Supporting Evidence for Broadbridge Heath Neighbourhood Centre Car Park – DOCUMENT 01

Proposed segregation of the retail car park and alterations to associated road signage.

Prepared by WSCC April 2025

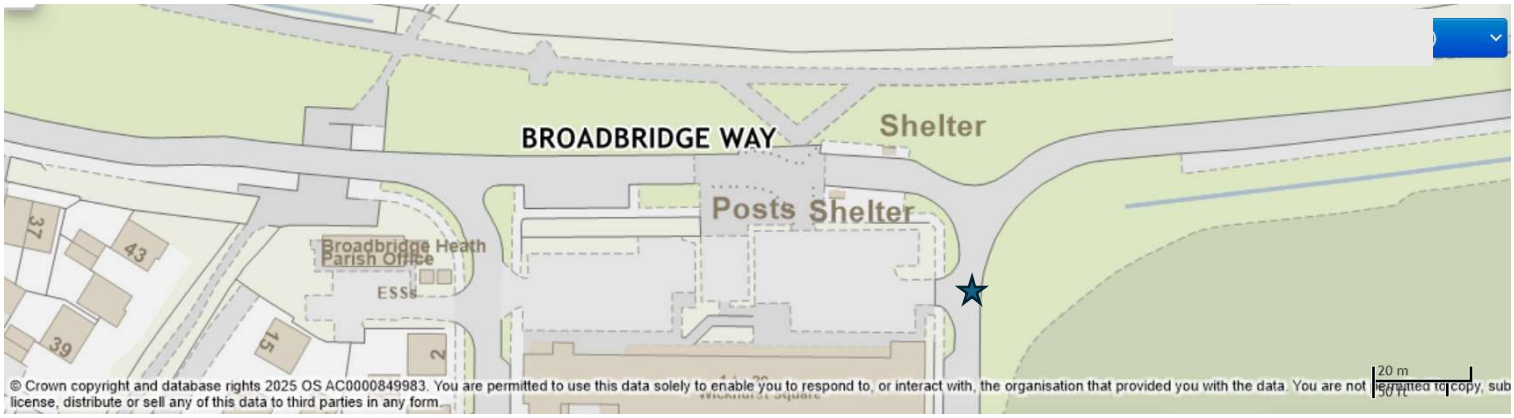
This document is supporting information for the Planning Application, for:

Variation of conditions 11 and 15 of previously approved application DC/19/1221 (itself amendments to planning permissions DC/19/0731 and DC/17/0388 (Erection of the Neighbourhood Centre at Wickhurst Green including nursery (Class D1 Non-residential institution), 1No. anchor retail store (Class A1 Retail), 3No. flexible commercial units (Classes A1 Retail, A2 Financial Institutions, A3 Restaurants / Cafes), 24No. apartments, office building (Class B1 Office) with associated parking and landscaping, including the downgrading of the A264.)

Site Location and Planning History

West Sussex County Council (WSCC) has submitted this Regulation 73 planning application as Agent for Elmdon Real Estate (ERE).

The County Highways Team have been in discussion with ERE for some years to examine potential interventions to reduce / remove the through traffic movement between Broadbridge Way Bus gate and the Neighbourhood Centre Car Eastern car park, the location plan below identifies the location.



The BBH Neighbourhood Centre was granted permission under application DC/17/0388. Conditions 11 and 15 required the submission and agreement of the bus link works and the general site access arrangements respectively.

Application DC/19/1221 was approved to discharge Conditions 11 and 15 and this is the application ERE and WSCC are seeking to vary.

The Car Park is accessed via an Entry Point only from the raised table (at the S of Shelter in the above map extract) the exit from the car park to the north is restricted by No Entry Signs, see below. An Entry and Exit bellmouth is located off Sargent Way to the east (marked *).



Supporting Traffic Evidence and Interventions to Date (Village Wide)

The Neighbourhood Centre and bus gate were opened in circa 2019/2020 and through traffic movements started to take place in the car park, with the predominant movement being from west to east (towards Tesco and Farthings Hill junction).

Alterations to the bus gate (to allow for Eastbound buses) was undertaken by WSCC in late 2020 / early 2021.

In November 2022 WSCC completed 7.5 tonne weight restrictions Traffic Regulation Orders and associated signage works on Broadbridge Way including advanced warning signs at Farthings Hill Junction and Newbridge Roundabout.

A separate cycle and traffic speed reduction scheme, including alterations to the junction and parking at the Village shops and introduction of a mini-roundabout at Shelley Drive were undertaken through Broadbridge Heath Village around 2018 by the County Improvements team and a further reduction from 30mph to 20mph speed limit introduced on Billingshurst Road in 2020, as an extension of the Village scheme through to its junction with Broadbridge Way.

