



Land west of Turners Hill Road and south of Huntsland,  
Crawley Down

Framework Travel Plan

Client: Wates Developments Ltd

i-Transport Ref: MS/SG/ITB9155-055E

Date: 26 March 2025

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## Quality Management

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## Appendices

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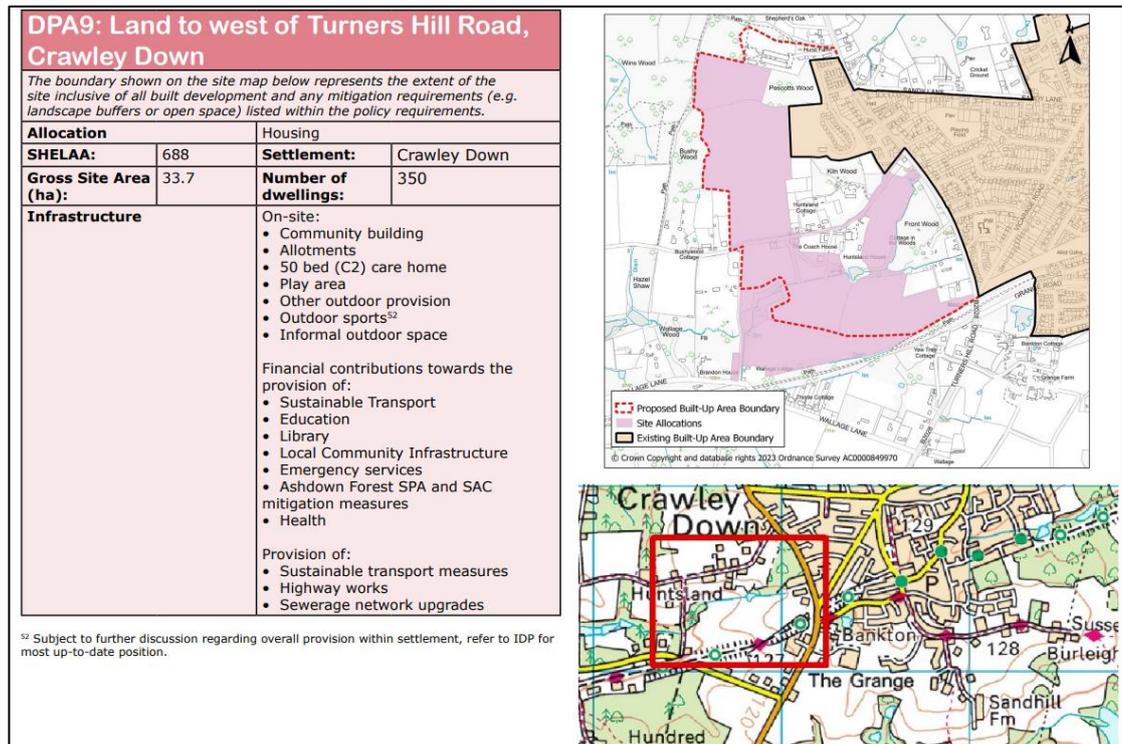
## SECTION 1 Introduction

### 1.1 Overview

1.1.1 Wates Developments Ltd has instructed in-Transport LLP to provide highways and transport advice in respect of a residential-led development on land west of Turners Hill Road, Crawley Down.

1.1.2 The site forms part of a proposed allocation for 350 homes (with on-site open space, play space, sports pitches, care home and community facilities) under Policy DPA9 of the submission draft Mid Sussex District Plan 2021-2039.

**Image 1.1: Policy DPA9 – Land to West of Turners Hill Road, Crawley Down**



1.1.3 The site is being bought forward as two separate planning applications:

**Land to the south of Huntsland**

- a Outline planning application (appearance, landscaping, layout and scale reserved) for the erection of up to 200 dwellings, and associated infrastructure including new access points off of Turners Hill Road with associated spine roads and car and cycle parking; the provision of open space and associated play facilities; utilities infrastructure, surface water drainage features, and associated features, on land west of Turners Hill Road and south of Huntsland, Crawley Down, West Sussex.

