (10 minutes) which equates to 10 cycles of 60 seconds, allowing for 1 bus every 10 minutes. To model the bus lane, an additional stage sequence has been included within the circulatory carriageway catering for the bus stop line which only runs once in the 10 minute cycle.

The results presented in Table 5 and Table 6 shows longer delay on the bus link than in reality, as the model cannot reflect when a bus arrives (which will call a green stage), however the rest of the roundabout delays are appropriate.

Copies of the LinSig models will be shared upon request and full outputs of the results are included within **Appendix H**.

Table 3 - A24 Hop Oast Signalised Roundabout (without SB Bus Lanes) Junction Modelling Results (Actual Flow)

	Junction Arm	AM PEAK				PM PEAK			
		DoS%	Delay (s)	Queue (Veh) MMQ	Queue (Veh) UEQ	DoS%	Delay (s)	Queue (Veh) MMQ	Queue (Veh) UEQ
	20386 DS								
1/1	A24 North Left Ahead	80	20	13	6	83	14	16	5
1/2+1/3	A24 North Ahead	85	18	14	6	89	12	13	4
2/2+2/3	Worthing Road East Left Ahead	66	28	6	4	66	38	5	4
3/1	A24 South Left Ahead	78	22	12	6	67	22	9	5
3/2	A24 South Ahead	75	21	12	7	68	22	9	6
3/3	A24 South Ahead	60	17	8	5	34	16	4	3
4/1	Worthing Road West Left	35	2	1	-	28	2	1	-
4/2+4/3	Worthing Road West Ahead	76	52	5	3	49	25	4	3
9/1	Circ @ Worthing Road West Ahead	43	3	1	0	39	3	1	0
9/2	Circ @ Worthing Road West Ahead	65	4	3	1	44	3	1	0
9/3	Circ @ Worthing Road West Right	38	2	1	0	22	2	1	0
10/1	Circ @ A24 North Ahead	44	15	5	4	74	37	6	4
10/2	Circ @ A24 North Ahead Right	83	23	6	3	88	63	7	3
10/3	Circ @ A24 North Right	1	11	0	0	16	20	1	1
11/1	Circ @ Worthing Road East Ahead	32	2	1	0	60	5	2	1
11/2	Circ @ Worthing Road East Ahead	57	3	2	0	67	6	3	2
11/3	Circ @ Worthing Road East Ahead Right	30	3	1	0	57	5	3	1
12/1	Circ @ A24 South Ahead	61	18	7	4	81	19	9	6
12/2	Circ @ A24 South Ahead Right	33	4	1	0	0	0	0	0
Overall Junction Performance		PRC Over All lanes 6.9% Cycle Time: 60s				PRC Over All lanes 1.4% Cycle Time: 60s			

Table 4 - A24 Hop Oast Signalised Roundabout (without Bus Lanes) Junction Modelling Results (Demand Flow)

	Junction Arm	AM PEAK				PM PEAK			
		DoS%	Delay (s)	Queue (Veh) MMQ	Queue (Veh) UEQ	DoS%	Delay (s)	Queue (Veh) MMQ	Queue (Veh) UEQ
	2036 DS								
1/1	A24 North Left Ahead	87	23	17	7	96	29	28	6
1/2+1/3	A24 North Ahead	90	21	18	6	98	28	28	5
2/2+2/3	Worthing Road East Left Ahead	70	29	6	4	78	49	6	4
3/1	A24 South Left Ahead	86	26	15	7	73	25	10	6
3/2	A24 South Ahead	70	17	11	6	77	26	11	7
3/3	A24 South Ahead	53	14	7	5	34	17	4	3
4/1	Worthing Road West Left	35	2	1	-	28	2	1	-
4/2+4/3	Worthing Road West Ahead	76	52	5	3	37	18	4	3
9/1	Circ @ Worthing Road West Ahead	52	3	1	0	49	4	1	0
9/2	Circ @ Worthing Road West Ahead	65	4	3	1	56	4	1	0
9/3	Circ @ Worthing Road West Right	36	2	1	0	25	3	1	0
10/1	Circ @ A24 North Ahead	59	20	6	4	86	60	7	5
10/2	Circ @ A24 North Ahead Right	86	30	11	3	84	22	6	2
10/3	Circ @ A24 North Right	1	14	1	0	16	26	1	1
11/1	Circ @ Worthing Road East Ahead	38	3	1	0	68	5	2	1
11/2	Circ @ Worthing Road East Ahead	64	4	2	1	72	6	3	2
11/3	Circ @ Worthing Road East Ahead Right	34	3	1	0	62	5	5	1
12/1	Circ @ A24 South Ahead	74	24	9	5	87	23	11	7
12/2	Circ @ A24 South Ahead Right	37	5	2	1	0	0	0	0
Overall Junction Performance		PRC Over All lanes 0.4% Cycle Time: 60s				PRC Over All lanes -8.1% Cycle Time: 60s			

