



**Mid Sussex District Council  
Site Allocations DPD**

**Regulation 19 Consultation**

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**Representations on behalf of Paddockhurst  
Estate**

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**Our ref: CN 151478**

28<sup>th</sup> September 2020

Appendix 1 – Turners Hill Neighbourhood Plan (Policy THP2) and Proposals Map.

Appendix 2 – Proposed Site Layout Sketch

Appendix 3 – Transport Statement (Reeves Transport Planning)

### Introduction

- 1.1. Strutt and Parker are instructed by Paddockhurst Estate to respond to the Regulation 19 consultation Site Allocations Development Plan Document (SADPD) published by Mid Sussex District Council in July 2020. Paddockhurst Estate are freehold owners of land north of Old Vicarage Field, Turners Hill which it is promoting for sustainable new housing and open space. The Estate also own land at Withypitts, Turners Hill, which is promoted for redevelopment for residential purposes.
- 1.2. Land north of Old Vicarage Field (Site 852) extending to 9 hectares was assessed as suitable at Stage 1 of the site assessment process in September 2018 with an anticipated yield of 150 dwellings. It also remained in consideration following the Stage 2 high level assessment (and was therefore considered compliant with the District Plan spatial strategy). It features in the Stage 3 assessment but did not progress to Stage 4.
- 1.3. Land at Withypitts Farm, Selsfield Road, Turners Hill (Site 854) is proposed for allocation under Policy SA32. This allocation is supported.
- 1.4. This representation focusses on the spatial strategy for the District, its relationship to sustainability, and the associated housing numbers addressed through the Regulation 19 proposals. It also provides further details in support of Policy SA 32.

### Spatial Strategy for the District

- 2.1. It is notable that the Regulation 19 SADPD under-delivers housing numbers in Category 3 settlements when assessed against District Plan targets. We consider that this shortcoming should be addressed prior to advancing the SADPD by identification of additional sites in Category 3 Medium Sized Villages. This will have sustainability advantages in addition to meeting the District Plan targets, including ensuring that the spatial distribution of affordable housing provision more accurately mirrors that anticipated in the District Plan.
- 2.2. The District Plan table which identified the spatial distribution of the housing requirement (page 32 of the District Plan) also provides minimum figures for each of the settlement Categories.
- 2.3. The minimum housing requirement for Category 1 settlements (Towns) has been revised to 706 dwellings, from the figure of 840 units in the Regulation 18 document. In Category 2 settlements (Local Service Centres), this has decreased from 222 dwellings to 198 dwellings (as a result of planning permission being granted at Land North of Shepherds Walk, Hassocks). In Category 3 (Medium Sized Villages), the requirement has reduced from 439 to 371. In Category 4 the requirement has decreased from 6 units to 5. These housing supply figures have been revised following an update to completion, commitments and windfall figures.
- 2.4. Despite the minimum residual requirement for Category 3 decreasing, this category remains the most underrepresented in the proposed site allocations. Only 238 of the minimum 371 homes required are proposed in the Regulation 19 SADPD, providing a shortfall of 133 dwellings. This position is shown in the table below (red text):

## MSDC SADPD Reg 19: Representations on behalf of Paddockhurst Estate

Category	Settlements	District Plan Allocations	Minimum Requirement (2014-2031)	Minimum Residual (2017 +)	Minimum Residual Reg 18 SADPD	Minimum Residual Reg 19 SADPD	Reg19 SADPD Sites	Category Difference
1 Towns	Burgess Hill, E Grinstead, Haywards Heath	3,287	10,653	1,272	840	706	1069	363
2 Larger Village	Crawley Down, Cuckfield, Hassocks	500	3,005	838	222	198	105 (Figure does not include recent consent at Shepherds Walk, Hassocks)	37
3 Medium Village	Albourne, Ardingly, Ashurst Wood, Balcome, Bolney, Handcross, Horsted Keynes, Pease Pottage, Sayers Common, Scaynes Hill, Sharpthorne, Turners Hill, West Hoathly	600	2,200	311	439	371	238	-133
4 Smaller Village	Ansty, Staplefield, Slaugham,, Twineham, Warninglid	0	82	19	6	5	12	7
5	Hamlets	N/A	N/A	N/A	N/A	N/A	N/A	
Windfall			450					
<b>Total</b>			16,390	2,439	1,507	1,280	1,764	

Table 1: Spatial Distribution of Housing Requirement (Source of data: SADPD Regulation 18 and 19 draft documents.)

- 2.5. The number of dwellings at Site Allocation 27 (Land at St Martins Close (West) Handcross) has reduced from 65 to 30 dwellings because the Slaugham Neighbourhood Plan is now made and Land at St Martins Close (East) is now a commitment as at 1<sup>st</sup> April 2020. Therefore, only 30



units are identified to avoid double counting. However, there would still be a shortfall of 103 units in Category 3 if the additional 30 dwellings had been included in the housing figures.

- 2.6. The Settlement Sustainability Review (May 2015) forms part of the evidence base for the Mid Sussex District Plan (2014-2031). Paragraph 1.4 notes the Settlement Sustainability Review (May 2015) identifies strategic allocations for housing at Burgess Hill. However, additional “housing development is proposed to be met at the district’s other towns and villages to help meet the needs of existing communities.” This suggests housing supply should be proposed across the numerous settlements and not concentrated to only a select number.
- 2.7. As Table 1 shows, there is over-provision in the Category 1 settlements against under provision in Category 2 and 3 settlements. The approved settlement hierarchy constitutes a policy for delivering the spatial strategy, ensuring a sustainable pattern of development across the District. It would be wrong therefore to regard additional provision in Category 1 settlements as essentially more sustainable than provision in accordance with the spatial strategy. The latter has been formulated to produce an appropriate balance of development across settlements in the interests of sustainability.
- 2.8. The settlement hierarchy table included as part of District Plan Policy DP6 outlines the characteristics and functions of a Category 3 settlement: “Medium sized villages providing essential services for the needs of their own residents and immediate surrounding communities.” As a result, settlements within Category 3 should be considered as sustainable settlements.
- 2.9. Thus, there is sufficient justification for amending the Site Allocations DPD to increase the number of sites and units allocated within Category 3 settlements, to ensure consistency with the District Plan and the approved spatial strategy, and in turn support a sustainable pattern of development.

### Housing Supply

- 3.1. Policy SA10 (Housing) within the SADPD Regulation 19 sets out how the Council propose to distribute housing across the District. Policy SA11 (Additional Housing Allocations) proposes how the 1,764 dwellings required through the SADPD will be distributed. The figure of 1,764 dwellings presents an excess of 484 dwellings above the residual amount required of 1,280.
- 3.2. Nevertheless, there is a clear under provision of homes in Category 3 settlements and therefore the settlements cannot meet their guideline (Policy DP6) residual housing requirement.
- 3.3. 158 sites out of 253 sites were taken forward following a High level Assessment (Site Selection Paper 1). Following the Detailed Evidence Testing stage (Site Selection Paper 3), 51 sites remained as having potential for allocation and were subject to further evidence base testing and assessment. The SADPD Regulation 19 document includes 22 housing allocations. This is a narrow proportion of the sites that were positively assessed and were regarded as having potential for allocation following the Detailed Evidence Testing stage.
- 3.4. Whilst there is an over-supply from the 22 sites proposed for allocation, this may not be a sufficient buffer should sites fall out of the allocations process between now and adoption. In

addition, the non-deliverability of any proposed site allocation could result in the Council jeopardising housing supply for the District.

- 3.5. MSDC should consider allocating more sites in the SADPD to ensure a continuous supply of sites during the plan period. Therefore, it would be sensible to look at settlements that are not currently meeting the residual housing requirement, most notably Category 3 settlements, to provide the necessary flexibility.

#### **Assessed Housing Options and Sustainability Appraisal**

- 4.1. This section is an update to assessed housing options and sustainability appraisal discussion presented in the representation in response to the SADPD Regulation 18 document.
- 4.2. MSDC are required to assess potential reasonable alternative strategies against the selected approach developed for the purposes of the Regulation 19 version of the SADPD. Similarly, to the preparation of the Regulation 18 draft document, the Council purports to have carried out that exercise by considering three potential Options for the SADPD consultation, as set out in the SADPD Sustainability Appraisal – Non-technical Summary Regulation 19 (July 2020).
- 4.3. As with the SADPD Sustainability Appraisal Regulation 18 document (September 2019), the Options presented were not sufficiently different in terms of addressing the approved spatial strategy. 20 of the 22 sites ultimately identified in the selected Option were common to all 3 Options.
- 4.4. Option B included three additional sites at Burgess Hill (Category 1 settlement) while Option 3 included those sites plus a 3<sup>rd</sup> site at Haywards Heath (again a Category 1 settlement). This means that the choice around options was solely a choice around the overall number of units to be delivered in excess of the minimum residual requirement. There was no reasonable alternative presented in relation to the spatial strategy and the distribution of development between the settlement categories. Options B and C simply added additional dwellings to Category 1 settlements and did not seek to redress imbalances between the other settlement categories. The choice provided was against delivering either 144, 484 or 774 dwellings above the minimum residual requirement. In each scenario, the minimum target provision was exceeded in Category 1, 2 and 4 settlements. None of the Options met the Category 3 target residual minimum.
- 4.5. This is surprising given that there are nearly the same number of settlements in Category 3 (13) than in all of the other settlement categories where sites are proposed for allocation combined (14). It is not credible that there are no potentially suitable additional Category 3 sites that might be considered as reasonable alternatives for the purpose of the sustainability appraisal.
- 4.6. Paragraph 1.36 of the Sustainability Appraisal (July 2020) says that additional sites should ideally be drawn from sites from the highest settlement category in the hierarchy. As noted at paragraph 4.5, all additional sites were only considered from Category 1 settlements.
- 4.7. Housing supply should not only be directed at Category 1 settlements, not only because that would be contrary to the Spatial Strategy in the District Plan, but indeed because Category 3

settlements should be considered as sustainable locations to provide housing in Mid Sussex. There is strong justification that settlements in Category 3 of the Settlement Hierarchy should be considered as sustainable locations for site allocations as locations outside of the main town centres become increasingly desirable places to live, and there is less need to commute to offices in the main towns. An increase in home-working has eased pressures on public transport links in the District, and will continue to do so as employers prepare for the longevity of home-working.

- 4.8. The assessment criteria in the Sustainability Appraisal should be reviewed as a result of rapidly changing employment environments in response to the COVID-19 crisis; the pandemic has shifted transport movements and commuting patterns, in particular.

### Windfalls

- 5.1. The Regulation 19 SADPD proposes to increase the windfall allowance to 84 dwellings per annum, amounting to a total of 504 dwellings over the final 7 years of the Plan period (2024-2031). Proportionately then, there are more windfall units to be provided for than are now proposed to be identified in categories 2 and 3 combined.
- 5.2. Part of this increase is attributed to the inclusion of sites of up to 9 units in the assessment. MSDC are still very reliant on the delivery of homes from windfall sites. This could potentially negatively impact the delivery of affordable housing. In addition, site-specific infrastructure requirements are more readily made out in policies supporting the delivery of allocated sites, meaning that generally speaking greater public benefit can be anticipated in plans where a higher proportion of the number of dwellings targeted are to be provided on sites specifically allocated in Local Plans. It is also important to note that windfall sites cannot be assumed to come forward in proportion to the balance of development contemplated through the spatial strategy. This means that the spatial strategy may be further compromised (in addition to the under-provision in categories 2 and 3 identified above), given that windfall developments most commonly derive from within the larger settlements. These issues can be overcome by identifying more housing sites through the SADPD, and specifically with Category 3 settlements.
- 5.3. Without allocating further sites to meet the adjusted housing need, there will be a greater reliance on windfall sites. The Council is therefore encouraged to rely less on non-identified sources of housing growth (which by their nature are unpredictable in relation to the realisation of the spatial strategy) and to plan more effectively by identifying additional sites for allocation in the SADPD.

### Suitability of Turners Hill

- 6.1. Turners Hill is acknowledged to be one of 13 settlements within Category 3 in the settlement hierarchy, identified as a Medium-Sized Village that provides essential services and which is capable of accommodating additional residential development. The District Plan identifies a minimum residual requirement for Category 3 settlements of 311 dwellings. This has been

increased to 371 in the context of the current Regulation 19 consultation. The current draft SADPD delivers 238 units in such settlements, an under-provision of 133 units.

- 6.2. Under-provision is also apparent within Turners Hill. Table 12 produced at paragraph 6.12 of the sustainability appraisal demonstrates that (in addition to the 133-unit shortfall across Category 3 Settlements), the Regulation 19 SADPD under-delivers against the expectation for sustainable growth for Turners Hill – namely a further 67 dwellings. The SADPD does allocate one site in Turners Hill for 16 dwellings, leaving at least 51 units to be found if the residual for the village is to be met. While the Turners Hill Neighbourhood Plan (Made in 2016) does identify a development site, this provision is included in the Council's assessment in order to arrive at the residual requirement as an existing Neighbourhood Plan commitment.

### Land north of Old Vicarage Field

- 7.1. Land north of Old Vicarage Field (Site 852) was found to be unsuitable for allocation, primarily for access reasons. The Site Selection Paper notes that *“access is proposed via an adjacent allocated site. However, the adjacent allocation has no extant permission and it cannot be assumed that it will come forward over the plan period”*.
- 7.2. The adjacent land in question is allocated in the made Turners Hill Neighbourhood Plan (Policy THP2). Crucially, it is under the control of the same landowner. Whilst no planning permission has been granted, it is not unreasonable to assume that the THP2 land will come forward for development within the next 5 years, unlocking the land to the north for development. Extracts from the Made Neighbourhood Plan and associated Proposals Map are at Appendix 1.
- 7.3. All other matters raised (in relation to potential Conservation Area and Landscape impact) are capable of mitigation through site master planning.
- 7.4. This site is very well related to the settlement and to planned new development. The land lies to the north of the AONB. It is capable of meeting the identified housing shortfall in Turners Hill. It is deliverable within years 6-10 and should not be ruled out as a potential allocation by virtue of access arrangements.