**Land to the north of Huntsland**

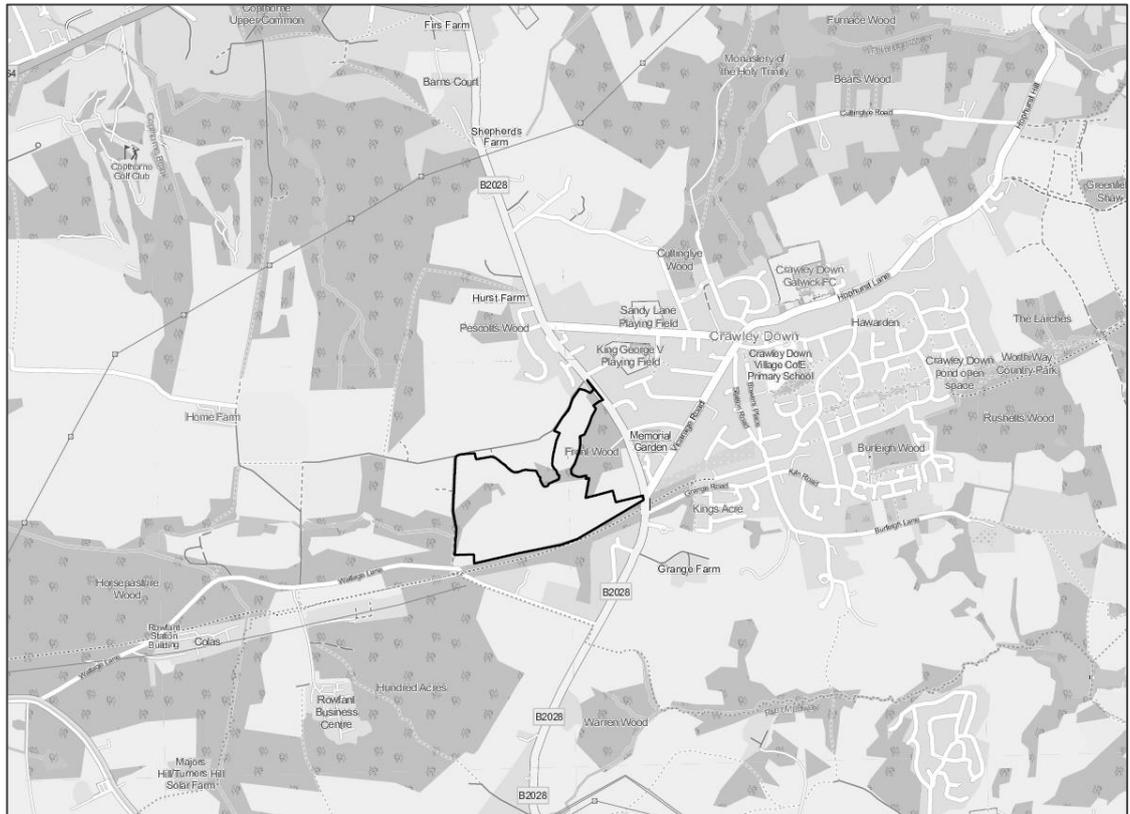
- b Outline planning application (appearance, landscaping, layout and scale reserved) for the erection of up to 150 dwellings, a 65 bed care home, and community facility; and associated infrastructure including new access points off of Wychwood with associated spine road and car and cycle parking; the provision of open space and associated play facilities; utilities infrastructure, surface water drainage features, and associated features, on land west of Turners Hill Road and north of Huntslands, Crawley Down, West Sussex.

1.1.4 This Framework Travel Plan (FTP) relates to (a) above, although an identical, separate Framework Travel Plan is to be implemented in respect of (b). This will allow the travel plan to proceed even without the need for both sites (referred to in this report as the 'study area') to be granted planning permission.

## 1.2 **Site Location**

1.2.1 The site is currently undeveloped land and is situated on the western edge of Crawley Down, located between Crawley to the west (circa 7km) and East Grinstead to the east (circa 4km). The location of the site in the context of the wider allocation is shown in **Figure 1** and extracted below in **Image 1.2**.

Image 1.2: Site Location Plan



1.2.2 The masterplan for the study area is included at **Appendix A**.

Image 1.3: Study Area Masterplan



Source: Illustrative Masterplan

### 1.3 Structure of Framework Travel Plan

1.3.1 The FTP is presented with the following structure:

- Section 2 provides background information about the development.
- Section 3 considers the existing accessibility of the site by walking, cycling and public transport.
- Section 4 describes the existing transport characteristics of the local area.

- Section 5 sets out the policy background and identifies the aims, objectives, and benefits of the FTP.
- Section 6 presents targets for the FTP.
- Section 7 describes the site layout and 'hard' measures that will be provided to encourage non-car travel to the site by sustainable modes, and to manage travel demand.
- Section 8 describes the 'soft' measures that will be provided to encourage and incentivise non-car travel to the site by sustainable modes, and to manage travel demand.
- Section 9 describes how the FTP will be managed and implemented.
- Section 10 outlines how the success of the FTP will be monitored.
- Section 11 provides a summary of the FTP.

## SECTION 2      Development Proposal

### 2.1      Overview

2.1.1    This FTP relates to one of two planning applications at the study area. The description of development is as follows:

*“Outline planning application (appearance, landscaping, layout and scale reserved) for the erection of up to 200 dwellings, and associated infrastructure including new access points off of Turners Hill Road with associated spine roads and car and cycle parking; the provision of open space and associated play facilities; utilities infrastructure, surface water drainage features, and associated features, on land west of Turners Hill Road and south of Huntsland, Crawley Down, West Sussex.”*

### 2.2      Development Mix

2.2.1    The proposed development is the subject of an outline planning application and therefore future reserved matters applications will deal with the development mix.

### 2.3      Access Arrangements

2.3.1    Two points of access onto Turners Hill Road are proposed to serve the application site, with a third point of access provided further north to serve the application site north of Huntsland. Providing three points of access will help to disperse traffic increases on the local highway network.

2.3.2    The overall site access strategy is presented in **Image 2.1**. The vehicular accesses have been agreed in principle with WSCC during pre-application discussions and reflects the requirement of policy DPA9.