Table 5 - A24 Hop Oast Signalised Roundabout (with SB Bus Lane) Junction Modelling Results (Actual Flow)

	Junction Arm	AM PEAK				PM PEAK			
		DoS%	Delay (s)	Queue (Veh) MMQ	Queue (Veh) UEQ	DoS%	Delay (s)	Queue (Veh) MMQ	Queue (Veh) UEQ
	2036 DS								
1/1	A24 North Left Ahead	81	21	16	8	84	15	21	7
1/2+1/3	A24 North Ahead	86	20	19	7	90	14	26	6
2/2+2/3	Worthing Road East Left Ahead	70	29	6	4	66	38	5	4
3/1	A24 South Left Ahead	81	27	17	9	70	25	12	8
3/2	A24 South Ahead	79	24	17	10	72	26	13	8
3/3	A24 South Ahead	63	19	11	7	36	17	5	4
4/1	Worthing Road West Left	35	2	1	-	28	2	1	-
4/2+4/3	Worthing Road West Ahead	65	41	5	3	45	25	6	5
9/1	Circ @ Worthing Road West Ahead	46	4	3	3	41	4	7	6
9/2	Circ @ Worthing Road West Ahead	64	7	8	6	46	5	12	7
9/3	Circ @ Worthing Road West Right	39	4	3	3	23	3	4	3
10/1	Circ @ A24 North Ahead	43	21	6	5	70	42	8	6
10/2	Circ @ A24 North Ahead Right	80	42	13	10	83	58	10	5
10/3	Circ @ A24 North Right	1	12	0	0	15	25	2	2
11/1	Circ @ Worthing Road East Ahead	32	11	8	5	60	5	3	3
11/2	Circ @ Worthing Road East Ahead	57	17	11	10	67	6	5	4
11/3	Circ @ Worthing Road East Ahead Right	30	13	7	5	57	5	7	2
12/1	Circ @ A24 South Ahead	63	18	9	5	81	20	10	7
12/2	Circ @ A24 South Ahead Right	31	4	1	0	0	0	0	0
13/1	Bus Ahead	3	24	1	1	4	28	1	1

14/1	Bus Ahead	42	420	2	2	42	429	2	2
Overall Junction Performance		PRC Over All lanes 5.3% Cycle Time: 600s				PRC Over All lanes 0.3% Cycle Time: 600s			

Table 6 - A24 Hop Oast Signalised Roundabout (with Bus Lanes) Junction Modelling Results (Demand Flow)