### Land at Withpitts Farm

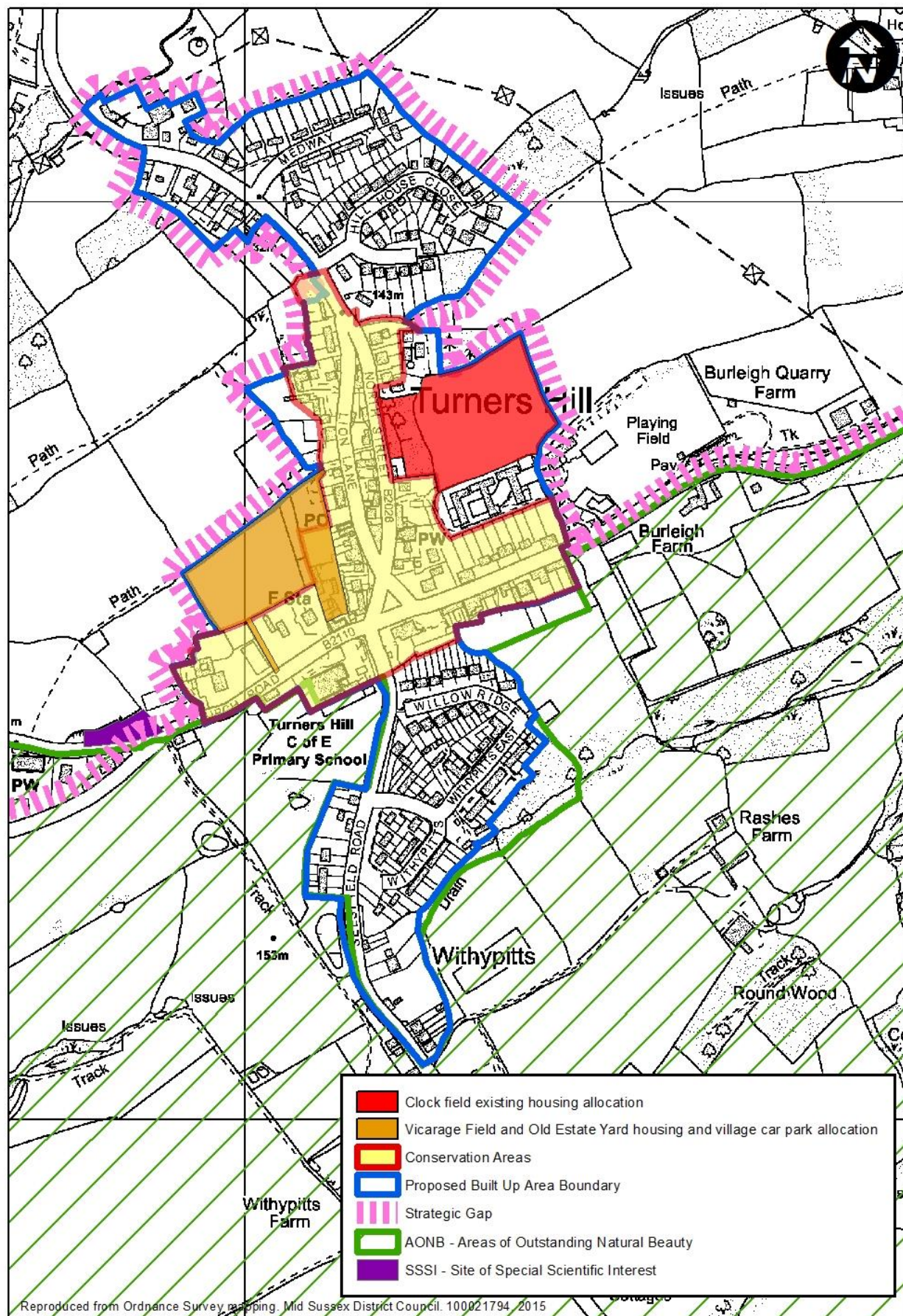
- 8.1. Paddockhurst Estate has been proactive in undertaking assessment work in support of the proposed allocation of land at Withypitts Farm. A sketch layout has been prepared (Appendix 2), supported by an Opportunities and Constraints Assessment and a Design Development document. A LVIA has been produced, and a Transport Assessment has been prepared, supported by Safety Audit work. The Transport Assessment has only recently been finalised with the provision of vehicle tracking work. The TA is appended to this submission (Appendix 3).

### Summary

- 9.1. It is evident from the figures published in the Regulation 19 SADPD that there remains a significant shortfall of homes in Category 3 settlements across the District. Turners Hill is a Category 3 settlement where housing provision is under-represented against the target minimum figure indicated in the Sustainability Appraisal.
- 9.2. The proposed allocation at Withypitts Farm will help to deliver the Spatial Strategy, but in addition, our representation at Regulation 18 highlighted a suitable site (Land North of Old Vicarage Farm) available to meet this acknowledged shortfall. Access to this site is available across land within the same ownership, across land that in turn is allocated for development in the Turners Hill Neighbourhood Plan. There is no reason to consider that the site will not come forward for development within years 6-10.
- 9.3. As noted in our previous representation, the Regulation 19 SADPD over-relies on windfall development, and more so in the latest iteration of the DPD. If the SADPD relies too heavily on windfall despite the availability of suitable residential sites, it cannot be considered justified, effective or consistent with national policy and therefore would be unsound. Difficulties with delivery on some of the District Plan's strategic sites and the unproven response to Policy DP6 mean that further site allocations are the safest way to ensure that a five-year supply is maintained through the Plan period.
- 9.4. We do not consider the SADPD to be 'sound' in its current form. In addition to the heavy reliance on windfall sites, the approach to reasonable alternatives presented in the Sustainability Appraisal (July 2020) is not consistent with the spatial strategy of the District Plan. The SADPD not only under-provides for housing in Category 3 settlements, but MSDC also risk not meeting housing numbers across the District if any of the proposed site allocations are non-deliverable.



## Proposals Map



## **12 POLICIES**

### **HOUSING POLICIES**

#### **THP1 Housing Site Allocations**

Development of Old Vicarage Field and the Old Estate Yard will be permitted providing they meet the site specific conditions listed in THP2 below.

#### **THP2 Development of Old Vicarage Field and the Old Estate Yard**

**Development of the two adjoining sites of Old Vicarage Field & the Old Estate Yard must deliver the following:**

A mix of dwellings, which will address the priorities of the parish including 30% affordable homes. The mix will consist mainly of 1, 2 and 3 bedroom homes which would include 2 bungalows for the elderly and/or disabled as identified in the village survey.

The development will provide 44 new homes

A Village Car Park must be incorporated within The Old Estate Yard with pedestrian access via The Bank and the Fire Station.

The entrance road to this new Estate and Village car park is to be sited to the western side of The Old Vicarage. This position will ensure additional congestion is not created within the Primary School area which, together with the proposed 20mph zone, will not have a detrimental effect on traffic and pedestrian safety. The entrance road is to be a minimum 5.5m to incorporate pedestrian footpath and accommodate free flowing traffic to and from the Village car park.

The existing entrance to The Old Vicarage and School View properties must be closed and replaced with a continuous footpath from the new entrance road to the Fire Station. These existing properties will have rear access provision from the new entrance road. The entrance road will serve the new properties and the Village Car Park.

New pedestrian footpaths adjacent to roads must provide protection for pedestrians, for instance by way of kerbing

Internal Estate roads must meet the needs of Emergency & utility vehicles as a minimum

New homes must as a minimum comply with nationally described space standards for internal floor space and storage.

Where provided, garages should have an internal measurement of 7m x 3m as a minimum in order to accommodate a modern family sized car and some storage space.

The development will need to provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.

S106 / CIL funds from this development will provide a financial contribution to the Village Enhancement Scheme.

Development should be designed to preserve or enhance the character or appearance of the Turners Hill Conservation Area and its setting. Proposals should take into account the guidance of the adopted Village Design Statement and any conservation area appraisal which may be adopted by the Council.

**THP3 New Homes Parking** New residential development must provide the following minimum levels of off-street parking (including garages) as detailed in the table below.

1-2 bedroom dwellings	2 on-plot car parking spaces
3 + bedroom dwellings	1 on-plot car parking space per bedroom

**THP4 New Homes** The Design of new homes must take into account the character and style of buildings in the Parish. Applications for new development must demonstrate how they have incorporated the guidance of the adopted Village Design Statement.

Developers must use Building for Life 12 to help deliver high quality design. Good design is fundamental to making neighbourhoods sustainable and this is our desire for Turners Hill. We want all future homes to be as energy-efficient and sustainable as possible and the highest standards must always be strived for.





DRAWINGS CAN BE SCALED FOR PLANNING PURPOSES ONLY. DO NOT SCALE FOR ANY OTHER PURPOSE. ALL DIMENSIONS TO BE CHECKED ON SITE AND ANY DISCREPANCIES TO BE NOTIFIED TO THE ARCHITECT IMMEDIATELY.

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P03	22.07.20	Revised planting and hatching	BM	NM
P02	17.07.20	General changes	BM	DRC
P01	02.06.20	Initial Issue	MH	DRC
REV.	DATE	REVISION	DRW.	CHK.

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Client: The Trustees of Paddockhurst Estate  
Job: Withypitts Farm  
Address: Selsfield Road, Turners Hill

Drawing: PROPOSED SITE LAYOUT

Scale: 1:500  
Drawn: BM  
Checked: DRC  
Date: 02/06/2020

**SKETCH**  
For plan development only, not for construction

Size: A3  
Drg No. 2277-CAL-XX-XX-SK05-S3  
Rev. P03



# Transport Statement

WITHYPITTS FARM, TURNERS HILL

OCTOBER 2020



Reeves Transport Planning

PRODUCED for PADDOCKHURST ESTATE TRUSTEES

PRODUCED by REEVES TRANSPORT PLANNING LTD

SGR/WPF/140920 V3

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# 1. Introduction

- 1.1 Reeves Transport Planning is appointed to provide a Transport Statement in support of a proposal for residential development at Withypitts Farm, Selsfield Road, Turners Hill, RH10 4PP. A site location plan is attached, as Appendix 1.
- 1.2 The proposal consists of a replacement of agricultural buildings at the farm with a mixed residential development of 16 dwellings served via the existing farm access.
- 1.3 This Transport Statement is drafted with reference to the Ministry of Housing, Communities & Local Government Guidance on Travel Plans, Transport Assessments and Statements, published March 2014 and pre-application discussions with West Sussex County Council.

# 2. Policy Context

- 2.1 This section of the Transport Statement sets out the relevant policies, at a national and local level, that this proposal will be judged against.
- 2.2 The *National Planning Policy Framework* (NPPF), adopted in March 2012 and updated in February 2019, details the Government's planning policy and is a material consideration in planning decisions. Its emphasis is on minimising the need to travel, reducing car use and encouraging the use of sustainable transport. Paragraph 108 states that in assessing development sites it should be '*ensured that:*
  - *appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location.*
  - *safe and suitable access to the site can be achieved for all users; and*
  - *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*

- 2.3 At the heart of the *NPPF* is a presumption in favour of sustainable development, and decision makers, at all levels, are encouraged to seek approval where possible. Paragraph 109 emphasises this and states that *‘development should only be prevented or refused on highway grounds if there would be an **unacceptable** impact on highway safety, or the residual cumulative impacts on the road network would be **severe**’*.
- 2.4 The *Mid Sussex District Plan 2014-2031* was adopted in March 2018. It sets out a vision for how Mid Sussex wants to evolve and presents a delivery strategy for how this will be achieved. It supports the *National Planning Policy Framework’s (NPPF)* *‘presumption in favour of sustainable development’*. It also reflects the requirements of the NPPF by setting out a clear economic vision and strategy, as well as identifying strategic sites and criteria for supporting inward investment and existing businesses. *Policy DP1: Sustainable Economic Development* encourages new businesses to the area to meet aspirations for economic growth and the wider benefits that this will bring.
- 2.5 *Policy DP21* confirms that development will be required to support the objectives of the *West Sussex Transport Plan 2011-2026*, which are:
- *A high-quality transport network that promotes a competitive and prosperous economy;*
  - *A resilient transport network that complements the built and natural environment whilst reducing carbon emissions over time;*
  - *Access to services, employment and housing; and*
  - *A transport network that feels, and is, safer and healthier to use.*
- 2.6 The policy also states that to meet the council’s strategic objectives development proposals will take account of whether:
- *The scheme is sustainably located to minimise the need for travel noting there might be circumstances where development needs to be located*

*in the countryside, such as rural economic uses (see policy DP14: Sustainable Rural Development and the Rural Economy);*

- *Appropriate opportunities to facilitate and promote the increased use of alternative means of transport to the private car, such as the provision of, and access to, safe and convenient routes for walking, cycling and public transport, including suitable facilities for secure and safe cycle parking, have been fully explored and taken up;*
- *The scheme is designed to adoptable standards, or other standards as agreed by the Local Planning Authority, including road widths and size of garages;*
- *The scheme provides adequate car parking for the proposed development taking into account the accessibility of the development, the type, mix and use of the development and the availability and opportunities for public transport; and with the relevant Neighbourhood Plan where applicable;*
- *Development which generates significant amounts of movement is supported by a Transport Assessment/Statement and a Travel Plan that is effective and demonstrably deliverable including setting out how schemes will be funded;*
- *The scheme provides appropriate mitigation to support new development on the local and strategic road network, including the transport network outside of the district, secured where necessary through appropriate legal agreements;*
- *The scheme avoids severe additional traffic congestion, individually or cumulatively, taking account of any proposed mitigation;*
- *The scheme protects the safety of road users and pedestrians; and*
- *The scheme does not harm the special qualities of the South Downs National Park or the High Weald Area of Outstanding Natural Beauty through its transport impacts.'*

- 2.7 This Transport Statement will demonstrate that the transport implications of this proposal adhere to both national and local policies, and that it does not have any adverse impact on highway safety or capacity.

### 3. Existing Conditions

- 3.1 The farm is located 600metres to the south of Turners Hill, on the western side of Selsfield Road.
- 3.2 Selsfield Road is classified as the B2028 and follows a north/south alignment. It provides a route to Haywards Heath to the south and Lingfield to the north.
- 3.3 The existing farm access is located 20 metres to the south of the Snow Hill junction, which is on the opposite of Selsfield Road. The current access is in a poor state of repair with limited visibility in both directions.
- 3.4 There are no direct footway connections to Withypitts Farm. There is a narrow section of footway that terminates at 66 Selsfield Road, which is circa 53metres to the north of the farm access. There are limited sections of footway on the opposite side of Selsfield Road.
- 3.5 The footway on the western side of Selsfield Road terminates at the mini-roundabout junction with Withypitts, which is circa 350metres to the north. There are crossing facilities that include dropped kerbs at the mini roundabout. Beyond the junction with Withypitts, there is a continuous footway on the eastern side of Selsfield Road toward the village centre.
- 3.6 Photographs of the current footways and access to the application site are included below.

	
<p>Figure 1: End of Footway at 66 Selsfield Road</p>	<p>Figure 2 Eastern Footway towards the south</p>
	
<p>Figure 3: Farm Access</p>	<p>Figure 4: Missing Section of Footway</p>

- 3.7 There is a 30mph sign speed limit at the farm access and to the south, the limit is 40mph.
- 3.8 A *speed and volume traffic survey* was undertaken to establish the 85<sup>th</sup> percentile speed of traffic passing the site's access between 5<sup>th</sup> and 12<sup>th</sup> December 2019. The collected data is attached, as Appendix 2.
- 3.9 The collected data establishes that the 85th percentile traffic speeds were 72.42km/h (38mph) northbound and 78.86km/h (37mph) southbound, with an average traffic flow of circa 11500 vehicle movements per day.
- 3.10 Table 3.1 presents the stopping sight distance (visibility splay) calculations for the recorded vehicle speeds.



Table 3.1  
Visibility Splay (SSD) Calculations - Withypitts Farm

Guidance	Lane	km/h	v (m/s)	t (s)	d (m/s <sup>2</sup> )	a (%)	$\frac{vt + v^2/2d}{+2.4m}$	+2.4m
MfS	NB	61.16	16.99	1.5	4.41	5.26	<b>54.7</b>	<b>57.1</b>
	SB	59.55	16.54	1.5	4.41	-7.68	<b>62.4</b>	<b>64.8</b>
DMRB	NB	61.16	16.99	2	2.45	5.26	<b>82.5</b>	<b>84.9</b>
	SB	59.55	16.54	2	2.45	-7.68	<b>114.4</b>	<b>116.8</b>

- 3.11 Section 7.5 of Manual for Streets (MfS) notes that *'this section provides guidance on stopping sight distances (SSD) for streets where 85th percentile speeds are up to 60km/h. At speeds above this, the recommended SSDs in the Design Manual for Roads and Bridges [DMRB] may be more appropriate'*. The data confirms that these speeds are more than 60km/h so DMRB's design standards are the most appropriate.