**Image 2.1: Site Access Strategy**

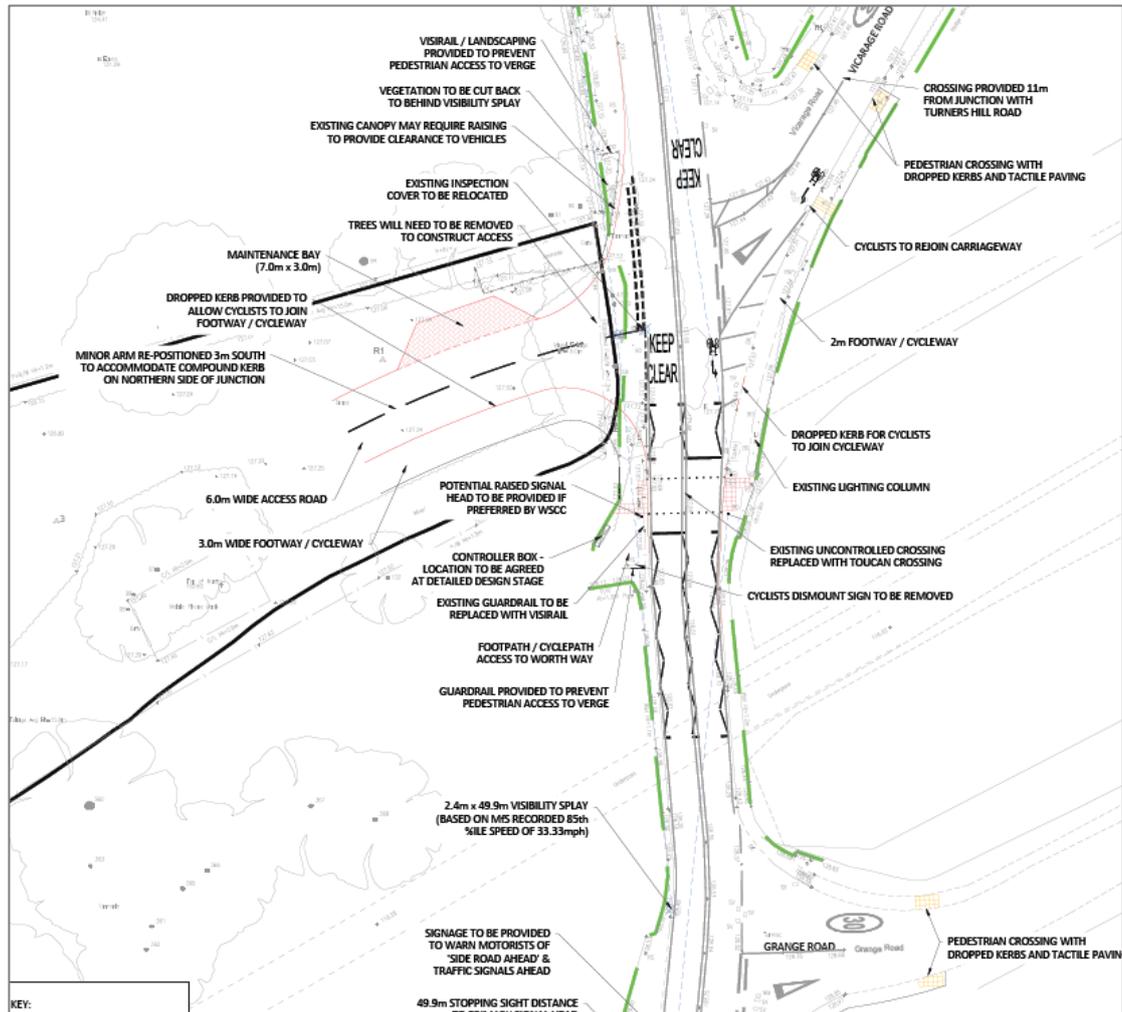


Source: Illustrative Masterplan

**2.4 Access 1: Southern Site Access (opposite Vicarage Road)**

**2.4.1** The southern access will serve the southern portion of the allocation site and will take the form of a priority junction, close to the junction with Vicarage Road. This access arrangement is presented on Drawing **ITB9155-GA-069A** which is extracted below.