	Junction Arm	AM PEAK				PM PEAK			
		DoS%	Delay (s)	Queue (Veh) MMQ	Queue (Veh) UEQ	DoS%	Delay (s)	Queue (Veh) MMQ	Queue (Veh) UEQ
	2036 DS								
1/1	A24 North Left Ahead	89	27	21	9	95	27	31	8
1/2+1/3	A24 North Ahead	92	24	26	8	97	26	44	11
2/2+2/3	Worthing Road East Left Ahead	70	29	6	4	78	49	6	4
3/1	A24 South Left Ahead	90	42	27	16	77	30	14	9
3/2	A24 South Ahead	81	28	22	13	82	33	17	12
3/3	A24 South Ahead	58	19	12	8	35	18	5	4
4/1	Worthing Road West Left	35	2	1	0	28	2	1	-
4/2+4/3	Worthing Road West Ahead	71	46	5	4	47	24	6	5
9/1	Circ @ Worthing Road West Ahead	50	4	3	3	42	4	11	2
9/2	Circ @ Worthing Road West Ahead	69	8	8	6	49	5	14	2
9/3	Circ @ Worthing Road West Right	36	3	2	2	21	3	4	1
10/1	Circ @ A24 North Ahead	56	25	7	6	90	71	10	6
10/2	Circ @ A24 North Ahead Right	82	47	14	10	88	71	11	5
10/3	Circ @ A24 North Right	1	11	1	1	17	24	19	2
11/1	Circ @ Worthing Road East Ahead	38	10	10	6	68	6	10	5
11/2	Circ @ Worthing Road East Ahead	64	17	14	10	72	8	14	7
11/3	Circ @ Worthing Road East Ahead Right	34	13	8	5	62	6	14	7
12/1	Circ @ A24 South Ahead	69	20	9	6	87	23	114	8

12/2	Circ @ A24 South Ahead Right	35	5	2	1	0	0	0	0
13/1	Bus Link Worthing Road (N)	3	24	1	1	4	29	1	1
14/1	Circa Bus Link	42	428	2	2	42	429	2	2
Overall Junction Performance		PRC Over All lanes -1.8% Cycle Time: 600s				PRC Over All lanes -7.4% Cycle Time: 600s			

The results in **Table 5** show that following the delivery of the mitigation scheme with the inclusion of the bus lane, the junction is forecast to operate within capacity using actual flows from the SATURN model in the AM and PM peak. This indicates that all the queues at the junction will clear each cycle. The longest delay of 48 seconds is forecast on the Circulatory A24 North Ahead Right approach in the PM peak with an associated queue of seven PCUs.

The modelling results from **Table 6** from the Hop Oast Roundabout mitigation with southbound bus lane forecasts that the junction will continue to operate at capacity in the AM and PM peaks using the demand flows from the SATURN outputs. The arm with the highest degree of saturation of 97% is the A24 North Ahead in the PM peak with an associated queue of 44 PCUs and delay of 28 seconds. These results present a significant betterment to existing layout of the roundabout.

It should be noted that when reviewing the results on the circulatory carriageway, which shows small increases through the inclusion of the bus only link, queue lengths have been presented as a Uniform Queue at the end of Red (UQ Red End). UQ Red End queue lengths represent the extent of the uniform queue on a lane at the end of the lane's controlling phase's red period. It therefore represents the maximum stationary queue that will form on an approach while the signals are red.

In summary WSP conclude that the inclusion of the southbound bus lane presents little difference in overall junction operation in terms of the delays and queues on the approaches. As such WSP would recommend that the bus priority measures on the circulatory is included within the design taken forward but if WSCC are minded to remove the bus priority measures, this can be dealt with through the detailed design stage.

2.4 Access by Walking, Cycling and Passenger Transport

2.4.1 Walk

An assessment of walking routes is included within annexe E of the TA. The assessments are useful and are based upon an appropriate framework. The outputs from the assessment are somewhat subjective in places and in other places potentially incorrect (e.g. the assessment refers to adequate dropped kerbs and tactile paving on Blakes Farm Road although there is a notable absence of tactile paving and dropped kerbs at some junctions). Some of the locations assessed are in any case a significant distance away from the development, and it would be unreasonable to expect the development to remedy existing issues.

WSP appreciate the comments raised by WSCC and whilst it is agreed that some of these are some distance from the development, for completeness the audit has been updated to address some of these points.

Annex E of the Transport Assessment has been updated and included within **Appendix I** to take account of the issues on Blakes Farm Road.

2.4.2 Cycle

Beyond this link to the south and that to the north to the A24 Hop Oast Roundabout, the Applicant needs to be clear in terms of how the cycle routes shown on the Movement Framework Parameter Plan will integrate into the existing highway at the proposed ghosted right turn lane and the Worthing Road/Chessall Avenue Roundabout (where additional works have already been requested). It would be highly undesirable for cycle routes to simply terminate where these meet the existing highway.