#### Accessibility by Foot and Cycle

- 3.12 It is generally accepted that walking and cycling provide realistic and important alternatives to the private car. Both are also actively encouraged to form part of longer journeys that involve public transport. The distances people are prepared to walk, or cycle, depend on their fitness and physical ability, journey purpose, settlement size, and walking/cycling conditions.
- 3.13 As noted, there are currently no direct footways connecting the site to local amenities. There is a Public Right of Way (PROW 67W) connecting Selsfield Road with Church Road at the junction of Turners Hill Road. Access to the PROW is circa 150metres to the north of the farm access, which is illustrated in Appendix 3.
- 3.14 The plan attached at Appendix 3 also highlights (in red) the route of a permissive path linking the farm buildings to PROW 67W
- 3.15 There is a range of amenities including a restaurant, local shopping, and a primary school within a 650metres walk of the site.

### Accessibility by Bus

- 3.16 There are existing bus stops located within the optimum walking distance to a bus stop of 400metres (Planning for Public Transport in Development, 1999). The stops are known as Tarana and Withypitts Pond and they do not benefit from a shelter, seating, or raised kerbs.
- 3.17 Services 84 and 272 use these stops, and a summary of the routes and frequencies are presented in Table 3.2. The relevant timetables are attached at Appendix 4.

Table 3.2: Local Bus Services

Service*	Route	Service Frequency	
		Mon to Sat	Sunday
84	Crawley - Three Bridges - Turners Hill - West Hoathly - Sharpthorne - East Grinstead	Bi-hourly	No Service
272	Crawley - Three Bridges - Turners Hill - Haywards Heath - Burgess Hill - Hassocks - Brighton	Bi-hourly**	No Service

\*Services reduced by Covid19 lockdown conditions  
\*\*Hourly in peak hours

### Accessibility by Train

- 3.18 Three Bridges Rail Station is 6.7kilometres from Withypitts Farm site, and East Grinstead Train Station is 6.9kilometres. These stations provide regular services to London, Gatwick, local stations, and the south coast. The Southern Railway network map demonstrating routes to and from these stations is included at Appendix 5.

## 4. Proposed Development

- 4.1 The proposal seeks to demolish existing agricultural buildings at Withypitts Farm and replace them with up to 16 dwellings.
- 4.2 There is no definitive mix of housing proposed at this stage, but the parking allocations will be based on a ratio of two spaces per dwelling, and there is additional capacity for visitor or unallocated resident parking demand. On this

basis, it is considered highly unlikely that the proposal will result in any vehicular parking spilling out from the development site.

- 4.3 West Sussex County Council adopted parking standards require a minimum of 28% of the parking allocation to have '*active EV charging facilities.*' Each property will be provided with EV changing facilities for at least one vehicle to promote the adoption of electric vehicles by future residents
- 4.4 Each dwelling will have covered and secure cycle parking facilities that adhere to West Sussex County Council's parking standards.
- 4.5 The properties will include a separate study space or workspace that can be utilised as a home office and will be able to connect to high speed broadband, which will facilitate regular home working and less commuting trips.
- 4.6 The local bus stops will also be upgraded with shelters, seating, and improved access for wheelchairs and buggies, which will encourage an increase in use of the bus service.

#### *Access*

- 4.7 The proposal incorporates an extension to the footway on the western side of Selsfield Road, which will connect the site to the existing footway and improve pedestrian access and amenity.
- 4.8 The existing footway will be widened to the edge of the carriageway, which will provide a footway of circa 1.5metres to 1.8metres wide. A copy of the adopted highway plan is attached, as Appendix 6.
- 4.9 The permissive path noted in paragraph 3.14 will be retained and given an appropriate surface treatment, which will facilitate greater accessibility to the site.
- 4.10 Vehicle access to the site has been subject to extensive discussions with the Local Highway Authority. The original proposal was to provide a mini-roundabout junction and some form of 'gateway' feature, which would have reduced traffic speeds as they exceed the current signed limit of 30mph.

- 4.11 The Local Highway Authority advised that they would not consider the roundabout's merits or gateway proposal until a draft Traffic Regulation Order had been published. This was considered to be an unreasonable delay, as securing approval to publish a Traffic Regulation Order can take up to two years, with no guarantee of success.
- 4.12 A Stage 1 Road Safety Audit of the proposed mini roundabout was undertaken and is attached, as Appendix 7. The Auditors highlighted problems with securing the required visibility and recommended that the access be upgraded to form a Priority Junction.
- 4.13 A plan of the proposed Priority Junction, which illustrates the visibility splays that will comply with the required design standards is included in Appendix 2 of the attached Stage 1 Road Safety Audit.
- 4.14 Swept path analyses illustrating fire appliance and refuse collection vehicle use of the proposed T junction are attached at Appendix 8.

## 5. Traffic and Transport Impacts

- 5.1 Data for the traffic impact of the extant agricultural use of the site is based on extensive discussions with the landowners, contractors, and a specialist farm consultant.
- 5.2 Details of the extant use trip rates and information provided by a specialist farming consultant are attached, as Appendix 9. The data informs that the extant use can generate between 36 and 50 vehicle movements per day, which does not include ancillary visits by vets, HSE inspections, DEFRA inspections, chemical deliveries, equipment servicing, and building/site maintenance. Depending on the time of the year these can equate to 10 vehicle movements per day.
- 5.3 This suggests that the extant uses at Withypitts Farm could generate circa 60 vehicle trips per day.

- 5.4 Version 7.7.2 of the TRICS database has been interrogated to identify the potential traffic impact of the proposed development. The TRICS data is attached, as Appendix 10.
- 5.5 The TRICS data indicates that housing in relatively sparsely populated areas will now generate an average of 4.7 vehicle movements per day. The datasheets suggest that the proposed development could generate up to 75 vehicle movements per day.

## 6. Collision Records

- 6.1 Collision information derived from Sussex Safer Roads Partnership and Crashmap® is attached, as Appendix 11.
- 6.2 The data informs that there have been no reported collisions on Selsfield Road, near the site, in the most recent five-year period, up to May 2020, which is the typical period for assessment of the impacts of development.
- 6.3 Expanding the data range to cover data 21 years up to December 2019 also shows that there have been no collisions at the site access during this period. There is a sporadic distribution of collisions with an average of one collision every TWO years, which is a typical distribution and frequency of collisions over the extended period of 21 years.
- 6.4 This indicates that there are no intrinsic safety hazards along Selsfield Road, or at the various accesses, which will be worsened by this proposal to a degree that could be considered unacceptable.
- 6.5 To enhance public safety and the free flow of traffic on Selsfield Road the existing car parking area serving 64 Selsfield Road, which as highlighted in the photograph below does not benefit from onsite vehicle turning, will be closed and dedicated parking provided via the new junction.



Figure 5: Parking Hardstanding 64 Selsfield Road

## 7. Summary and Conclusions

- 7.1 Reeves Transport Planning has been appointed to provide a Transport Statement in support of an application for the demolition of existing farm buildings and the erection of circa 16 dwellings.
- 7.2 Each dwelling will be provided with adequate car parking provision and at least one EV charging facility. Secure and covered cycle parking is included for each dwelling too. The homes will be provided with high speed broadband, and a study or workspace to facilitate homeworking and reduce commuting trips. A Residential Travel Plan will be also be introduced, at an appropriate time, to further reduce trips in a private car.
- 7.3 The proposal includes a new footway that will connect the site to the existing footway at 66 Selsfield Road, and improvements to an existing permissive path. These improved pedestrian facilities will connect the site to the village and its



amenities and the local bus stops. Both the southbound and northbound bus stops will be upgraded to include seating, raised kerbs, and shelter, which will encourage the use of sustainable modes of travel.

- 7.4 The proposal will be served by a new Priority Junction that will upgrade the existing access. The design of the junction was subject to extensive discussions with the Local Highway Authority and a Stage 1 Road Safety Audit. The Audit recommended a Priority Junction rather than a mini roundabout, as this layout will accord with the required design standards. The gradient across the junction exceeds the minimum recommended but this is an upgrade of an existing poorly constructed access, which is a material consideration.
- 7.5 Our client has confirmed that they own all of the land that falls beyond the limit of the adopted highway.
- 7.6 The enhanced visibility splays, which are designed to meet the prevailing conditions, and closure of the access serving 64 Selsfield Road will improve highway safety and the free flow of traffic.
- 7.7 The existing use can generate up to 60 vehicle movements per day and the information provided informs that these trips are predominately by large and slow-moving vehicles. In comparison, the TRICS data suggests that each of the dwellings will generate circa five vehicle movements per day, which indicates a maximum of 75 vehicle movements per day.
- 7.8 It is reasonable to assume that a trip rate of five movements per dwelling, from the TRICS site surveys 2015-2019, was historically robust but potentially overestimates future daily trip rates. There is a shift towards home working, which is prompted by the Covid19 'lockdown' conditions and a change in work practices. It is reasonable to assume that average trip rates will be less than the historic norms, as survey results published by the Chartered Institute of Personnel and Development state that employers expect that *'the proportion of people working from home on a regular basis once the crisis is over will increase to 37% compared to 18% before the pandemic'*.\*

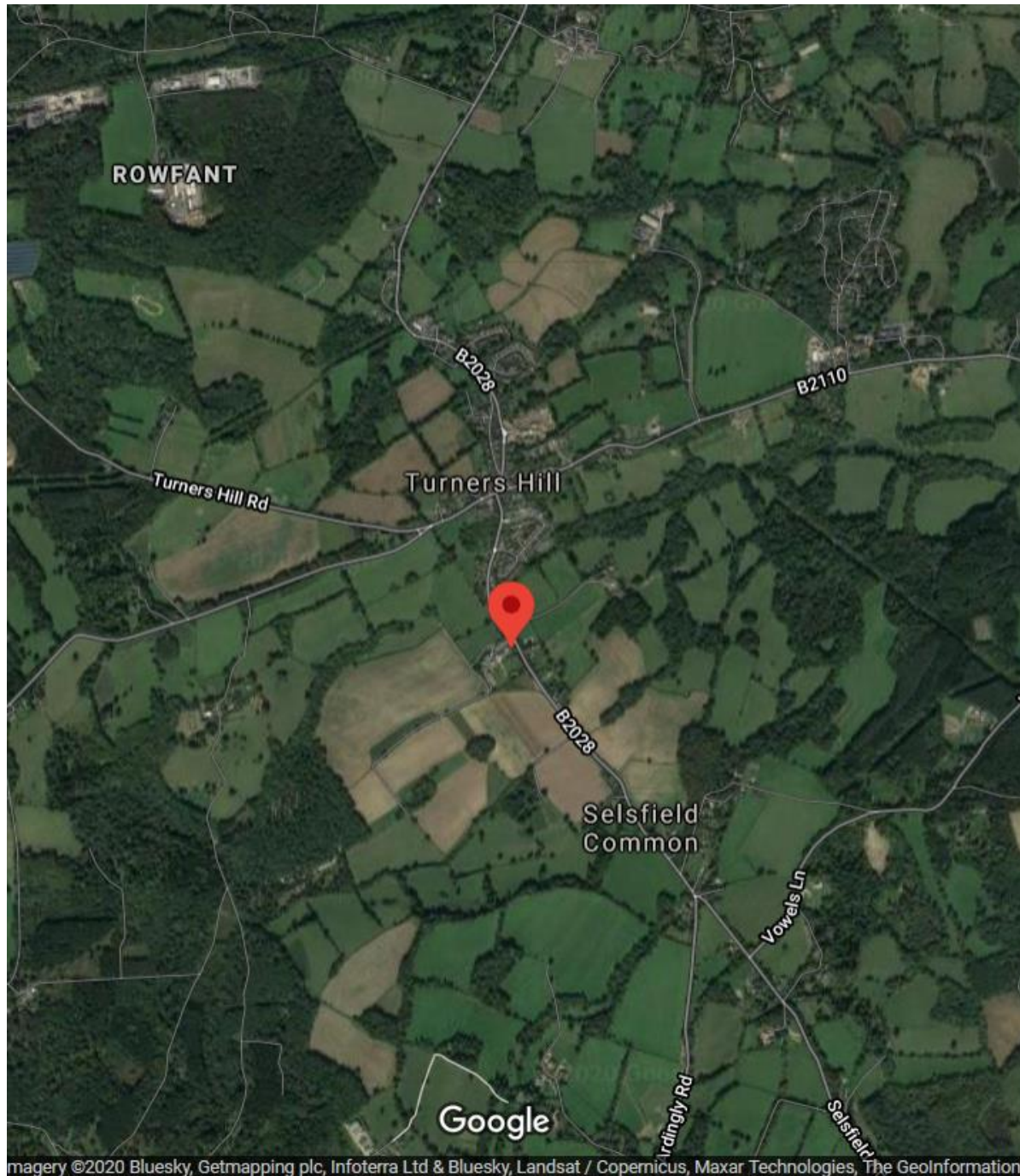
\* <https://www.cipd.co.uk/about/media/press/home-working-increases>

- 7.9 Such an increase in homework would inevitably reduce the overall traffic impact of the proposal.
- 7.10 On this basis, taking all the relevant information it is considered that the proposed development will not have a **severe** impact on highway capacity or an **unacceptable** highway safety impact. Accordingly, the proposed development should not be refused on transport related grounds.
- 7.9 Our client welcomes conditions, or obligations, to upgrade the access to a Priority T Junction, provide new bus stop facilities, improve footway connections, ensure parking requirements, and introduce a Residential Travel Plan.