Image 2.2: Southern access priority junction



Source: Drawing ITB9155-GA-069A

2.4.2 The site access has the following geometric attributes:

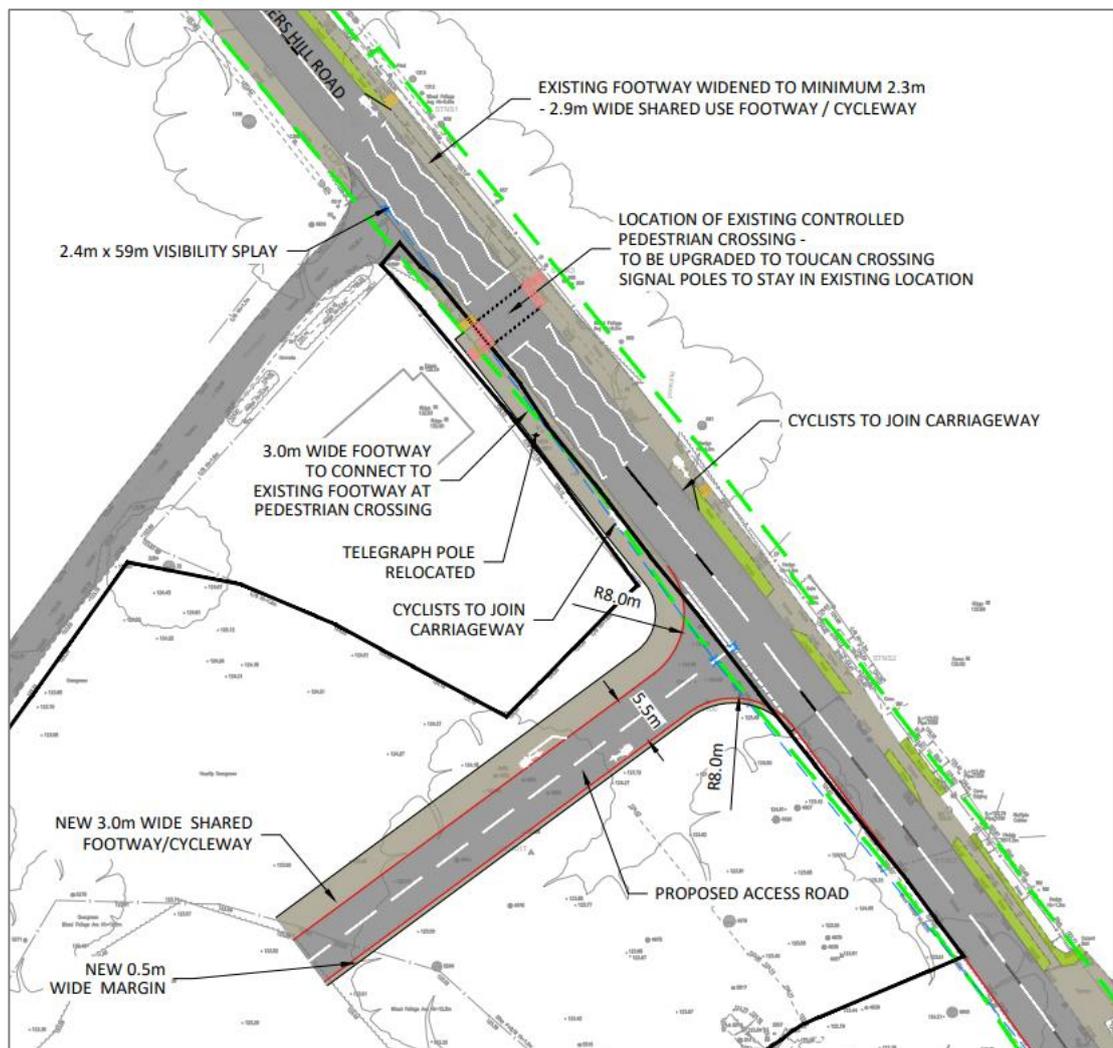
- Expected to serve up to 150 homes.
- Carriageway width of 6m.
- Forms a slight left-right stagger with Vicarage Road (7m separation from centre line to centre line).
- 3m footway / cycleway on southern side of access, with local widening continuing to Turners Hill Road, to link to crossing and Worth Way.
- Dropped kerb / tactile paving toucan crossing on Turners Hill Road and uncontrolled crossing on Vicarage Road.

- Short section of 2m shared cycleway on southern side of Vicarage Road, with dropped kerb enabling access to carriageway.
- Visibility splays at new minor arm at a 2.4m set back of:
  - To the left: 61.7m (appropriate for observed 85<sup>th</sup> percentile speeds of 38.5 mph).
  - To the right: 49.9m (appropriate for observed 85<sup>th</sup> percentile speeds of 33.3mph).

**2.5 Access 2 – Central Access (south of Huntsland)**

2.5.1 This access will take the form of a simple priority junction onto Turners Hill Road, as presented in Drawing **ITB9155-GA-381** an extract of which is provided below.

**Image 2.3: New priority junction on Turners Hill Road (central access, south of Huntsland)**



Source: Drawing ITB9155-GA-381

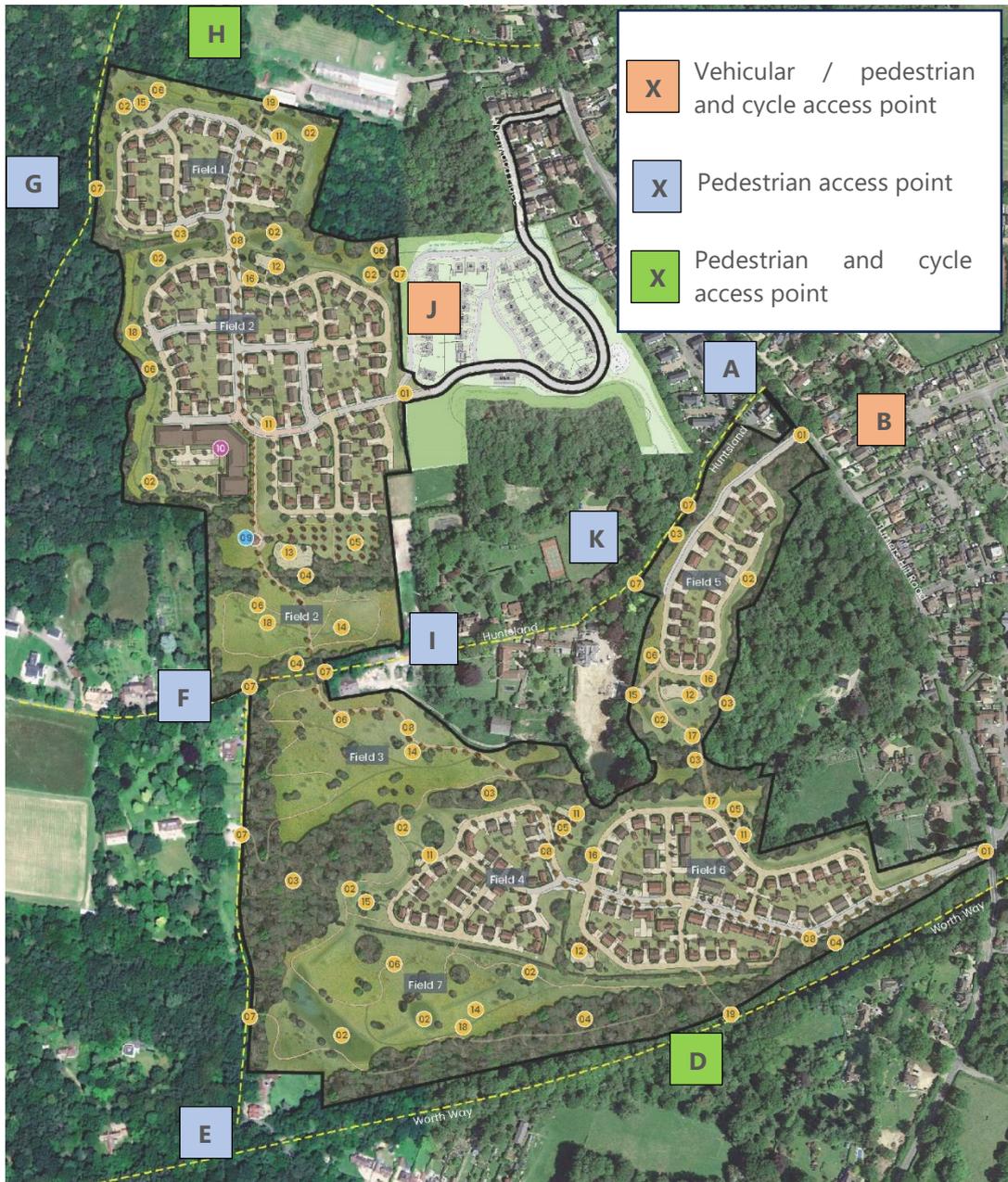
2.5.2 The site access has the following geometric attributes:

- Expected to serve up to 50 homes.
- Carriageway width of 5.5m.
- 8m junction radii.
- 3.0m wide shared footway / cycleway adjacent to the northern side of the carriageway.
- 0.5m margin on the southern side of the carriageway.
- 2.4m x 59m visibility splays in both directions (adequate for observed 85th percentile speeds of 37.5mph in both directions based on MfS stopping sight distance parameters).
- Will allow refuse collection vehicles to enter and exit.
- Cycleway continues to signal controlled crossing, which will be upgraded to a toucan crossing. A short section of footway on the eastern side to both the north and south of the crossing will also be upgraded to cycleway. Dropped kerbs will enable cyclists to enter / exit the cycleway from the carriageway.

## 2.6 Pedestrian and Cycle Access

2.6.1 In addition to the main site access junctions, there will be a network of pedestrian and cycle connections into the sites. **Image 2.4** provides an overview of all the connections and **Table 2.1** provides a summary of the type of connections which will be provided into the development site.

Image 2.4: Proposed Pedestrian and Cycle Strategy



Source: Illustrative Masterplan

**Table 2.1 On-site Pedestrian / Cycle Connections**

Connection Point	Pedestrian / Cycle Connection?	Description	Development Site
A	Pedestrian	Existing pedestrian connection into site via Huntsland (PRoW footpath 33w) from Turners Hill Road	South of Huntsland
B	Vehicular / Pedestrian / Cycle	Vehicle access onto B2028 Turners Hill Road with a shared footway / cycleway	South of Huntsland
C	Vehicular / Pedestrian / Cycle	Vehicle access onto B2028 Turners Hill Road with a shared footway / cycleway	South of Huntsland
D	Pedestrian/ cycle	Pedestrian/ cycle connection with Worth Way on the southern border of the site (to site boundary with improvement works to be funded (via S106) on the bridleway to connect it to the site access)	South of Huntsland
E	Pedestrian	Pedestrian connection with Worth Way on the southwest corner of the site	South of Huntsland
F	Pedestrian	Pedestrian connection into site via Huntsland (PRoW footpath 32w)	Both
G	Pedestrian	Pedestrian connection into PRoW footpath 35W (to site boundary only)	North of Huntsland
H	Pedestrian / Cycle	Shared pedestrian and cycle connection on the northern border of the site	North of Huntsland
I	Pedestrian	Pedestrian connection into Huntsland (PRoW footpath 33w)	Both
J	Vehicular / Pedestrian / Cycle	Vehicle access with 2.0m footway	North of Huntsland
K	Pedestrian	Pedestrian connection into Huntsland (PRoW footpath 33w)	South of Huntsland

Source: Illustrative Masterplan

## 2.7 Pedestrian and cycle links

2.7.1 There are no through routes proposed for vehicular traffic between the three separate vehicle accesses, with each vehicle access serving its own portion of the development. However, the internal layout does include pedestrian and cycle links between the parcels of land.

2.7.2 The indicative location of the links is set out in **Image 2.5**.

**Image 2.5: Indicative location of internal pedestrian and cycle links**



Source: Illustrative Masterplan

## 2.8 Summary

- 2.8.1 Two vehicular accesses will be provided onto Turners Hill Road and collectively serve up to 200 homes.
- 2.8.2 A number of pedestrian and cycle connections are provided across the site and will connect to existing infrastructure, encouraging the take up of sustainable travel modes. The internal layout of the site will be permeable to pedestrians and cyclists, encouraging active travel.
- 2.8.3 Any future site layout will be in accordance with local car and cycle parking and electric vehicle charging standards in force at the time of any reserved matters applications.

## SECTION 3 Existing Transport Conditions

3.1.1 This section of the FTP describes the existing accessibility of the site by walking, cycling and public transport and considers the existing travel characteristics of the local area.