WSP appreciate the comments received and agree that further improvements should be considered in this location. We have therefore looked to identify additional provision that links the walking and cycling infrastructure through to Chessall Avenue Cedar Drive roundabout.

To do this, a new pedestrian and cycle crossing will be installed on the secondary access road to the west of the proposed Chessall Avenue priority junction to connect cyclists on the northern side of Chessall Avenue where a 4m shared use path will be provided linking up to a new parallel crossing 13m north of the Chessall Avenue/ Worthing Road/ Cedar Drive roundabout. The crossing design incorporates the requirements from Local Transport Note 1/20, Table 10-2 Crossing Design Suitability which concludes a parallel crossing is suitable based on speed and flow. On the eastern side of Worthing Road a short section of shared use path will be implemented through to Cedar Drive where dropped kerbs will be delivered to enable the cyclists to rejoin the carriageway.

Cyclists travelling westbound on Cedar Drive will be able to access the shared provision via dropped kerbs enabling cyclists to exit the highway and connect onto the new shared use provision linking to the new crossing facility. Given the limited width on the eastern side of Worthing Road, a full LTN 1/20 scheme is not achievable, however the proposals put forward within this drawing is considered appropriate and a betterment. The full improvement is set out in drawing **UK0043490.9681-WSP-XX-XX-DR-TP-0100**.

WSCC are keen to understand how the on-site cycle routes are to be phased and delivered in light of the walking and cycling demands the proposed secondary school will generate within the local area. There would be clear benefit to an interim cycle route within the red line of the application site given the limitations of achieving any meaningful cycle improvements along Worthing Road.

The proposal for the Secondary School within Phase 1 is a requirement by HDC, as they require the school to come forward as soon as possible. This may require, during the early phases that those accessing the school from Southwater village will need to use the Worthing Road corridor to access the site.

Notwithstanding this, the developer will continue to consider, with engagement with the authorities and the relevant construction contractors whether there is an opportunity to provide a temporary cycle route from Phase 1 to Chessall Avenue. The ability to deliver an interim scheme, and any alignment will be subject to more detailed phasing and would not include lighting due to its temporary nature.

2.4.3 Walking and Cycling Improvements

Schemes of walking and cycling improvements are shown for Worthing Road (drawing number ending TP-0107 revision P01), Two Mile Ash Road (TP-0105 revision P02), and Christs Hospital Road (TP-106 revision P01). Similar to the proposed vehicular accesses, these schemes of works will need to be road safety audited. The Applicant should also set out their intentions as to how these works are to be phased and delivered.

Stage One Road Safety Audits have been undertaken and WSP have undertaken a Designers Response for each of the Road Safety Audits. These are included within **Appendix B** for the Stage One Road Safety Audits and **Appendix C** for the Designers Response.

Regarding phasing of the offsite walking and cycling improvements, it is currently proposed that the Worthing Road active travel improvements at the northern end (north of Southwater Street) are delivered alongside Phase 1a as this will be key to providing the connections between the existing Southwater Village and the Secondary School and Local centre. The southern section of the Worthing Road improvements would be delivered prior to the completion of Phase 2 of the development, this is from Southwater Street to Chessall Avenue allowing this to be implemented with improvements to the south of the Proposed Development.

It is envisaged that the works located to the west of the site (Two Mile Ash Road and Christ Hospital Road) would be delivered during towards the end of Phase 1 in line with the opening of the new Two Mile Ash link.

The upgraded crossing on Two Mile Ash Road linking Bridleway 1662 and 1642 is expected to be completed during the central phase of the masterplan, likely towards the end of Phase 1. Final delivery timing will be confirmed in S106 discussions.

Worthing Road (drawing number ending TP-0107 revision P01 - As mentioned in association with the proposed vehicular access, the footway should be extended northwards to the northbound bus stop. Consideration should be given in terms of the need for any further crossing improvements between the north and south bound bus stops.