## APPENDIX 1.

### SITE LAYOUT PLAN



## APPENDIX 2.

### SPEED & VOLUME TRAFFIC SURVEY

**Site Number: 00005756**

**B2028 Selsfield Road, Turners Hill, just south of Snow Hill**

**Details**

Site Reference: 00005756

Grid Reference: 534208,135053

Site Configuration:

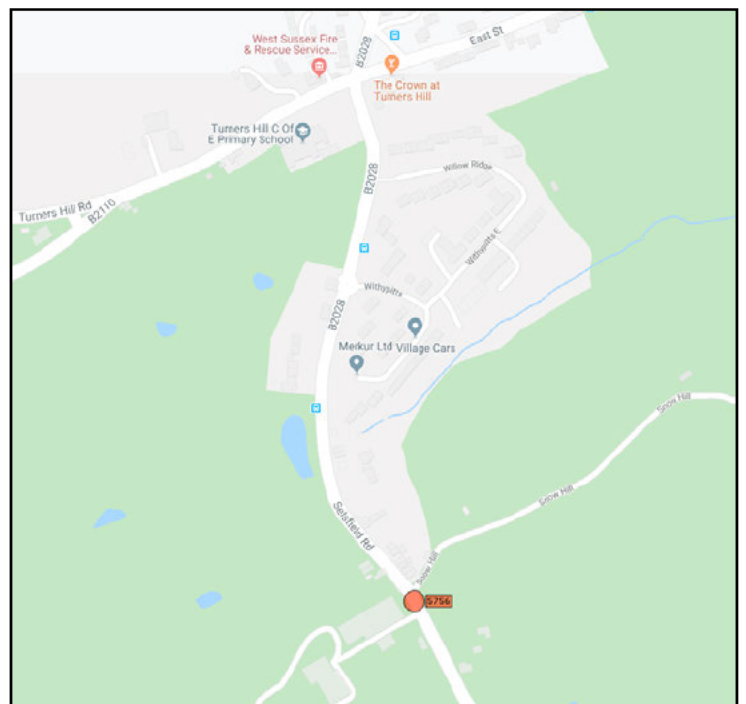
Interval: 60

Telemetry: No

**Channels**

Channel 1: Southbound (South)

Channel 2: Northbound (North)



**Location**



**A5756 NB.jpg**



**A5756 SB.jpg**

## B2028 Selsfield Road, Turners Hill, S of Snow Hill

Site Number: 00005756

From 05/12/2019 To 12/12/2019

Site Reference: 00005756

## Speed Summary (All Days) Report

No Filters Applied

Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
00:00	41	39	34	5	0	0	0	0	1	5	19	12	4	0	0	0	0
01:00	16	41	35	6	0	0	0	0	0	3	4	5	2	1	0	0	0
02:00	13	42	36	6	0	0	0	0	0	2	3	3	3	1	0	0	0
03:00	11	43	36	7	0	0	0	0	0	2	3	3	2	1	0	0	0
04:00	16	43	37	7	0	0	0	0	0	1	5	5	2	1	1	0	0
05:00	34	39	34	5	0	0	0	0	0	6	15	9	3	1	0	0	0
06:00	144	38	33	5	0	0	0	1	4	32	64	32	8	1	0	0	0
07:00	318	35	31	5	0	1	1	4	21	110	133	41	6	1	0	0	0
08:00	360	36	31	5	0	2	1	4	22	101	158	63	9	0	0	0	0
09:00	315	36	31	5	0	2	2	4	17	99	130	54	7	0	0	0	0
10:00	293	36	32	5	0	2	2	3	13	76	138	53	7	0	0	0	0
11:00	340	37	32	5	0	2	2	4	11	85	156	68	11	1	0	0	0
12:00	349	37	32	5	0	2	1	6	16	91	154	67	11	0	0	0	0
13:00	352	38	32	5	0	2	2	2	11	76	163	82	13	1	0	0	0
14:00	366	37	32	5	0	1	2	3	9	98	163	79	10	1	0	0	0
15:00	465	36	31	5	0	2	2	7	19	138	206	78	11	1	0	0	0
16:00	556	35	31	4	0	1	1	4	29	193	266	54	7	1	0	0	0
17:00	534	35	31	4	0	1	0	2	33	185	232	73	7	1	0	0	0
18:00	485	35	31	4	0	0	0	2	31	186	200	59	7	1	0	0	0
19:00	284	37	32	5	0	0	0	1	17	87	118	49	10	1	0	0	0
20:00	132	38	33	5	0	0	0	0	5	30	56	33	7	1	0	0	0
21:00	100	38	33	5	0	0	0	0	3	19	42	28	6	1	0	0	0
22:00	98	39	34	5	0	0	0	0	2	17	44	27	6	1	0	0	0
23:00	75	39	34	5	0	0	0	0	1	13	31	20	6	2	0	0	0
Total																	
12H(7-19)	4734	36	31	5	0	17	15	45	233	1438	2100	769	106	9	1	0	0
16H(6-22)	5393	36	31	5	0	18	16	47	262	1607	2381	911	137	12	1	0	0
18H(6-24)	5565	37	31	5	0	18	16	48	265	1637	2456	959	149	15	2	0	0
24H(0-24)	5696	37	32	5	0	18	16	48	267	1656	2506	996	164	21	3	0	0
AM Peak	08:00 360	04:00 43	04:00 37	04:00 7	11:00 0	09:00 2	09:00 2	08:00 4	08:00 22	07:00 110	08:00 158	11:00 68	11:00 11	05:00 1	04:00 1	11:00 0	11:00 0
PM Peak	16:00 556	23:00 39	23:00 34	23:00 5	23:00 0	15:00 2	15:00 2	15:00 7	17:00 33	16:00 193	16:00 266	13:00 82	13:00 13	23:00 2	23:00 0	23:00 0	13:00 0

Local Events Included &amp; Include All Globals

Printed at: 11:03 on 12 December 2019

## B2028 Selsfield Road, Turners Hill, S of Snow Hill

Site Number: 00005756

From 05/12/2019 To 12/12/2019

Site Reference: 00005756

## Speed Summary (All Days) Report

No Filters Applied

Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
00:00	31	39	34	5	0	0	0	0	0	7	11	9	3	1	0	0	0
01:00	22	41	35	6	0	0	0	0	0	5	6	6	4	0	0	0	0
02:00	12	42	38	5	0	0	0	0	0	1	2	5	3	1	0	0	0
03:00	20	43	37	6	0	0	0	0	1	2	5	7	4	1	0	0	0
04:00	39	44	38	6	0	0	0	0	0	2	9	14	10	3	1	0	0
05:00	138	44	38	5	0	0	0	0	1	7	26	59	34	9	2	0	0
06:00	292	40	35	4	0	0	0	0	0	27	119	113	29	4	0	0	0
07:00	527	39	34	4	0	0	0	1	7	70	243	171	32	2	0	0	0
08:00	540	39	34	4	0	1	0	1	8	65	249	180	31	4	0	0	0
09:00	402	38	34	5	0	1	1	3	3	62	192	116	23	2	0	0	0
10:00	353	38	33	5	0	0	1	1	7	63	163	97	19	1	1	0	0
11:00	322	38	33	5	0	1	0	1	4	60	149	87	17	2	0	0	0
12:00	330	38	33	5	0	1	1	1	8	66	141	96	15	1	0	0	0
13:00	321	38	33	5	0	1	0	1	6	60	139	94	18	1	0	0	0
14:00	336	38	33	5	0	0	0	1	9	67	154	83	19	1	0	0	0
15:00	399	38	33	4	0	0	0	1	6	76	190	110	15	1	0	0	0
16:00	426	37	32	4	0	0	0	0	11	99	215	91	8	0	0	0	0
17:00	386	37	33	4	0	0	0	0	6	80	201	85	11	1	0	0	0
18:00	277	37	32	4	0	0	1	1	4	72	137	54	7	0	0	0	0
19:00	197	37	32	4	0	0	0	1	6	58	91	34	6	1	0	0	0
20:00	154	38	33	5	0	0	0	0	4	42	66	32	8	1	0	0	0
21:00	130	38	33	5	0	0	0	0	4	28	59	30	6	3	0	0	0
22:00	84	39	33	5	0	0	0	0	3	18	32	23	7	1	0	0	0
23:00	56	40	34	6	0	0	0	0	1	11	22	13	7	1	0	0	0
Total																	
12H(7-19)	4617	38	33	4	0	6	5	14	79	840	2175	1267	215	16	1	0	0
16H(6-22)	5390	38	33	5	0	6	5	15	94	994	2509	1476	263	25	2	1	0
18H(6-24)	5531	38	33	5	0	6	5	16	98	1023	2563	1513	277	27	2	1	1
24H(0-24)	5793	38	33	5	0	6	5	16	100	1046	2623	1612	335	42	7	1	1
AM Peak																	
	08:00	04:00	04:00	03:00	11:00	09:00	09:00	09:00	08:00	07:00	08:00	08:00	05:00	05:00	05:00	11:00	11:00
	540	44	38	6	0	1	1	3	8	70	249	180	34	9	2	0	0
PM Peak																	
	16:00	23:00	23:00	23:00	23:00	13:00	12:00	13:00	16:00	16:00	16:00	15:00	14:00	21:00	23:00	21:00	20:00
	426	40	34	6	0	1	1	1	11	99	215	110	19	3	0	0	0

Local Events Included &amp; Include All Globals

Printed at: 11:03 on 12 December 2019

## B2028 Selsfield Road, Turners Hill, S of Snow Hill

Site Number: 00005756

From 05/12/2019 To 12/12/2019

Site Reference: 00005756

## Speed Summary (All Days) Report

No Filters Applied

All Channels

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
00:00	72	39	34	5	0	0	0	0	2	12	29	20	7	2	0	0	0
01:00	37	41	35	6	0	0	0	0	0	8	10	11	6	1	0	0	0
02:00	25	43	37	6	0	0	0	0	0	3	6	8	6	1	0	0	0
03:00	32	43	37	6	0	0	0	0	1	4	9	10	6	2	1	0	0
04:00	55	44	38	6	0	0	0	0	0	3	14	19	12	4	2	0	0
05:00	171	43	37	5	0	0	0	0	1	12	41	68	37	10	2	0	0
06:00	436	39	34	5	0	0	0	1	5	59	183	145	37	5	0	0	0
07:00	845	38	33	5	0	1	1	5	28	180	376	213	38	3	0	0	0
08:00	899	38	33	5	0	2	1	6	30	166	407	243	40	4	0	0	0
09:00	717	38	32	5	0	3	3	7	19	160	322	170	30	2	0	0	0
10:00	646	38	32	5	0	2	2	4	20	139	302	150	26	1	1	0	0
11:00	662	38	33	5	0	3	2	5	15	146	305	155	28	3	0	0	0
12:00	678	38	32	5	0	3	2	7	25	157	295	163	25	1	0	0	0
13:00	673	38	33	5	0	3	2	3	17	135	303	176	31	2	0	0	0
14:00	702	38	32	5	0	1	2	4	18	165	317	162	29	2	0	0	0
15:00	864	37	32	5	0	2	2	8	25	214	396	188	26	2	0	0	0
16:00	981	35	31	4	0	1	1	5	41	292	481	145	15	1	0	0	0
17:00	920	36	32	4	0	1	0	2	39	266	433	158	19	2	0	0	0
18:00	762	36	31	4	0	0	1	3	36	257	337	113	14	1	0	0	0
19:00	481	37	32	5	0	1	0	1	23	145	209	83	16	2	0	0	0
20:00	286	38	33	5	0	0	0	0	9	72	122	65	14	2	0	0	0
21:00	230	38	33	5	0	0	0	0	7	48	101	58	11	3	0	0	0
22:00	183	39	34	5	0	0	0	1	5	35	76	51	13	2	0	0	0
23:00	131	39	34	5	0	0	0	1	3	24	53	34	13	3	1	0	0
Total																	
12H(7-19)	9351	37	32	5	0	23	20	59	312	2277	4275	2036	321	25	2	0	0
16H(6-22)	10783	38	32	5	0	24	20	62	355	2601	4890	2388	400	37	3	1	1
18H(6-24)	11096	38	32	5	0	25	20	63	363	2660	5020	2472	425	42	4	1	1
24H(0-24)	11488	38	33	5	0	25	20	64	367	2702	5129	2608	500	62	9	1	1
AM Peak																	
	08:00	04:00	04:00	03:00	11:00	09:00	09:00	09:00	08:00	07:00	08:00	08:00	08:00	05:00	04:00	11:00	11:00
	899	44	38	6	0	3	3	7	30	180	407	243	40	10	2	0	0
PM Peak																	
	16:00	23:00	23:00	23:00	23:00	13:00	12:00	15:00	16:00	16:00	16:00	15:00	13:00	21:00	23:00	21:00	20:00
	981	39	34	5	0	3	2	8	41	292	481	188	31	3	1	0	0

Local Events Included &amp; Include All Globals

Printed at: 11:03 on 12 December 2019

## APPENDIX 3.

### PUBLIC RIGHT OF WAY 67W ROUTE PLAN



THIS COPY HAS BEEN PRODUCED  
SPECIFICALLY FOR LAND AND PROPERTY  
SEARCH PURPOSES ONLY. NO FURTHER  
COPIES MAY BE MADE

F.P. 67W

— Approx Route of Public Bridleway  
— Approx Route of Public Footpath

Reproduced from or based upon 2008 Ordnance  
Survey mapping with permission of the Controller of  
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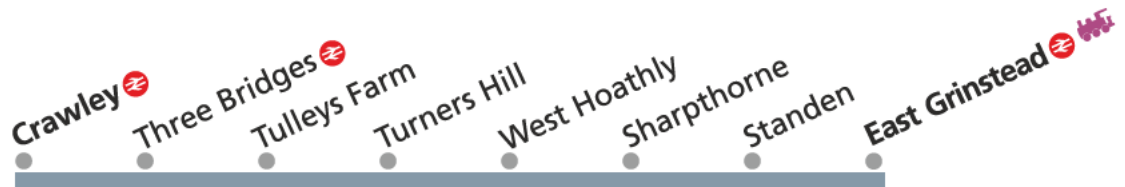
Selsfield Road Turners Hill

**Local Development**

N  
1:2,500

## APPENDIX 4.

### BUS TIMETABLES

Talking  
busMondays to Saturdays  
from 1st June 2020

## Mondays to Saturdays

Code	SDO	MF	FSH
Crawley Bus Station, Stop D	0716	0718	0935 1135 1335 1610
Three Bridges Station, Stop B	0722	0724	0941 1141 1341 1616
Pound Hill Worth Road Parade	0723	0725	0943 1143 1343 1618
Tulleys Farm	0729	0731	0949 1149 1349 1624
Turners Hill Crown	0736	0736	0954 1154 1354 1629
Turners Hill Park	↓	↓	0956 1156 1356 1631
Turners Hill Crown	0736	0736	0958 1158 1358 1634
West Hoathly Broadfield	0742	0742	1004 1204 1404 1640
Sharpthorne Station Road	0745	0745	1007 1207 1407 1643
Standen	0753	0753	1015 1215 1415 1651
Dunnings Coronation Road	0755	0755	1017 1217 1417 1653
East Grinstead Brooklands Way (for Stn)	0758	0758	1021 1221 1421 1657
Herontye Drive	0802	0802	1025 1225 1425 1701
East Grinstead War Memorial	0806	0806	1029 1229 1429 1705
Imberhorne Upper School	0814	....	....

## CODE:

- SDO** Schooldays only.  
**MF** Mondays to Fridays School Holidays only.  
**FSH** Historic Building.  
**Stn** Rail Station nearby.  
**PR** Preserved Railway Station nearby.

## Mondays to Saturdays

Code	MF	SAT	MF	SDO	SSH
Sackville School A22	....	....	....	1505	....
East Grinstead War Memorial	0722	0805	0835 1035 1235	1508	1516 1710
East Grinstead Brooklands Way (for Stn)	0724	0807	0839 1039 1239	1512t	1520 1714
Imberhorne Upper School	↓	↓	↓	1520	↓
Dunnings Coronation Road	0727	0810	0843 1043 1243	↓	1523 1717
Standen	0729	0812	0845 1045 1245	↓	1525 1719
Sharpthorne Station Road	0738	0819	0853 1053 1253	1533	1533 1727
West Hoathly Broadfield	0740	0821	0855 1055 1255	1535	1535 1729
Turners Hill Crown	0751	0828	0902 1102 1302	1543	1543 1737
Turners Hill Park	0753	0830	0904 1104 1304	↓	↓ 1739
Turners Hill Crown	0756	0832	0906 1106 1306	1543	1543 1742
Tulleys Farm	0759	0835	0909 1109 1309	1546	1546 1745
Pound Hill Worth Road Parade	0808	0841	0916 1116 1316	1552	1552 1751
Three Bridges Station, Stop A	0812	0843	0918 1118 1318	1554	1554 1753
Crawley Bus Station	0819h	0848	0924 1124 1324	1600	1600 1758

## CODE:

- MF** Mondays to Fridays only.  
**SAT** Saturdays only.  
**SDO** Schooldays only.  
**SSH** Saturdays and School Holidays.  
**h** Continues to St. Wilfrid's School as Route 23 on Schooldays.  
**t** Time at East Grinstead Station - does not serve Brooklands Way.  
**Stn** Historic Building.  
**PR** Rail Station nearby.  
**PR** Preserved Railway Station nearby.