### 3.2 Walking and Cycling

#### Walking

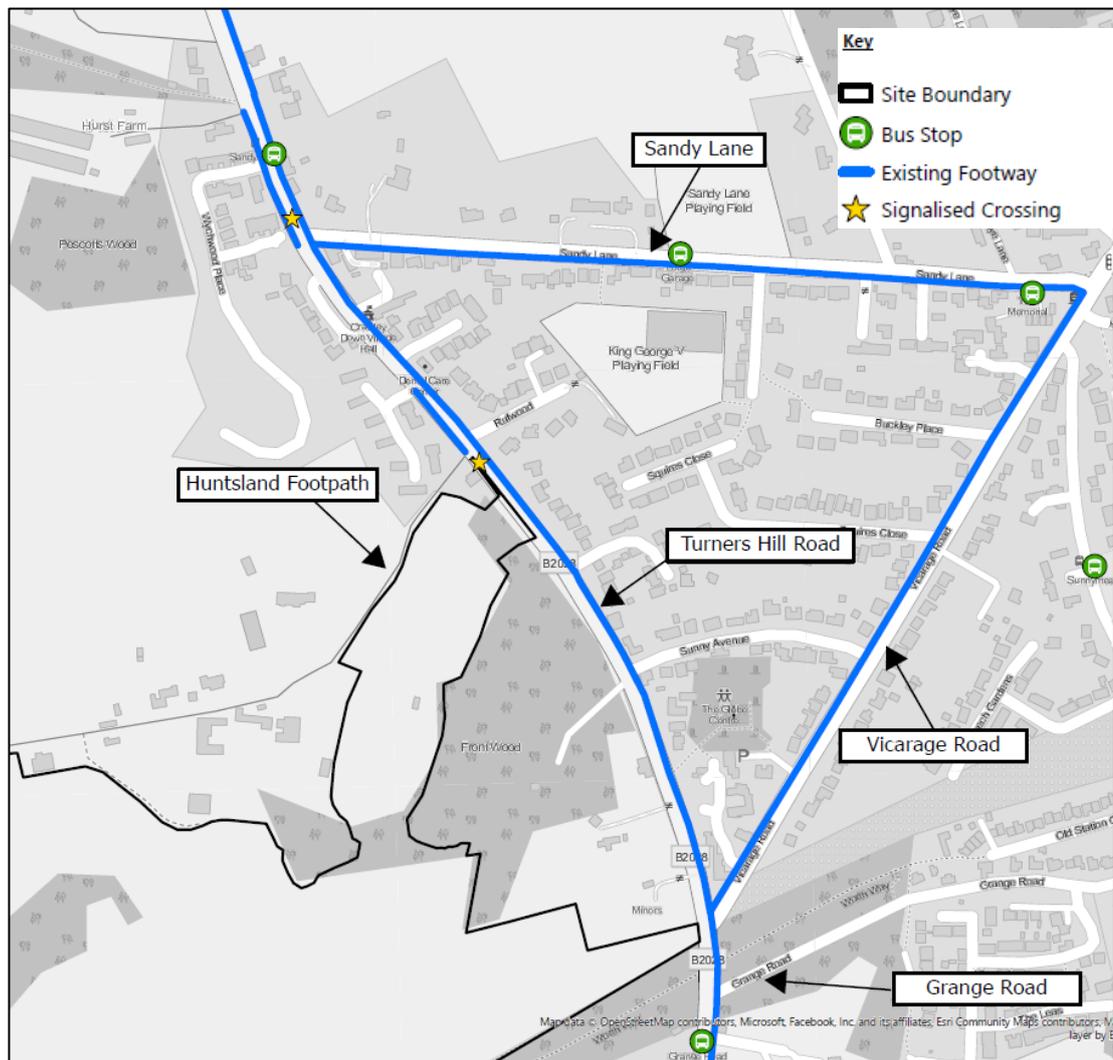
##### ***Turners Hill Road***

3.2.1 A continuous footway is provided along the eastern side of Turners Hill Road. On the western side, there are footways (shown in **Image 3.1**):

- Between a new signal-controlled crossing south of the Huntsland footpath.
- Between Sandy Lane and Hurst Farm (passing Wychwood Place and a further signal-controlled crossing).

3.2.2 Turners Hill Road features street lighting at regular intervals.

Image 3.1: Existing footways



**Sandy Lane**

3.2.3 Sandy Lane has a continuous footway on the southern side of the carriageway and provides a route from Turners Hill Road to Crawley Down village centre. The street features street lighting at regular intervals.

**Wychwood Place**

3.2.4 Wychwood Place is part of a development of 67 homes (built out through two planning applications - 14/02000/OUT and DM/15/3614/OUT) which has good pedestrian infrastructure. Footways are provided on both sides of the carriageway at the access of the development and along much of its length. A further pedestrian / cycle link is provided into the site a short distance south of the junction with Turners Hill Road and there is a further pedestrian connection to Huntsland.

Image 3.2: Wychwood Place Development Sites



3.2.5 The pedestrian / cyclist accesses in reference to the wider area is presented in **Image 3.3**.

Image 3.3: Wychwood Place Pedestrian / Cycle Links



### **Vicarage Road**

3.2.6 Vicarage Road routes between Hophurst Lane / Sandy Lane and Turners Hill Road and has continuous footways on both sides of the carriageway. It is primarily a residential road which features street lighting.

### **Grange Road**

3.2.7 Grange Road routes between Turners Hill Road and Station Road with routes to various side roads on Field Drive, Grange Crescent, Sandy Hill Lane and Kiln Road. A footway is provided on the eastern side of the carriageway with residential properties situated on this side.