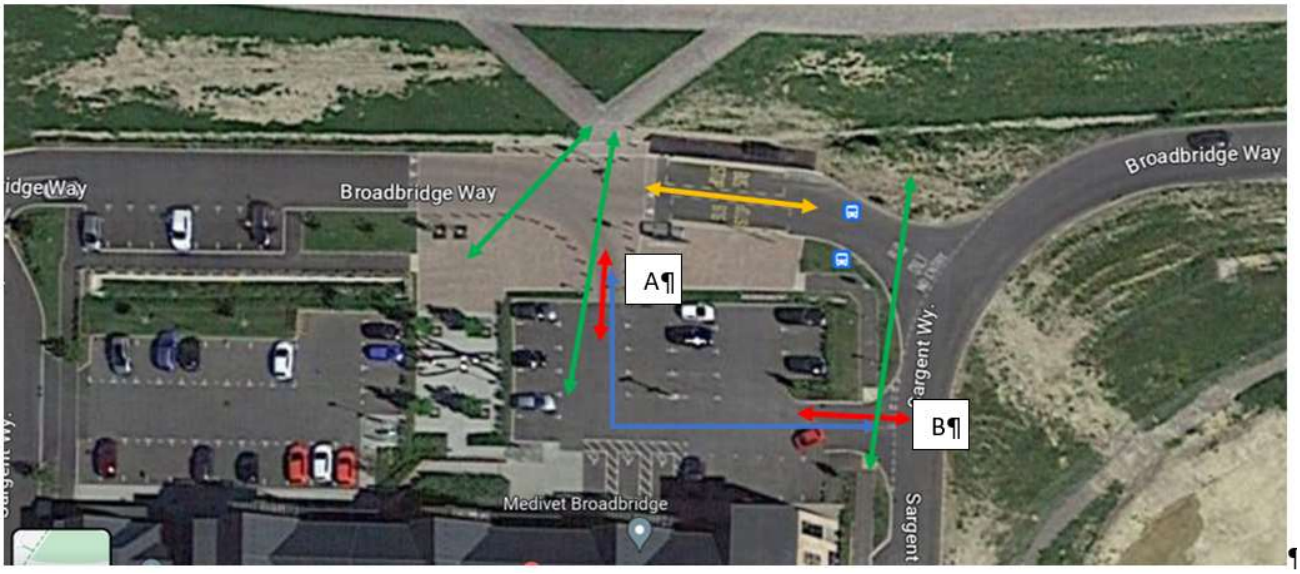
In October 2022 WSCC undertook installation of speed control measures within the Neighbourhood Centre Car Park, with ramps located at entrance / exit points and across the middle of the car park. Segregation of the Car Park and removal of the through traffic movement could not be agreed with the then landowner, so speed control measures were introduced.

In December 2022 an ANPR Bus Gate Enforcement Camera was installed to capture drivers abusing the bus gate. However, WSCC were subsequently advised that its existing powers, being used elsewhere, were not appropriate and thus the necessary traffic powers were not in place and the camera had to be switched off. WSCC applied for and received the necessary powers from the DfT in the autumn of 2024 and internal approvals to progress the re-introduction of developer led bus camera enforcement in December 2024. The Bus Gate site has been reviewed for signs compliance and is in the process of being re-commissioned, but now requires a fresh consultation process to accord with the DfT powers; timelines for this rely on the introduction of the car parking segregation contained in this application.

Following further feedback from local Councillors, about continued traffic abuses in the local area, a CCTV Traffic survey was undertaken in July of 2023. This is summarised in the attached note (Document 02), this survey also included pedestrian movements.

This survey indicated that the vehicle use of the car park and bus gate were as follows:

<u>Summary of Daily Flows (July 2023) (Through Car Park and Through Bus Gate)</u>



Day of Week	Vehicles Through Car Park		Vehicles Through Bus Gate	
	A to B	B to A	A to B	B to A
Thu 6th July	992	21	80	50
Fri 7th July	1010	15	61	50
Sat 8th July	699	14	68	44
Sun 9th July	551	7	59	19
Mon 10th July	949	11	74	50
Tue 11th July	929	19	75	40
Wed 12th July	920	15	58	48

The outcome of this survey was presented to local Councillors and WSCC undertook an Options review to examine further interventions for the Neighbourhood Centre Car Park. Options included the use of WSCC Highways Powers to close one of the access points, most likely the entry from the speed table / bus gate into the car park and continue to lobby the landowner to allow segregation of the car park.

To assess the potential intervention options on Sargent Way, a detailed Automatic Number Plate Recognition camera survey was undertaken in July 2024 and the outcome of that survey is detailed in Document 03. This also included vehicle speed surveys on some of the roads.

This survey continued to show the high use of the Neighbourhood Centre as a through route, the sketch below records this (Extract from Document 03 below):

Figure 4 Through Trips (Via Car Park and Bus Gate) with Key Flows Indicated



As agreed with local councillors, further contact was undertaken by WSCC with the Neighbourhood Centre landowner (ERE) during 2024 and, in October 2024 a verbal agreement was reached for WSCC to progress the segregation of the Neighbourhood Car Park. The Planning Authority (Horsham DC) advised that the proposed changes to the car park would require a planning application, to vary the planning conditions and this is expected to be the subject of a planning consultation.

The Proposed Scheme

Drawing WSCC_BBH_GA_01 Version: 01 outlines the proposed works which are to:

- Place Rebound Bollards through the middle of the car park (shown black dots)
- Remove the No Entry signs (requires TRO) and introduce priority access signs
- Undertake changes to the car park markings along the front elevation of the building as indicated
- Retain the entry and exit ramps but remove the existing ramps through the middle of the car park

The works would be completed by WSCC Contractor and would be estimated to take around a week to complete.

Maintenance of the Bollard Barrier

WSCC will undertake maintenance, and replacement, of any damaged bollards in the first year after completion of the works.

Thereafter, ERE will undertake maintenance and WSCC will provide five (5) bollards to allow for damages and, as part of a legal agreement, some maintenance funding will be provided by WSCC for the replacement of the five bollards. The legal agreement between WSCC and ERE will set out the requirements for maintenance beyond that point and remedies if the barrier is not maintained.

To ensure the barrier is maintain in the long term the legal agreement will require a 'restriction' on the land that, in the event of transfer of ownership, the new owner will be obligated to WSCC to maintain the barrier. Failure to maintain the barrier would justify WSCC issuing legal notice and the potential to install a temporary closure of the bus gate access point until such time as the bollard barrier is repaired.