No service on Sundays or Public Holidays

Service 84 is supported by



Talking  
busMondays to Saturdays  
from 1st September 2020

Crawley Copthorne Crawley Down Turners Hill Ardingly Lindfield Haywards Heath Princess Royal Hospital Wivelsfield World's End Burgess Hill Hassocks Patcham Brighton R.S.C.H.

## Mondays to Fridays

Crawley Bus Station, Stop D	...	...	0655	0736	0849	1040	1240	1456	...	1715	1935	...
Three Bridges Station, Stop B	...	...	0700	0742	0855	1046	1246	1503	...	1723	1941	...
Copthorne Hotel	...	...	0705	0749	0901	1051	1251	1509	...	1729	1946	...
Copthorne Dukes Head	0553	...	0708	0752	0904	1054	1254	1512	...	1732	1949	...
Crawley Down War Memorial	0556	...	0711	0755	0907	1057	1257	1515	...	1735	1952	...
Turners Hill Crown	0602	...	0717	0804	0914	1104	1304	1522	...	1742	1957	...
Wakehurst	↓	...	0724	0811	0921	1111	1311	1529	...	1749	↓	...
Ardingly Hapstead Hall	0611	...	0729	0817	0926	1116	1316	1534	...	1753	2006	...
Lindfield High Street	0618	...	0736	0824	0933	1123	1323	1541	...	1800	2013	...
Haywards Heath Perrymount Road  (arr)	0623	...	0742	0832	0938	1128	1328	1546	...	1805	2017	...

Guaranteed connection available; passengers do not need to change vehicles

Haywards Heath Perrymount Road  (dep)	0624	...	0742	0832	0940	1130	1330	1548	1700	1807	2018	2123
Haywards Heath South Road	0627	...	0746	0836	0945	1135	1335	1553	1705	1812	2021	2126
Princess Royal Hospital	0631	0735	0749	0840	0950	1140	1340	1558	1710	1817	2025	2130
Wivelsfield Ote Hall Chapel	0636	0740	...	...	0955	1145	1345	1603	1715	1822	2030	2135
World's End Janes Lane	0641	0745	...	...	1000	1150	1350	1608	1720	1827	2035	2140
Burgess Hill Rail Station	0645	0750	...	...	1005	1154	1354	1613	1725	1831	2038	2143
Burgess Hill Church Road	0647	0753	...	...	1008	1157	1357	1616	1728	1834	2040	2145
Hassocks Stone Pound	0656	0804	...	...	1017	1206	1406	1626	1740	1843	2047	2152
Pyecombe Garage	0701	0809	...	...	1022	1210	1410	1630	1745	1847	2051	2156
Patcham Black Lion	0705	0813	...	...	1026	1214	1414	1634	1749	1851	2055	2200
Preston Road Harrington Road	0709	0819	...	...	1030	1218	1418	1638	1753	1855	2058	2203
Brighton Old Steine	0721	0835	...	...	1043	1231	1431	1652	1808	1908	2109	2213
Royal Sussex County Hospital	0728	0843	...	...	1050	1238	1438	1700	1816	1915	2115	2219

## Saturdays

Crawley Bus Station, Stop D	0750	0844	1040	1240	1440	1710
Three Bridges Station, Stop B	0755	0849	1046	1246	1446	1716
Copthorne Hotel	0800	0854	1051	1251	1451	1721
Copthorne Dukes Head	0802	0857	1054	1254	1454	1724
Crawley Down War Memorial	0805	0900	1057	1257	1457	1727
Turners Hill Crown	0812	0907	1104	1304	1504	1734
Wakehurst Car Park	0818	0913	1111	1311	1511	1741
Ardingly Hapstead Hall	0822	0918	1116	1316	1516	1745
Lindfield High Street	0829	0925	1123	1323	1523	1752
Haywards Heath Perrymount Road  (arr)	0834	0930	1128	1328	1528	1757

Guaranteed connection; passengers do not need to change vehicles

Haywards Heath Perrymount Road  (dep)	0834	0932	1130	1330	1530	1757
Haywards Heath South Road	0837	0936	1135	1335	1535	1800
Princess Royal Hospital	0840	0940	1140	1340	1540	1802
Wivelsfield Ote Hall Chapel	...	0945	1145	1345	1545	...
World's End Janes Lane	...	0950	1150	1350	1550	...
Burgess Hill Rail Station	...	0954	1154	1354	1554	...
Burgess Hill Church Road	...	0957	1157	1357	1557	...
Hassocks Stone Pound	...	1006	1206	1406	1606	...
Pyecombe Garage	...	1010	1210	1410	1610	...
Patcham Black Lion	...	1014	1214	1414	1614	...
Preston Road Harrington Road	...	1018	1218	1418	1618	...
Brighton Old Steine	...	1031	1231	1431	1631	...
Royal Sussex County Hospital	...	1038	1238	1438	1638	...

No service on Sundays or Public Holidays

CODE: Rail Station nearby. Historic Building and Gardens.

Service 272 is  
partly supported by





## Talking bus

**Mondays to Saturdays**  
from 1st September 2020



**Mondays to Fridays**

Code						SDX					
<b>Royal Sussex County Hospital</b> .....	<b>0637</b>	<b>0856</b>	....	<b>1100</b>	<b>1250</b>	....	<b>1505</b>	<b>1713</b>	<b>1827</b>	<b>2025</b>	<b>2125</b>
<b>Brighton Old Steine</b> .....	<b>0644</b>	<b>0905</b>	....	<b>1108</b>	<b>1258</b>	....	<b>1513</b>	<b>1722</b>	<b>1835</b>	<b>2031</b>	<b>2131</b>
<b>Preston Road Harrington Road</b> .....	<b>0653</b>	<b>0915</b>	....	<b>1117</b>	<b>1307</b>	....	<b>1523</b>	<b>1733</b>	<b>1844</b>	<b>2039</b>	<b>2138</b>
<b>Patcham Black Lion</b> .....	<b>0658</b>	<b>0923</b>	....	<b>1124</b>	<b>1314</b>	....	<b>1531</b>	<b>1742</b>	<b>1852</b>	<b>2044</b>	<b>2143</b>
<b>Pyecombe Garage</b> .....	<b>0702</b>	<b>0927</b>	....	<b>1128</b>	<b>1318</b>	....	<b>1535</b>	<b>1746</b>	<b>1856</b>	<b>2047</b>	<b>2146</b>
<b>Hassocks Stone Pound</b> .....	<b>0706</b>	<b>0932</b>	....	<b>1133</b>	<b>1323</b>	....	<b>1540</b>	<b>1751</b>	<b>1901</b>	<b>2051</b>	<b>2150</b>
<b>Burgess Hill Church Road</b> .....	<b>0714</b>	<b>0942</b>	....	<b>1143</b>	<b>1333</b>	....	<b>1552</b>	<b>1802</b>	<b>1911</b>	<b>2058</b>	<b>2157</b>
<b>Burgess Hill Rail Station</b> 🚉.....	<b>0715</b>	<b>0943</b>	....	<b>1144</b>	<b>1334</b>	....	<b>1553</b>	<b>1803</b>	<b>1912</b>	<b>2059</b>	<b>2158</b>
<b>World's End Janes Lane</b> .....	<b>0719</b>	<b>0948</b>	....	<b>1149</b>	<b>1339</b>	....	<b>1558</b>	<b>1808</b>	<b>1917</b>	<b>2103</b>	<b>2202</b>
<b>Wivelsfield Ote Hall Chapel</b> .....	<b>0723</b>	<b>0952</b>	....	<b>1153</b>	<b>1343</b>	....	<b>1602</b>	<b>1812</b>	<b>1921</b>	<b>2107</b>	<b>2206</b>
<b>Princess Royal Hospital</b> .....	<b>0730</b>	<b>1000</b>	<b>1050</b>	<b>1200</b>	<b>1350</b>	....	<b>1609</b>	<b>1821</b>	<b>1928</b>	<b>2113</b>	<b>2212</b>
<b>Haywards Heath South Road</b> .....	....	<b>1003</b>	<b>1053</b>	<b>1203</b>	<b>1353</b>	....	<b>1612</b>	<b>1823</b>	<b>1930</b>	<b>2115</b>	<b>2214</b>
<b>Haywards Heath Perrymount Road</b> 🚉 (arr).....	....	<b>1007</b>	<b>1057</b>	<b>1207</b>	<b>1357</b>	....	<b>1616</b>	<b>1827</b>	<b>1933</b>	<b>2118</b>	<b>2217</b>

**Guaranteed connection to Crawley available; passengers do not need to change vehicles**

Haywards Heath Perrymount Road (dep)...	1009	1057	1209	1359	1523	1619	1829	2218
Oathall Community College	1014	1102	1214	1404	1527	1624	1834	2222
Lindfield High Street	1021	1109	1221	1411	1534	1631	1841	2229
Ardingly Hapstead Hall	1024	1112	1224	1414	1537	1634	1844	2232
Wakehurst	1031	1119	1231	1421	1544	1641	1850	2238
Turners Hill Crown	1036	1124	1236	1426	1549	1647	1855	2242
Crawley Down War Memorial	1039	1127	1239	1429	1552	1651	1858	2245
Copthorne Dukes Head	1042	1130	1242	1432	1555	1654	1901	2247
Copthorne Hotel	1047	1135	1247	1437	1601	1700	1906	2252
Three Bridges Station	1053	1141	1253	1443	1607	1706	1911	2256
Crawley Bus Station								

## Saturdays

<b>Royal Sussex County Hospital</b> .....	1105	1250	1450	1650
<b>Brighton</b> Old Steine.....	1058	1258	1458	1658
<b>Preston Road</b> Harrington Road.....	1107	1307	1507	1707
<b>Patcham</b> Black Lion.....	1114	1314	1514	1714
<b>Pyecombe</b> Garage.....	1118	1318	1518	1718
<b>Hassocks</b> Stone Pound.....	1123	1323	1523	1723
<b>Burgess Hill</b> Church Road.....	1133	1333	1533	1733
<b>Burgess Hill</b> Rail Station  .....	1134	1334	1534	1734
<b>World's End</b> Janes Lane.....	1139	1339	1539	1739
<b>Wivelsfield</b> Ote Hall Chapel.....	1143	1343	1543	1743
<b>Princess Royal Hospital</b> .....	0850	1150	1350	1550
<b>Haywards Heath</b> South Road.....	0853	1153	1353	1553
<b>Haywards Heath</b> Perymount Road  (arr).....	0857	1157	1357	1557

**Guaranteed connection available; passengers do not need to change vehicles**

<b>Haywards Heath</b> Perrymount Road (dep).....	<b>0857</b>	<b>1159</b>	<b>1359</b>	<b>1559</b>	<b>1759</b>
<b>Lindfield</b> High Street.....	<b>0902</b>	<b>1204</b>	<b>1404</b>	<b>1604</b>	<b>1804</b>
<b>Ardingly</b> Hapstead Hall.....	<b>0909</b>	<b>1211</b>	<b>1411</b>	<b>1611</b>	<b>1811</b>
<b>Wakehurst</b> ￼ ￼.....	<b>0912</b>	<b>1214</b>	<b>1414</b>	<b>1614</b>	<b>1814</b>
<b>Turners Hill</b> Crown.....	<b>0919</b>	<b>1221</b>	<b>1421</b>	<b>1621</b>	<b>1820</b>
<b>Crawley Down</b> War Memorial.....	<b>0924</b>	<b>1226</b>	<b>1426</b>	<b>1626</b>	<b>1825</b>
<b>Copthorne</b> Dukes Head.....	<b>0927</b>	<b>1229</b>	<b>1429</b>	<b>1629</b>	<b>1828</b>
<b>Copthorne</b> Hotel.....	<b>0930</b>	<b>1232</b>	<b>1432</b>	<b>1632</b>	<b>1831</b>
<b>Three Bridges</b> Station ￼.....	<b>0935</b>	<b>1237</b>	<b>1437</b>	<b>1637</b>	<b>1836</b>
<b>Crawley</b> Bus Station ￼.....	<b>0941</b>	<b>1243</b>	<b>1443</b>	<b>1643</b>	<b>1841</b>

**No service on Sundays or Public Holidays**

**CODE:**  Rail Station nearby.  Historic Building and Gardens.

**SDX** School days only. THIS JOURNEY IS TEMPORARILY AVAILABLE TO SCHOOL CHILDREN ONLY.

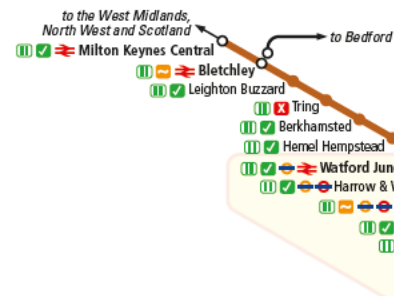
Service **272** is partly supported by  west sussex county council



## APPENDIX 5.

### SOUTHERN RAILWAY NETWORK MAP





### ACCESSIBILITY

- Step-Free access between the street and all platforms
  - Some step-free access between the street and platforms
  - Step-free access is available in the direction of the arrow
  - No step-free access between the street and platforms
- Notes:
- Platform access points may vary and there may not be step-free access to or between all station areas or facilities. Access routes may be unsuitable for unassisted wheelchair users owing to the gradient of ramps or other reasons.
- Step-free access between train and platform requires a staff-operated ramp. If you require a ramp or need help getting on or off trains, please book this in advance and we will make sure staff are available to help, otherwise there might be a significant delay to your journey.

Gatwick Express and Southern Assisted Travel: 0800 138 1016

### STAFF AVAILABILITY

- On-train or station staff available at all times
- On-train or station staff available at certain times only
- No on-train or station staff available



### SERVICES AND FACILITIES

This is a general guide to the basic daily services. Not all trains stop at all stations on each coloured line, so please check the timetable. Routes are shown in different colours to help identify the general pattern.