Reference is made to a proposed pedestrian refuge and new crossing point linking north and south bound bus stops. There doesn't however appear to be a refuge shown.

It's not clear why a Toucan crossing is proposed; there doesn't appear to be a cycleway on either the east or west side of Worthing Road that a Toucan would then provide a connection between. A Puffin crossing would be more appropriate.

It should be noted that the dead tree indicated to the north of the Toucan crossing is in fact a telegraph pole that would need to be retained.

There's reference to an advisory cycle lane on Worthing Road. Given the width of Worthing Road, vehicular traffic would have to use the cycle lane at all times. As a result, the cycle lane would offer no benefit and should be removed. With regards to north/south cycle routes, the expectation is that the development will include a route ideally from an early point in the build out. This would then offer an alternative to using Worthing Road where there is limited opportunity for meaningful interventions.

There is reference to a 30mph speed limit sign to be placed near the roundabout. Is there intention to promote a reduced speed limit on Worthing Road where this is currently 40mph? The extent of any future speed limit should be indicated but will be subject to a separate process whereby the Applicant funds the Traffic Regulation Order, and then separately submits and implements a signing and lining scheme to install the amended speed limit should the TRO be supported. This will be covered by way of a s106 obligation.

The Worthing Road drawing TP-0107 has been updated to take account of the comments outlined above this is included in **Appendix F**, the updates are as follows:

- The footway on the western side of Worthing Road has been extended up to the Warnham Gate Bus Stop, the footway will be 2m and will widen the existing footway to the north of New Road. At the crossing of New Road, dropped kerbs and tactile paving will be provided;
- The new informal pedestrian crossing is proposed to the north of the Worthing Road access, the crossing will include dropped kerbs, tactile paving and a refuge island
- The Toucan crossing has been updated to a Puffin crossing;
- The note referring to the dead tree to the north of the Toucan crossing has been removed;
- Remove the existing speed cushions as they are unsuitable for cyclists;
- Enhance the pedestrian crossing across Southwater Street with drop kerbs/ tactile paving and a pedestrian refuge island;
- The reference and markings to the advisor cycle lane has been removed as that is no longer part of the proposals. As the development will provide a parallel north south cycle facilities there is no need to provide additional facilities on Worthing Road; and
- It is proposed to extend the 30mph speed limit zone to the south of the Blake Farms Road roundabout and a contribution towards a TRO application can be funded through the S106 agreement.

The Active Travel Improvement Scheme along Worthing Road underwent a Stage 1 Road Safety Audit. During the audit, a safety concern was raised regarding the location of an uncontrolled pedestrian crossing proposed south of Blakes Farm Road providing direct access onto PROW 1656. The concern related to pedestrian–driver intervisibility which would be adversely affected by on-street parking on the western side of Worthing Road.

WSP have considered whether this crossing could be relocated further north to improve pedestrian visibility; however locating the crossing further north created its own safety implications. This is due to needing to locate the crossing for enough north to improve the visibility past the parked cars created visibility limitations to the north due to vegetation obstructing views towards Blakes Farm Road. Furthermore, the presence of an existing informal crossing facility on the southern approach to the roundabout, and the proposal for two new pedestrian crossings north of Cedar Drive would reduce the effectiveness of relocating the crossing.

As part of the Reserved Matters application for the masterplan, there may be opportunities to provide additional connections from the site frontage along Worthing Road, north of Chessall Avenue where additional pedestrian crossings could be introduced if deemed appropriate.

Two Mile Ash Road and Tower Hill (TP-0105-01, TP-0105-02, TP-0105-03 revision P02) - It's presumed that the proposed footway can be accommodated without impacting upon the existing ditch, hedge, or trees. This should be confirmed

The build out south of the Christs Hospital Road junction is noted. It would need to be demonstrated that adequate forward visibility can be achieved from the give way lines to southbound vehicles. The build out is quite long so it will take time for a stationary north bound vehicle to get up to speed and clear the feature. Likewise, would a southbound vehicle have adequate time to react if a vehicle is passing through the build out? Given the restricted forward visibility on all approaches, there are concerns as to whether a build out in this location i is appropriate.