### **Public Rights of Way**

3.2.8 There are a number of Public Rights of Way within the vicinity of the site, as well as currently routing through the site which will be retained and enhanced as part of the development proposal. The routes are presented in **Image 3.4** and summarised below.

- a Footpaths 32W, 33W (known as Huntsland), routes east to west within the study area connecting Turners Hill Road and footpath 29W. The signal-controlled crossing on Turners Hill Road mentioned above aids onward walks eastward into Crawley Down.
- b Footpath 29W continues west outside the site to the Sussex Border Path (30W and 28S)
- c Footpath 34W is a north-south route largely within the southern part of the site, linking Huntsland with Wallage Lane. There is also a stepped connection to the Worth Way cycle route.
- d Footpath 35W connects Huntsland and Turners Hill Road north of the site. The footpaths run outside the study area although 35W is close to the western boundary.
- e Finally, the orange line is a bridleway known as Worth Way. It connects Crawley Down with Crawley and East Grinstead.

**Image 3.4: Public Rights of Way**



Source: WSCC iMAP

### Cycling Infrastructure

3.2.9 The majority of the roads in the vicinity of the site are residential in nature and subject to a 30mph speed limit, and therefore will be seen as cyclable by many. Additionally, the National Cycle Route (21) is located immediately south of the study area on the Worth Way bridleway. This route is predominantly an off-road cycle route connecting East Grinstead, Crawley Down and Crawley. The cycle track is largely traffic free (entirely so leading into Crawley Down) and provides a wide gravel surface.

### 3.3 Public Transport

#### Bus

3.3.1 The nearest bus stops are provided on Turners Hill Road south of Grange Road, approximately 600m from the application site. The bus stops are marked by flags and poles with Real Time Passenger Information (RTPI) boards and are served by the 272 route, providing services towards Crawley, Haywards Heath and Burgess Hill.

3.3.2 A further bus stop is provided on Turners Hill Road adjacent to the Wychwood Place junction, circa 950m from the application site. Both stops have flagpole and timetable information and RTPI boards and are served by services 272, 281 and 291.

3.3.3 A summary of the bus services that operate at these stops is provided in **Table 3.1**.

**Table 3.1: Summary of Bus Services**

Service	Bus Stop	Route	Frequency		
			Mon-Fri	Saturday	Sunday
272	Grange Road and Sandy Lane	Brighton – Haywards Heath – Burgess Hill - Crawley	Every 1 - 2 hours First: 10:34 Last: 22:40	Every 2 - 3 hours First: 09:22 Last: 18:23	No service
281	Sandy Lane	Crawley – Three Bridges – Crawley Down – East Grinstead – Lingfield	Hourly between 06:55 and 16:27 Last service: 18:27	Hourly between 08:00 and 17:44	No service
291	Sandy Lane	Crawley – Three Bridges – Crawley Down – East Grinstead – Tunbridge Wells	Hourly between 06:27 and 00:35	Hourly between 08:29 and 00:35	Every 1 - 2 hours between 10:21 and 20:04

Source: Bustimes.org

- 3.3.4** The journey time by bus to the centre of East Grinstead is approximately 20 minutes, to Three Bridges rail station it is circa 18 minutes and to Crawley it is approximately 25 minutes. From Three Bridges station, a 5-minute train to Gatwick Airport departs every 3-7 minutes.
- 3.3.5** Services 281 and 291 also provide access to Imberhorne Secondary School with a half price fare for children. Both services stop at the upper school campus, and service 281 also stops at the lower school campus. Additionally, services 624 and 643 are term time buses serving the school and pass-through Crawley Down. The 905-bus service is a 'closed door' service serving Crawley Down for entitled school children only.
- 3.3.6** There are good services towards key destinations from Monday to Saturday, WSCC's previous pre-application comments requested improvements be considered to bus services.

### **Rail**

- 3.3.7** Three Bridges Rail Station is located circa 5km to the west and East Grinstead Rail Station is circa 8.3km to the east. Both stations provide frequent services towards East Croydon, Clapham Junction and London. Additionally, Three Bridges provides services towards Haywards Heath, Burgess Hill, and Brighton.
- 3.3.8** Both stations can be accessed via the 281 or 291 bus service, and additionally Three Bridges and East Grinstead are accessible by bike via Worth Way (approximately a 15-minute cycle ride to Three Bridges and 19 minutes to East Grinstead). Both stations have sheltered storage with CCTV (226 at Three Bridges and 96 at East Grinstead).

3.3.9 A summary of the rail services from Three Bridges and Crawley stations is provided below.

**Table 3.2: Summary of Rail Services**

Station	Destination	Peak Frequency	Off-peak Frequency	Average Journey Time
Crawley	East Croydon	5 per hour	4 per hour	33 minutes
	Clapham Junction	3 per hour	2 per hour	36 minutes
	London Victoria	4 per hour	4 per hour	46 minutes
	Barnham**	2 per hour	2 per hour	46 minutes
	Gatwick Airport	5 per hour	4 per hour	11 minutes
Three Bridges*	Horsham	4 per hour	4 per hour	15 minutes
	London Bridge	8 per hour	8 per hour	45 minutes
	Haywards Heath	4 per hour	4 per hour	10 minutes
	Brighton	4 per hour	4 per hour	31 minutes
	Gatwick Airport	10 per hour	10 per hour	5 minutes

\*Three Bridges also provides services to the same destinations as Crawley

\*\*Onward connections provided towards Chichester, Portsmouth and Southampton

## SECTION 4 Existing Travel Characteristics

### 4.1 Introduction

4.1.1 This section provides an overview of existing travel patterns in the local area.

### 4.2 Existing Travel Patterns

4.2.1 The *Method of Travel to Work* data from the 2011 Census for the MSOA Mid Sussex 005 has been used to identify the current mode share in the local area. Whilst data from the 2021 Census is available, it is acknowledged that this dataset has been impacted by the COVID-19 Pandemic and therefore recorded travel habits at the time of the survey are not representative. However, a comparison of both datasets has been provided.