#### Gatwick Express

REGULAR SERVICE	ROUTE IDENTITY
	GX1 Gatwick Express

#### Southern

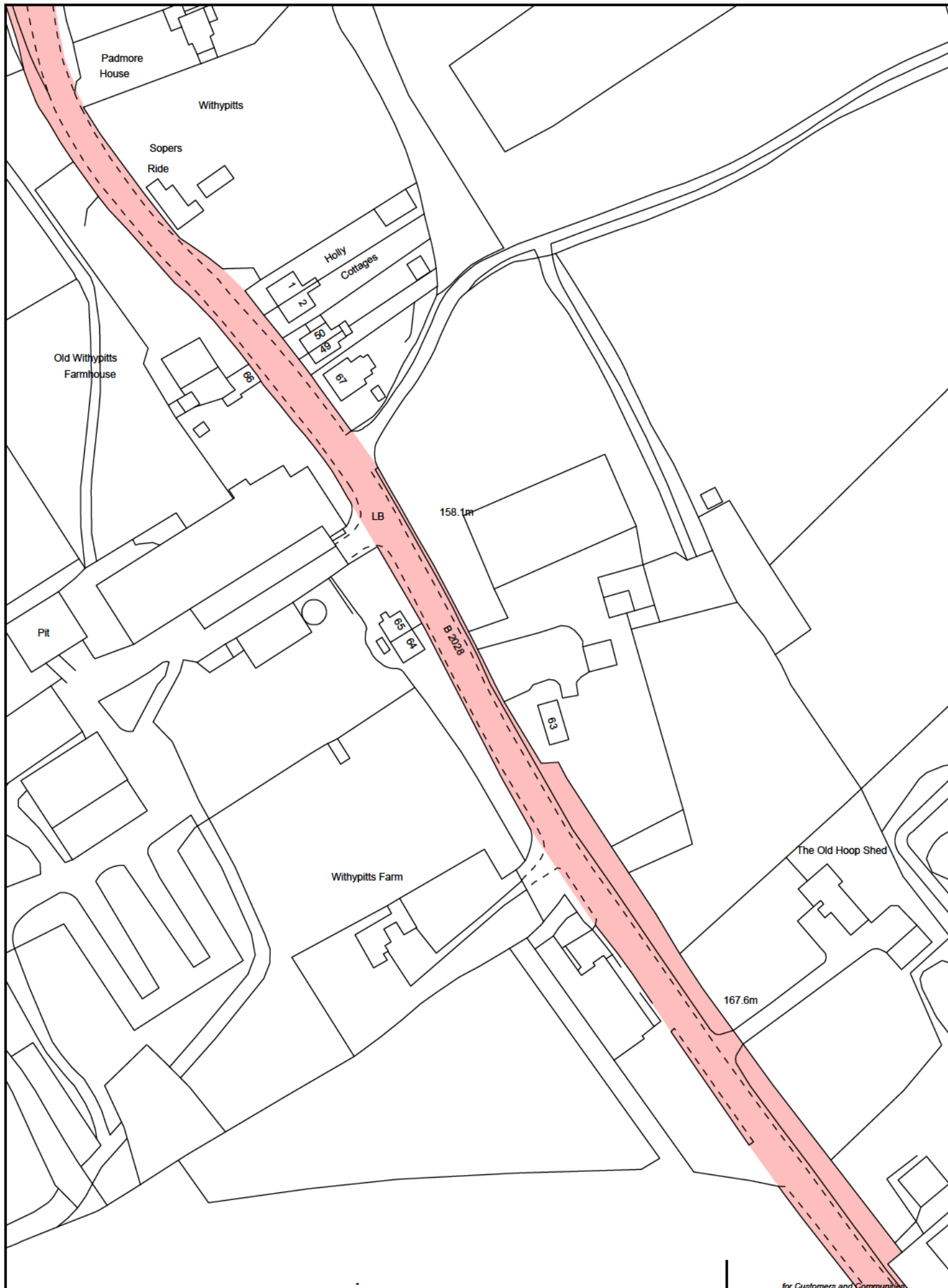
LIMITED SERVICE	REGULAR SERVICE	ROUTE IDENTITY
		SN1 Brighton MainLine
		SN2 West London
		SN3 Metro
		SN4 Oxted
		SN5 Redhill
		SN6 Mainline West
		SN7 Mainline East
		SN8 Coastway West
		SN9 Coastway East

Other train operators may provide additional services along some of our routes.

- Other train operators' routes
- Bus links
- Faygate\*
- Limited service stations on our network
- Principal stations
- Interchange with London Underground
- Interchange with London Overground
- Interchange with London Tramlink
- Interchange with Eurostar
- Interchange with other operators' train services
- Interchange with Airports
- Ferry service routes

## APPENDIX 6.

### ADOPTED HIGHWAY PLAN



## APPENDIX 7.

### STAGE 1 ROAD SAFETY AUDIT

REEVES TRANSPORT PLANNING  
PROPOSED ACCESS ARRANGEMENTS  
WITHYPITTS FARM RESIDENTIAL DEVELOPMENT

ROAD SAFETY AUDIT STAGE 1  
FEBRUARY 2020



## CONTENTS

	Page No.
1. Introduction	2
2. Stage 1 Road Safety Audit	4
3. Audit Team Statement	6

## Appendix

- A. Schedule of Documents Examined
- B. Annotated Drawings

## **1.0 INTRODUCTION**

**1.1** This report presents the findings of a Stage 1 Road Safety Audit (preliminary design) into proposals for new access arrangements at Withypitts Farm, Selsfield Road, Turners Hill.

**1.2** This Audit was carried out at the request of Mr Steve Reeves of Reeves Transport Planning and the Audit Team has acted independently of the Design Team and has had no prior involvement in the project.

**1.3** This Audit comprised a site visit and an examination of the documents listed in Appendix A. The site visit was carried out on Monday 16th February 2020 in daylight. The visit occurred between the hours of 10:30–11:00 and during the visit the weather was dry but with good visibility. Record photographs were taken.

**1.4** The Audit Team membership was as follows:

Laurence Shaw MCIHT MSoRSA Cert Comp	Team Leader
Roger Harper BSc (Eng) FIHE IEng	Team Member

**1.5** The report has been prepared in accordance with General Principles and Scheme Governance General Information, GG 119, Road Safety Audit. The audit team has only reported on the road safety implications of the existing and proposed facilities and has not examined or verified the compliance of the design or any other criteria.

**1.6** The works to be included are a new access to the west of Selsfield Road and a new mini-roundabout at the access road.

**1.7** Selsfield Road has a 40mph speed limit at the existing access to Withypitts Farm but the speed limit changes immediately changes to 30mph north of the access. The road does not have a system of street lighting in the vicinity of the site. No night visit was carried out in connection with this audit at this time.

- 1.8** All comments and recommendations are referenced to the design drawings and the locations have been indicated on the plans supplied with the Audit Brief, annotated copies of which are attached to this report.
- 1.9** No departures from standard have been advised to the Auditor by the design team.
- 1.10** This is a Stage 1 Road Safety Audit and it has been noted that details of drainage, landscaping, street lighting, bollards and signing, etc. are not included in the information provided to the Audit Team and that any such information will be provided to the Audit Team at Stage 2 RSA unless a problem is noted as a result of the site inspection.
- 1.11** This Road Safety Audit has been prepared in accordance with the instructions from, and for the specific use of Reeves Transport Planning and its clients. The authors shall not be liable for the information contained in this report if used for any purpose other than that for which it was provided in connection with their appointment as road safety auditors.

## **2.0 ISSUES ARISING FROM STAGE 1 ROAD SAFETY AUDIT**

### **2.1 Problem**

**Location:** Proposed Mini-Roundabout.

**Summary:** Sub-standard inter-visibility for minor arm of junction may lead to accidents.

The Audit Team noted that the inter-visibility between vehicles on the side road and traffic travelling on the main road is sub-standard and does not conform to Section 5 visibility standard D, E & F of design standard CD116 of Design Manual of Roads & Bridges (DMRB). This will increase collision risk between vehicles emerging from the side road and those travelling on the main road.

#### **Recommendation**

It is recommended that the mini-roundabout is replaced and the proposed access is redesigned as a Priority Junction in accordance with design standard CD123 (DMRB).

### **2.2 Problem**

**Location:** North of the proposed mini-roundabout.

**Summary:** Existing signage and other street furniture may lead to accidents.

The Audit Team noted that the existing signage and other street furniture (telegraph pole) would block the proposed footway and may cause pedestrians to enter the carriageway leading to possible pedestrian/vehicle collisions.

#### **Recommendation**

It is recommended that either the proposed footway is of a width adequate to allow the signage and the telegraph pole to be retained or the signage and the telegraph pole are resited.

### **3.0 AUDIT TEAM STATEMENT**

#### **ROAD SAFETY AUDIT STAGE 1**

I certify that this road safety audit has been carried out in accordance with General Principles and Scheme Governance General Information, GG 119, Road Safety Audit (Formerly HD 19/15).

Audit Team Leader

L. E. Shaw MCIHT MSoRSA  
Senior Associate  
Laurence Shaw Associates  
Downsview  
Poynings Road  
Poynings  
West Sussex  
BN45 7AH

Signed



Date 20<sup>th</sup> February 2020

Audit Team Member

Roger Harper BSc (Eng) FIHE IEng

Signed



Date 20<sup>th</sup> February 2020



**APPENDIX A**

**Schedule of documents examined**

Drawing No.	Rev	Title	Description	Scale
WF/SR/3003	B	Withypitts Farm	Mini-roundabout	1:1250 @ A3
16981219	-	Withypitts Farm Selsfield Road	Site Plan	1:250

B2028 Selsfield Road 7 day Speed Survey



Stage 1 Road Safety Audit Designer's Response  
WITHYPITTS FARM SELSFIELD ROAD TURNERS HILL CRAWLEY RH104PP  
SEPTEMBER 2020



Reeves Transport Planning

PRODUCED by REEVES TRANSPORT PLANNING LTD  
DR/SGR/WPF/140620/V2

## AUTHORISATION SHEET

Project: Proposed access to serve potential residential development of land  
at Withypitts Farm Selsfield Road Turners Hill Crawley RH104PP.

Report Title: Stage 1 Road Safety Audit Designer's Response Report

## PREPARED BY:

Name: Steve Reeves

Position: Design Leader

Signed: 

Organisation: Reeves Transport Planning

Date: 15<sup>th</sup> September 2020

## APPROVED BY:

Name: Steve Reeves

Position: Project Sponsor

Signed: 

Organisation: Reeves Transport Planning

Date: 15<sup>th</sup> September 2020

Route Name: Selsfield Road

Scheme: New mini roundabout serving as site access

Road Safety Audit: Stage 1

## *Introduction*

- 1.1 Reeves Transport Planning is commissioned to provide services in support of a proposed development on land at Withypitts Farm Selsfield Road Turners Hill Crawley RH104PP.
- 1.2 The proposal is to develop the redundant farm to serve a residential development of circa 16 dwellings. No formal design of the layout, parking supply, or circulation routes have been established. Given the constraints of the access options it has been deemed appropriate to establish whether the principle of an access can be established as acceptable before detailed consideration of the internal layout.

## *Current Conditions*

- 1.2.1 The gradient along the relevant section of Selsfield Road is steep, currently 7.68% to the north, and 5.26% to the south of Withypitts Farm access. This is the average over the required Stopping Sight Distance (discussed below). It should be noted that sections of Selsfield Road exceed these averages, with gradient a maximum gradient of just over 8%. Design Manual for Roads and Bridges (DMRB) notes that direct access should not be provided where gradients on the approaches to junction exceed 4%.
- 1.2.2 The traffic speeds are just over the 60km/h triggering the use of DMRB design standards. We have assumed the worst case that WSCC will require the DMRB standard. The Stopping Sight Distance (SSD) taking into consideration the gradient, can be secured on land under my clients control or adopted highway.

## *Design Consideration*

- 1.3.1 LTN 1/07 – Traffic Calming notes *'for maximum benefit, gateways need to be used in conjunction with other measures with the village, so that drivers are made*

*aware that lower speeds are required throughout'*. Depending on the type of treatment, 85<sup>th</sup> percentile traffic speeds can be reduced by between 3mph and 10mph.

- 1.3.2 The introduction of a gateway feature associated with moving the limit of the 30mph TRO, mini-roundabout, and new section of footway could, in combination with existing features to the north, help reduce traffic speeds to between 28mph and 35mph. This would bring the 85<sup>th</sup> percentile traffic speed to within the range where a mini roundabout would be a suitable access configuration.
- 1.3.3 West Sussex County Council appear to accept the principle of accesses, served by major roads with gradients that exceed 4%, similar to our proposal. For example, the site known as Clock Field, on the B2028 North Street, the north side of the village, is served via a mini roundabout but the overall gradient of North Street averages 8.7%.

### *Proposal*

- 1.4.1 Reflecting the approved access serving the Clock Field development we have considered a mini roundabout serving the development site is the most appropriate option. This will also maximise the benefits of the moved 30mph limit.
- 1.4.2 The proposal will include a new section of footway that will connect Withypitts Farmhouse, and development derived pedestrians with the existing footway that terminates at 66 Selsfield Road. The properties known as 64 & 65 Selsfield Road, will be demolished to achieve the required visibility at the new junction. All works can be undertaken on land that is either adopted as public highway or under the control of our client.



## 2. Issues Raised at the Stage 1 Audit and the Designer's Response

### 2.1 Problem

*Location: Proposed Mini-Roundabout.*

*Summary: Sub-standard inter-visibility for minor arm of junction may lead to accidents.*

*The Audit Team noted that the inter-visibility between vehicles on the side road and traffic travelling on the main road is sub-standard and does not conform to Section 5 visibility standard D, E & F of design standard CD116 of Design Manual of Roads & Bridges (DMRB). This will increase collision risk between vehicles emerging from the side road and those travelling on the main road.*

#### *Recommendation*

*It is recommended that the mini roundabout is replaced, and the proposed access is redesigned as a Priority Junction in accordance with design standard CD123 (DMRB).*

### **DESIGNER'S RESPONSE**

**The proposed junction has been modified to provide a Priority Junction in accordance with design standard CD123 (DMRB). A copy of the new layout is attached at Appendix 2.**

### **AUDIT TEAM COMMENT**

**Agreed – No further comment needed.**

## 2.2 Problem

*Location: North of the proposed mini roundabout.*

*Summary: Existing signage and other street furniture may lead to accidents.*

*The Audit Team noted that the existing signage and other street furniture (telegraph pole) would block the proposed footway and may cause pedestrians to enter the carriageway leading to possible pedestrian/vehicle collisions.*

### *Recommendation*

*It is recommended that either the proposed footway is of a width adequate to allow the signage and the telegraph pole to be retained or the signage and the telegraph pole are re-sited.*