The plan shows a notable narrowing of the road serving Christs Hospital School too. Some of the narrowing could be reduced (the footway on the eastern side seemingly doesn't need to extend into the access road as much as it does. It's not clear also how this is intended to be finished and how any kerbing tie in with the access road itself. Although it's appreciated that there are no controls over the use of the gated access to Christs Hospital School, at present the access is seemingly redundant and it's then whether a kerbed footway is needed in the access road at all.

The proximity of the build outs to the proposed development access is also a concern. The concern is that northbound vehicles may be on the wrong side of the carriageway and collide with opposing vehicles turning left from the proposed access.

LTN 1/07 would suggest that the build outs along Two Mile Ash Road and Tower Hill should be lit. It's unclear if lighting is intended for the features shown.

The Applicants attention would also be drawn to the WSCC 'Developer Funded Traffic Engineering and Traffic Calming Note. This Note sets out the process through which a developer should follow in the preparation and delivery of a traffic management scheme (which in the case of the development amounts to physical build outs) including consultation. The Applicant will still need to follow the guidance within this Note at the appropriate points in the development of the scheme.

WSP have updated the Two Mile Ash Road drawing **UK0043490.9681-WSP-XX-XX-DR-TP-0105** and split it into two separate drawing 105 A and 105 B, included in **Appendix F**. This has been undertaken to provide greater detail of the proposed improvement scheme. Furthermore, the section between the site access and Christ Hospital has had the background mapping changed from OS to topographical survey as it provides a more accurate image of the highway alignment.

The visibility splays on the drawing shows there is adequate visibility along Two Mile Ash Road for vehicles to wait and stop for vehicles passing the other direction. This is above the visibility required for a 30mph road.

The tracking presented in **Appendix E** presents that two vehicles can pass for a series of different vehicles.

WSP understand the comment for Two Mile Ash Road to be lit from a highways perspective. Taking into account the landscape and visual perspective alongside the low vehicle flow on Two Mile Ash Road, it

has been determined that on balance this route if possible should remain free from lighting at this stage. The existing road corridor has a rural character, with adjacent properties and the route largely unlit. Retaining this is important to preserve the character and amenity of the road.

The introduction of lighting would alter this established rural character and change how the corridor is experienced at night. It may also result in light spill into the surrounding countryside, with potential effects on the wider landscape setting and the ecological function of this dark road corridor.

To inform the design, WSP have reviewed other locations (options shown are from within Surrey and Hampshire) which accommodate traffic calming without providing additional lighting as presented in Figure 1 below.

Figure 1 – Unlit traffic measures in Hampshire and Surrey



Should WSCC still consider that lighting is required for safety reasons, a more sensitive approach is recommended. This could include low-level, directional, or hooded lighting and potentially bespoke fittings designed to respond to the rural edge context. This could reduce light spill and visual effects. This could be addressed through the detailed design stage of the process.

2.4.4 Passenger Transport

The Applicant should detail exactly what has been agreed with the bus operator concerning peak time and off-peak service improvements. These details can then inform any s106 obligation.

WSP have consulted Metrobus (local bus operator) regarding the level of provision noting that there are ongoing contributions from other developers within this area. This consultation has identified the need to concentrate funding towards both peak and off-peak service improvements to the existing bus service 23. It is understood from Metrobus that the focus of the service improvements is as followed:

- Service enhancements to the 23 service that may cover.
- 0655 Crawley - 0844 Worthing / 0859 Worthing - 1036 Crawley
- 1305 Crawley - 1439 Worthing (23X) / 1506 Worthing - 1638 Crawley (23X)
- Potential for additional daytime vehicle to provide a more consistent timetable throughout the day addressing the hours without half-hourly trips or extending the existing Crawley to Horsham 'short services' to Southwater; and

Through the consultation with Metrobus, they have suggested that any funding provided through the S106 allows for flexibility to fund services in a holistic manner noting that there are other funding streams coming forward from other developers. For example, this would allow enhancements to the 98 service should for any reason the Golf Course Site not come forward.