## **DESIGNER'S RESPONSE**

**Infrastructure noted above will be re-positioned to allow adequate footway width as part of the detailed design.**

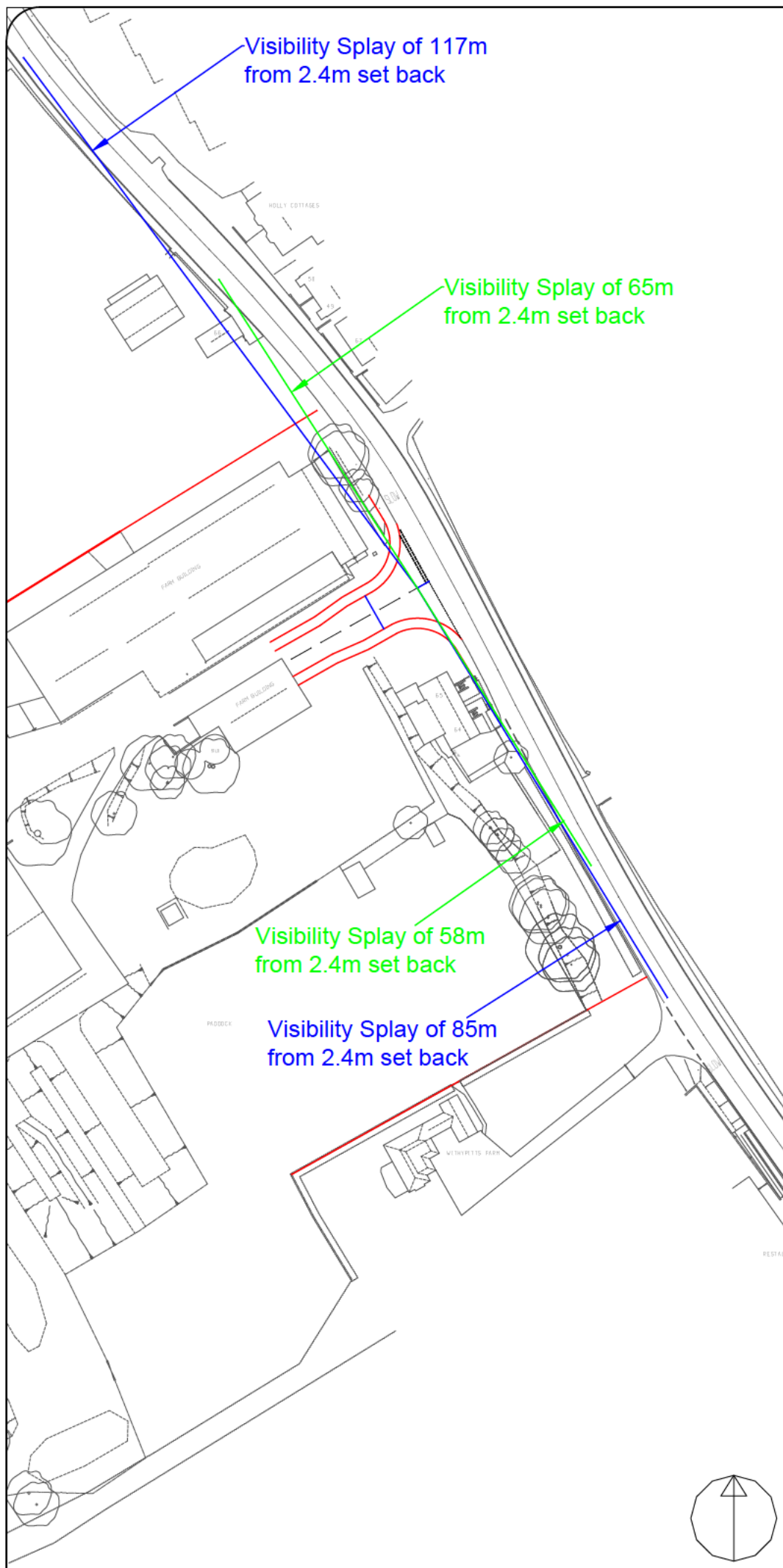
## **AUDIT TEAM COMMENT**

**Agreed – No further comment needed.**

## **APPENDIX 1: TRAFFIC SPEED SURVEY RESULTS**

**(Attached at Appendix 2 of the Transport Statement)**

## **APPENDIX 2: ACCESS LAYOUT DRAWING (WF/SR/3004 REV B.)**



KEY:

Rev	Date	Details Of Issue

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Project

Withypitts Farm

T Junction with Visibility Splays

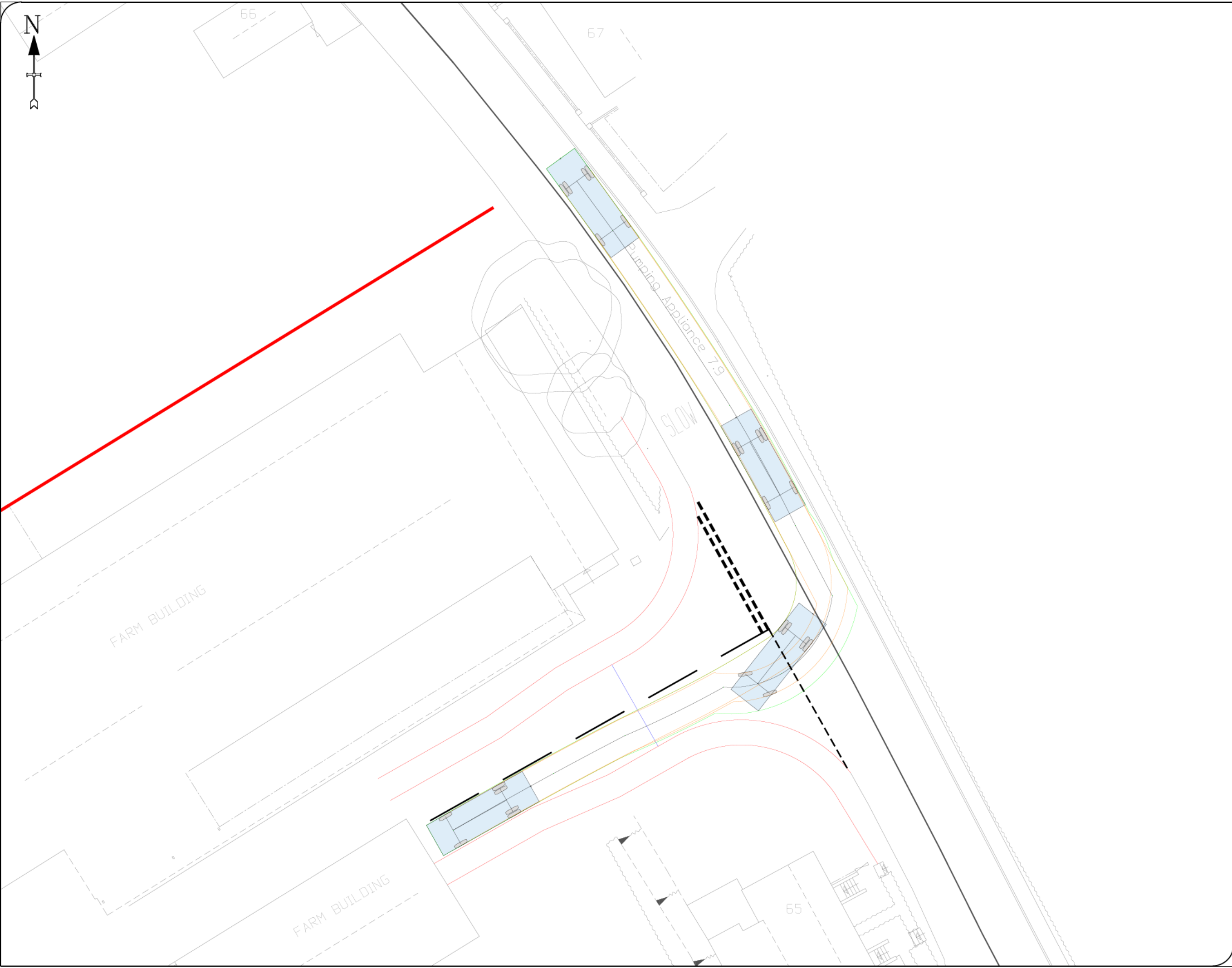
Drawn	Date	Scale (at A3)
BTM	07/07/2020	1:1000

Dwg no.	Revision No.
WF/SR/3004	B

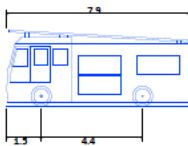
## APPENDIX 8.

### SWEPT PATH ANALYSES





VEHICLE DETAILS:



Green-line shows body  
Orange-line shows axle/wheels

PUMPING APPLIANCE

Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.750m

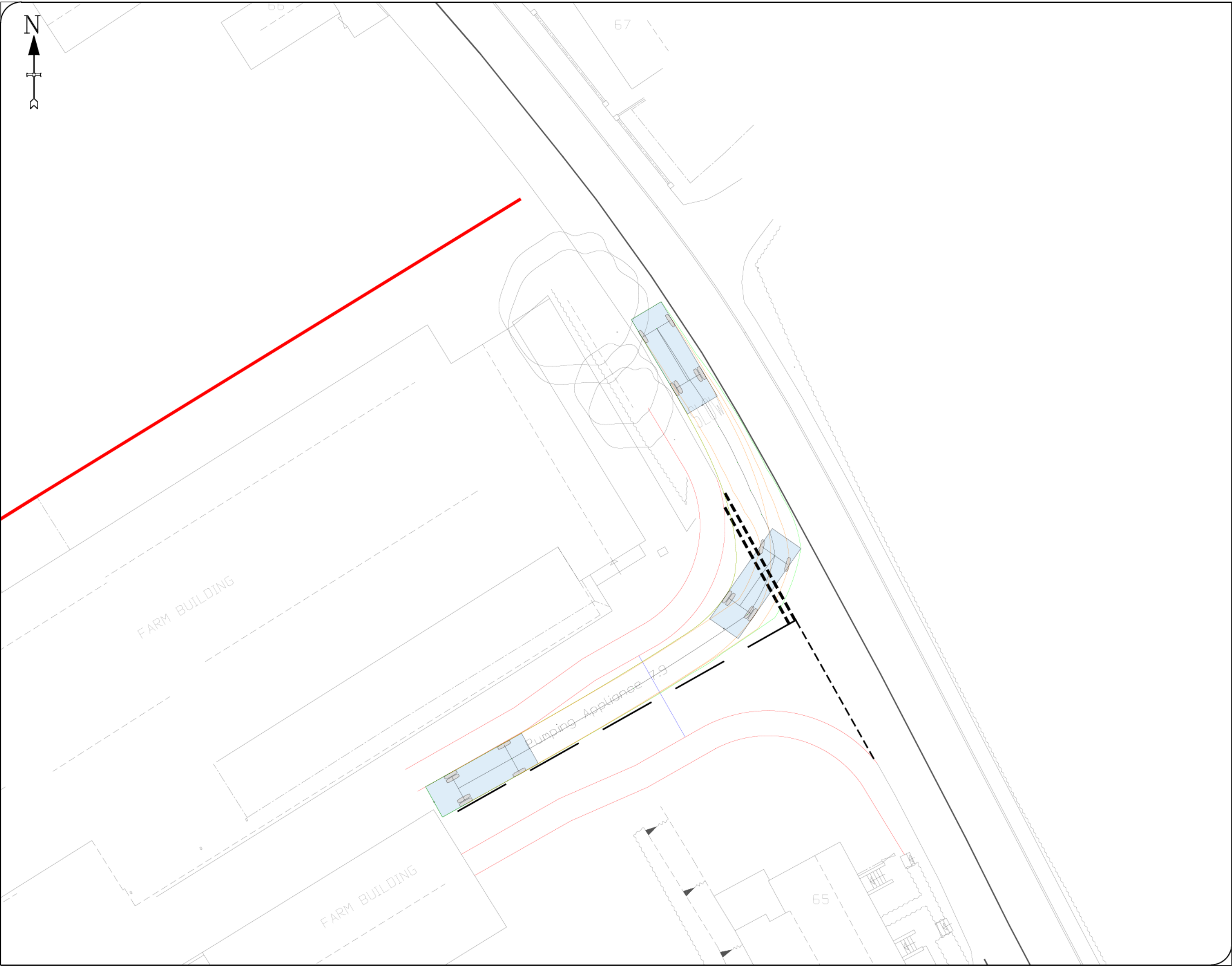
Design speed 5kph for all Forward movements  
Design speed 2.5kph for all Reverse movements

Rev	Date	Details Of Issue
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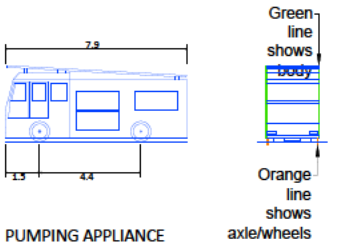


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Project Withypitts Farm		
Swept Path Analysis for 7.9m Fire Appliance IN		
Drawn BTM	Date 19/09/2020	Scale (at A3) 1 250
Orig no. WF/SR/4005	Revision No. A	



VEHICLE DETAILS:



Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.750m

Design speed 5kph for all Forward movements  
Design speed 2.5kph for all Reverse movements

Rev	Date	Details Of Issue

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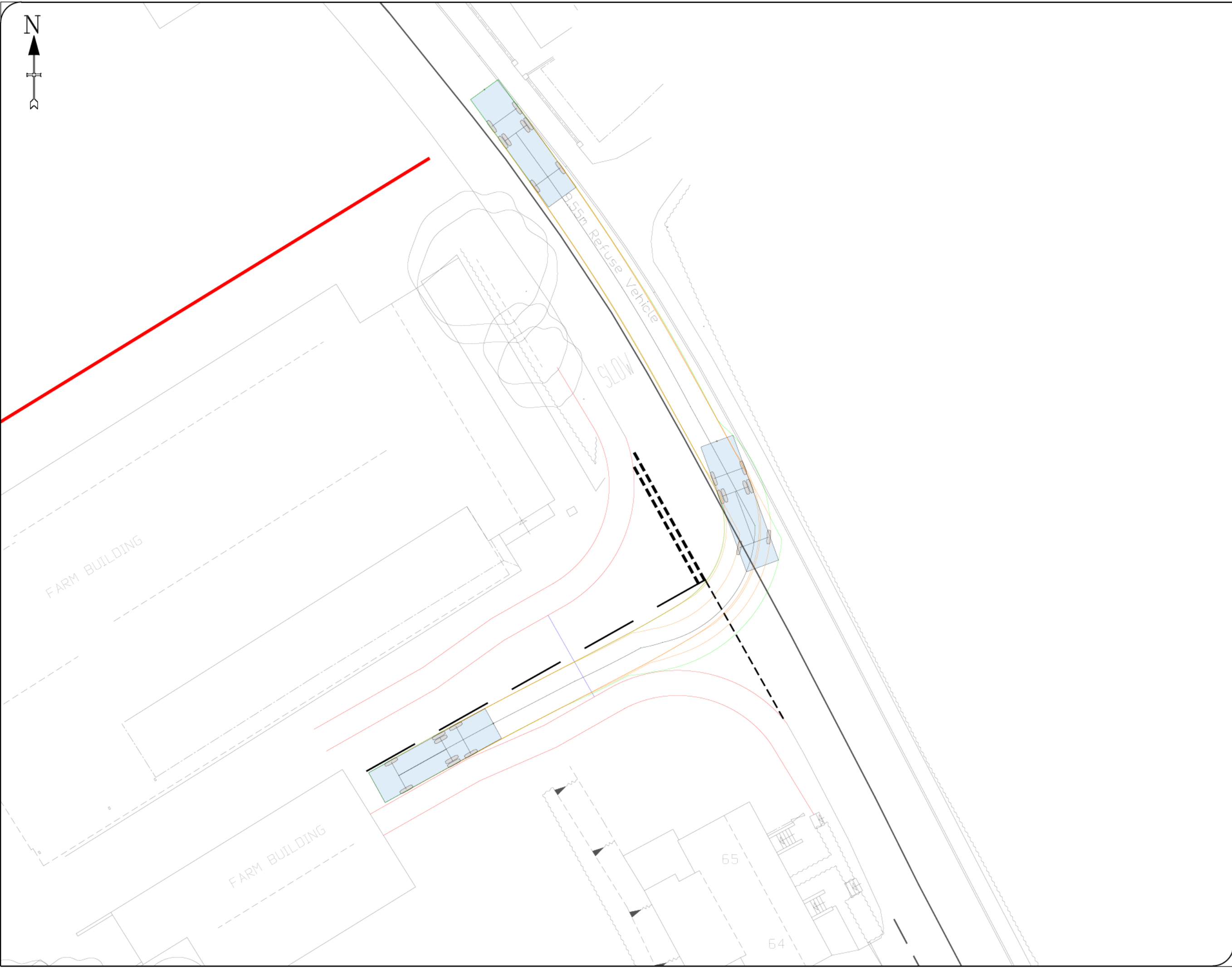


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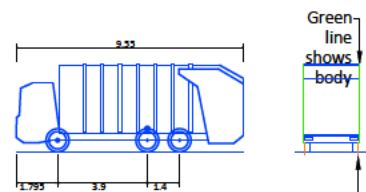
Project  
Withypitts Farm

Swept Path Analysis for  
7.9m Fire Appliance OUT

Drawn	Date	Scale (at A3)
BTM	19/09/2020	1 250
Orig no.	Revision No.	A
WF/SR/4006		



VEHICLE DETAILS:



LARGE REFUSE VEHICLE (3 AXLE) axle/wheels

Overall Length	9.550m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	9.500m

Design speed 5kph for all Forward movements  
Design speed 2.5kph for all Reverse movements

Rev	Date	Details Of Issue

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Project  
**Withypitts Farm**

Swept Path Analysis for  
**9.550m Refuse Vehicle IN**

Drawn	Date	Scale (at A3)
BTM	19/09/2020	1 250
Orig no.	Revision No.	
WF/SR/4007	A	



FARM BUILDING

FARM BUILDING

SILO

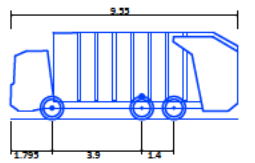
9.55m Refuse Vehicle

65

64

Gate

#### VEHICLE DETAILS:



Green line shows body

Orange line shows axle/wheels

#### LARGE REFUSE VEHICLE (3 AXLE)

Overall Length	9.550m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	9.500m

Design speed 5kph for all Forward movements  
Design speed 2.5kph for all Reverse movements

Rev	Date	Details Of Issue
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Project

Withypitts Farm

Swept Path Analysis for  
9.550m Refuse Vehicle OUT

Drawn	Date	Scale (at A3)
BTM	19/09/2020	1:250

Dwg no.	Revision No.
WF/SR/4008	A

## APPENDIX 9.

### EXTANT USE TRIP RATE INFORMATION





E-mail : BenL@rhrwclutton.co.uk  
Our Ref : GHB/BL/19/337

Ms Olivia Dickie BSc (Hons)  
Strutt & Parker  
201 High Street  
Lewes  
BN7 2NR

28<sup>th</sup> September 2020

Dear Olivia,

### **Paddockhurst Estate – Withypitts Farm - Agricultural Traffic Movements**

As discussed, I set out below our estimate of agricultural vehicle movements at Withypitts Farm, Selsfield Road, Turners Hill, West Sussex, RH10 4PP.

#### **1. Existing Activities**

Withypitts Farm is predominantly a livestock farm which supports a beef suckler herd and a flock of commercial mule ewes. The yard and buildings provide livestock housing, storage for hay, straw and machinery, as well as being the base from which agricultural contracting activities take place and a haylage enterprise operates. The land is not all contiguous to the buildings and therefore regular access is required onto Selsfield Road is required for all livestock operations.

#### **2. Traffic Movements**

The extent of vehicular movements is understandably seasonal, in line with agricultural activities, with peak movements in the summer and reduced movements in the winter when operations largely relate to livestock husbandry.

The movements generated by the livestock enterprise would incorporate visits to check on stock, movement of feed to outlying land, transport of livestock to outlying land, together with visits throughout the year by a vet, sheep shearers and purchasers of finished or store animals. Our estimate of vehicle movements at 'off-peak' times, being October to April, would be:

- |                                  |                    |
|----------------------------------|--------------------|
| • Pick-up truck and trailer      | 3-4 movements/day  |
| • Pick-up truck                  | 8-10 movements/day |
| • Casual visitors/other vehicles | 3-4 movements/day  |

During the Spring and Summer far more regular vehicular movements can be expected, initially as a result of lambing requiring more frequent inspections of livestock but subsequently for muck-spreading and

#### **Directors**

G.H. Back BSc Hons MRICS      V.A. Back BA Hons

#### **Rural Agency**

J.P.B Tillard MRICS

#### **Commercial Agency**

R.C. Grassly BSc MRICS

#### **Manager**

O.H.F. Harwood MA (Cantab) FRICS

#### **Estate Agency**

P.M.C Hughes

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East Grinstead, West Sussex  
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#### **Consultants**

T.M.M. Raikes FRICS

T.J.B Hutchings FRICS FAAV

R. Windle FRICS FAAV



grassland operations in the Spring before the carting of silage and hay takes place in the Summer and straw following harvest. At this time casual labour would be required and therefore the arrival and departure of these employees would create further movements. Our estimate of vehicle movements at 'peak' times, being May to September, are:

- Tractor and trailer/farm equipment 15-20 movements/day
- Pick-up truck and trailer 8-10 movements/day
- Pick-up truck 8-10 movements/day
- Casual visitors/other vehicles 5-6 movements/day

The arable contracting operations will create some movements throughout the year however these would be greatest through the Summer from silaging in May through to the autumn cultivations in September/October. The haylage enterprise would largely generate vehicular movements throughout the winter when customers require feed for their stabled horses. An estimate of the movements resulting is therefore:

- Silaging/Haymaking – May-June – approximately 20-30 movements/day
- Harvest/Baling – July-September – approximately 20-30 movements/day
- Autumn cultivations – September-October – approximately 6-8 movements/day
- Haylage Enterprise – September-April – approximately 4-6 movements/day

### 3. Summary

A summary of the estimated vehicle movements is enclosed in table form, identifying the maximum and minimum estimates throughout the year. Taking this into account, it can be estimated that the total daily average vehicle movements at Withypitts Farm is up to **50 movements per day**. It should be noted that the above account of activities is not necessarily exhaustive and other activities could operate from the yard which would increase vehicular movements. Finally, the above figure also excludes the vehicular movements from the residential properties at 65 & 66 Selsfield Road which share the entrance to the farm.

Should you have any queries regarding the above then please do not hesitate to contact me.

Yours sincerely,



**Ben Lee MRICS FAAV**  
**For and on behalf of RH & RW Clutton Property Ltd**

# Withpitts Farm - Current Trip Rates

## Farming Activities

No. Days	7	6	5
<b>May to Sept</b>	<b>153</b>	<b>131</b>	<b>110</b>
<i>Tractor etc</i>			
15	2295	1965	1650
20	3060	2620	2200
<i>Truck/Trailer</i>			
8	1224	1048	880
10	1530	1310	1100
<i>Truck</i>			
8	1224	1048	880
10	1530	1310	1100
<i>Casual</i>			
5	765	655	550
6	918	786	660
Sub Total			
Min	5508	4716	3960
Max	7038	6026	5060
<b>Oct to Apr</b>	<b>212</b>	<b>182</b>	<b>151</b>
<i>Truck/Trailer</i>			
3	636	546	453
4	848	728	604
<i>Truck</i>			
8	1696	1456	1208
10	2120	1820	1510
<i>Casual</i>			
3	636	546	453
4	848	728	604
Sub Total			
Min	2968	2548	2114
Max	3816	3276	2718
Total			
Min	8476	7264	6074
Max	10854	9302	7778
Daily Average			
Min	23.2	23.2	23.3
Max	29.7	29.7	29.8

## Contracting Activities

<b>May to June</b>	<b>61</b>	<b>52</b>	<b>43</b>
<i>Silaging/Haymaking</i>			
20	1220	1040	860
30	1830	1560	1290
<b>July to Sept</b>	<b>92</b>	<b>79</b>	<b>66</b>
<i>Harvet/Baling</i>			
20	1840	1580	1320
30	2760	2370	1980
<b>Sept to Oct</b>	<b>61</b>	<b>52</b>	<b>43</b>
<i>Autumn cultivations</i>			
6	366	312	258
8	488	416	344
<b>Sept to Apr</b>	<b>242</b>	<b>207</b>	<b>172</b>
<i>haylage business</i>			
4	968	828	688
6	1452	1242	1032
Total			
Min	4394	3760	3126
Max	6530	5588	4646
Daily Average			
Min	12.0	12.0	13.0
Max	17.9	17.9	19.3

Total Daily Average			
Min	35.3	35.2	36.2
Max	47.6	47.6	49.1

## APPENIDX 10.

### TRICS DATA

Calculation Reference: AUDIT-753101-200914-0903

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED  
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	IW ISLE OF WIGHT	1 days
	KC KENT	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	SM SOMERSET	3 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

## Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: No of Dwellings  
 Actual Range: 17 to 85 (units: )  
 Range Selected by User: 6 to 100 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 19/11/19

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	2 days
Thursday	4 days
Friday	1 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count	10 days
Directional ATC Count	1 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	5
Free Standing (PPS6 Out of Town)	1

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Residential Zone	5
Village	5
Out of Town	1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

Secondary Filtering selection:

Use Class:

C3

11 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	4 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 75,000	3 days
75,001 to 100,000	4 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

1.1 to 1.5	10 days
1.6 to 2.0	1 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

No

11 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present

11 days

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
2	IW-03-A-01 MEDHAM FARM LANE NEAR COWES MEDHAM	DETACHED HOUSES	ISLE OF WIGHT
	Free Standing (PPS6 Out of Town) Out of Town Total No of Dwellings:	72	
	Survey date: TUESDAY	25/06/19	Survey Type: MANUAL
3	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
4	LE-03-A-02 MELBOURNE ROAD IBSTOCK	DETACHED & OTHERS	LEICESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	85	
	Survey date: THURSDAY	28/06/18	Survey Type: MANUAL
5	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	17	
	Survey date: WEDNESDAY	12/09/18	Survey Type: DIRECTIONAL ATC COUNT
6	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI-DETACHED	SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	38	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
7	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI	SOMERSET
	Edge of Town Residential Zone Total No of Dwellings:	33	
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL
8	SM-03-A-02 HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL	MIXED HOUSES	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	42	
	Survey date: TUESDAY	25/09/18	Survey Type: MANUAL



LIST OF SITES relevant to selection parameters (Cont.)

9	SM-03-A-03	MIXED HOUSES	SOMERSET
	HYDE LANE NEAR TAUNTON CREECH ST MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 41 <i>Survey date: TUESDAY 25/09/18</i>		
10	ST-03-A-08	DETACHED HOUSES	STAFFORDSHIRE
	SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Total No of Dwellings: 26 <i>Survey date: WEDNESDAY 22/11/17</i>		
11	WS-03-A-07	BUNGALOWS	WEST SUSSEX
	EMMS LANE NEAR HORSHAM BROOKS GREEN Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 57 <i>Survey date: THURSDAY 19/10/17</i>		
			<i>Survey Type: MANUAL</i>

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	48	0.073	11	48	0.303	11	48	0.376
08:00 - 09:00	11	48	0.148	11	48	0.374	11	48	0.522
09:00 - 10:00	11	48	0.162	11	48	0.194	11	48	0.356
10:00 - 11:00	11	48	0.128	11	48	0.160	11	48	0.288
11:00 - 12:00	11	48	0.143	11	48	0.177	11	48	0.320
12:00 - 13:00	11	48	0.184	11	48	0.167	11	48	0.351
13:00 - 14:00	11	48	0.165	11	48	0.190	11	48	0.355
14:00 - 15:00	11	48	0.179	11	48	0.173	11	48	0.352
15:00 - 16:00	11	48	0.220	11	48	0.165	11	48	0.385
16:00 - 17:00	11	48	0.276	11	48	0.164	11	48	0.440
17:00 - 18:00	11	48	0.359	11	48	0.165	11	48	0.524
18:00 - 19:00	11	48	0.246	11	48	0.147	11	48	0.393
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.283			2.379			4.662

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

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#### Parameter summary

Trip rate parameter range selected: 17 - 85 (units: )  
 Survey date range: 01/01/15 - 19/11/19  
 Number of weekdays (Monday-Friday): 11  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

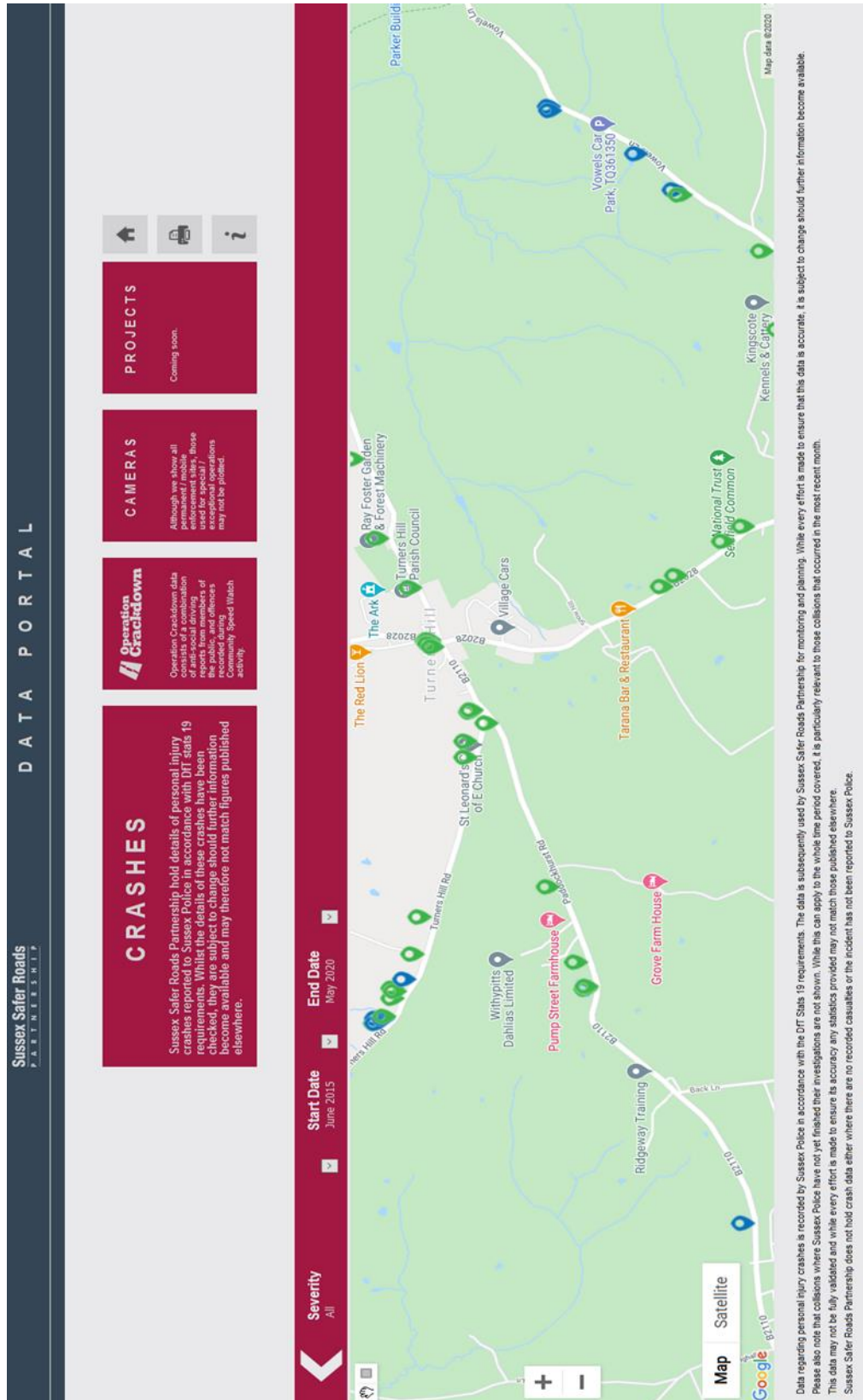
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

## APPENDIX 11.

### SUSSEX SAFER ROADS PARTNERSHIP AND CRASHMAP®

### COLLISION MAPPING

# Sussex Safer Roads Partnership – to May 2020



## Crashmaps.co.uk – 21 years to December 2019