The final level of funding to cover the enhancements will be secured within S106.

The services aside, improvements should also be identified to existing passenger transport infrastructure. The Applicant may also wish to investigate with the bus operator the feasibility of providing a further bus stop along the Worthing Road frontage with there being a significant distance between existing stops at present.

Following discussions with the bus operator (Metrobus), it has not yet been confirmed whether services will be diverted through the development or whether an additional bus stop will be provided along Worthing Road. A Section 106 contribution will be secured to deliver two new bus stops with real-time information displays, with the exact locations to be agreed.

2.5 Framework Travel Plan

An updated Framework Travel Plan has been produced to respond to the comments raised by West Sussex County Council, this is included in **Appendix I**.

2.6 On-site Design Principles

WSP have engaged with the design team to consider the on-site design principles suggested by WSCC. As such, an updated Design and Access Statement (DAS) is to be submitted which covers the following, the associated pages of the DAS to be read in conjunction are provided in brackets;

- Addresses inconsistencies regarding cross-section widths across the development (Chapter 7);
- Includes additional cross-sections of the different road types expected within the development (Pages 97-99);
- Includes specific information on the Two Mile Ash link. Specifically cross-sections of this route and the strategy to maintain this link as a 20mph road with associated traffic calming provision (Page 98);
- Identifies locations for bus stops within the development should they be required (Page 76);
- Considers the potential walking and cycle pedestrian crossing facilities to be provided across the development. This includes the use of Copenhagen style crossings (Page 76).
- Sets out the potential improvements for the different Public Rights of Way that cross the site (Page 76).

2.7 Car Parking at Christ Hospital Railway Station

The TA identifies potential additional car parking at Christs Hospital Station. The provision of additional car parking would potentially undermine the sustainable transport improvements proposed on Christs Hospital Road; a point that is acknowledged by the Applicant in their TA.

After submitting the Transport Assessment and consulting with HDC, it has become clear that there is currently no interest in establishing a new car park at the station, given the increase in parking provision that has occurred in recent years.

In light of HDC's position and considering WSCC's perspective regarding building a car park here, the plan to include a car park (which was considered unlikely to be delivered in any event) has now been withdrawn from the application. Notwithstanding this, it is still important to provide for those that may want to access the station, notably cycle provision. The existing cycle rack at the station is not considered to be the most secure provision and does not have a significant level of headroom for additional users as shown in **Figure 2** below.

Figure 2 - Existing cycle storage provision



The current cycle parking is not considered to offer adequate security, so a contribution through the S106 agreement will be made to improve secure bike storage. According to the potential vision associated with the Travel Plan (Appendix I), the site could generate in the region of an additional 15-20 cyclists that may want to utilise Chris Hospital Station. Although there is some unused capacity, it is recommended to provide at least a new secure, locked storage area with two-tier cycle racks on site. The final storage design will be discussed with rail operators to ensure it meets requirements for space and accessibility, and it can be secured by condition or through the S106.

3. West Sussex County Council – Public Rights of Way

West Sussex County Council – Public Rights of Way (PRoWs) have provided comments to the planning application in relation to their rights of way network. Overall WSP agree with the comments raised and can be taken into account through the next phases focusing on the reserved matters application. The following bullets provide a detailed response to individual comments raised by the team:

- The provision of a new signalised crossing to enable access the footpaths 1655 and 1656 has been reviewed further but as discussed with WSCC highways throughout the project there is a desire to limit the number of pedestrian controlled crossing facilities on Worthing Road to reduce the impact on bus services.
- It is noted the desire to provide a Pegasus crossing to cross the primary road. The applicants understand the request and suggest this can be accommodated at the reserved matters stage.
- The Pedlers Way BW1670 is an improvement proposed by the Golf Course application which has received planning permission is not part of this application. The proposal for this application is solely around providing connections over the A24.
- Request for contributions to off site PRoWs has been made which is accepted. Funding will be provided through the appropriate Community Infrastructure Levy which can be used to make the necessary off site upgrades.

wsp