4.2.2 **Table 4.1** summarises the existing methods of travel to work, excluding those who are unemployed and those who work from home.

**Table 4.1: Method of Travel to Work**

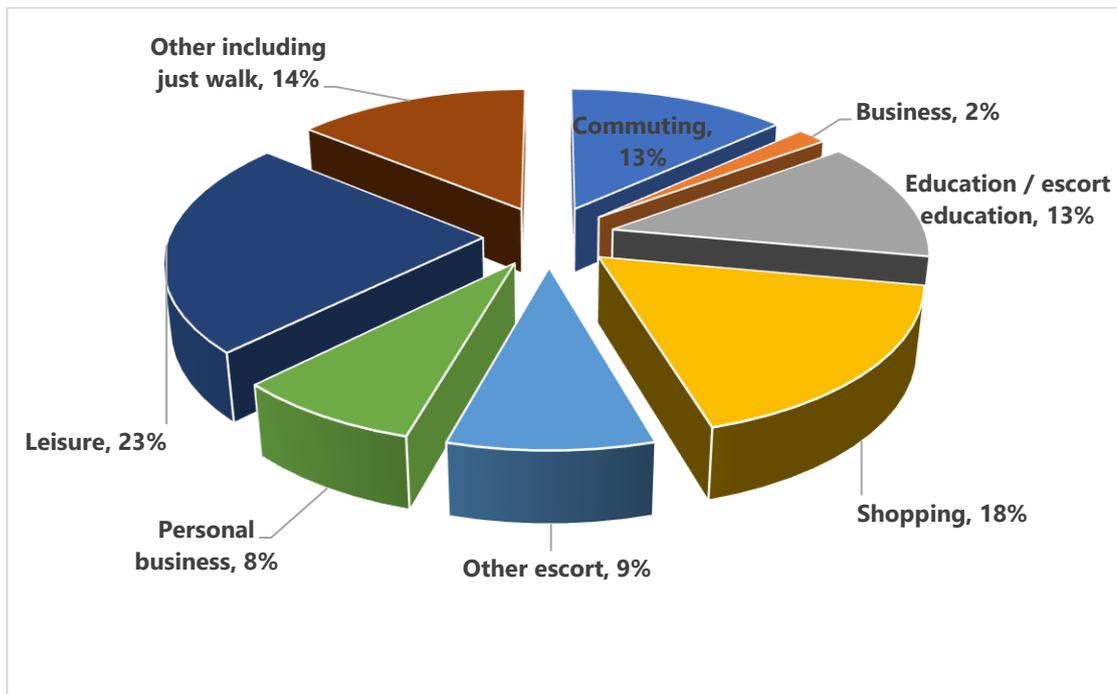
Method of Travel	Proportion of Trips (Census 2011)	Proportion of Trips (Census 2021)
Driving a car or van	80%	82%
Train	7%	3%
On Foot	5%	5%
Passenger in a car or van	3%	5%
Bus, minibus, or coach	2%	2%
Bicycle	1%	1%
Motorcycle, scooter or moped	1%	1%
Other method of travel to work	1%	1%
<b>Total</b>	<b>100%</b>	<b>100%</b>

Source: Census 2011 and 2021 – MSOA Mid Sussex 005

4.2.3 The data shows that there is a marginal difference between the 2011 and 2021 Census with most workers likely to drive to work (80-82%) in single occupancy vehicles, with a further 5% likely to walk and 9% using public transport (bus and train) in 2011, reducing to 5% in 2021 (due to Covid-19 restrictions). These baseline travel characteristics will be used to partially inform the targets set out in Section 6.

4.2.4 The Department for Transport's National Travel Survey identifies the reasons for making a journey. The proportion of all trips by purpose (by all modes) is set out in **Image 4.1**.

**Image 4.1: Proportion of Trips per Year by Journey Purpose – 2021**



Source: Chart NTS0409a of Transport Statistics Great Britain – 2021 Edition

4.2.5 On this basis, leisure, shopping and education journeys will account for more than half of all journeys made by future residents on site.

**4.3 Walking and Cycling Distances**

Walking

4.3.1 The Sustainable Transport Strategy that accompanies the Transport Assessment sets out the distances that people are typically prepared to walk based on empirical evidence. The following distances are applied for the purpose of assessing the likelihood of walking journeys to and from the site:

- Up to 800m – comfortable walking distance.
- Between 800m and 1.6km – reasonable walking distance.
- Between 1.6km and 3.2km – acceptable walking distance.

Cycling

4.3.2 NTS data also identifies that the average distance per journey by bike is approximately 4.4km, with the current average length of an employment and leisure cycle trip some 5.2km.

4.3.3 Paragraph 2.2.2 of the DfT Document LTN 01/20 Cycle Infrastructure Design addresses typical cycle trip distances and states two out of every three personal trips are less than 5-miles (8km) in length which is an achievable distance for most people.

4.3.4 For the purposes of the TA:

- 5km cycling distance - desirable cycling distance.
- 8km – acceptable cycling distance.

#### 4.4 Access to Local Facilities and Services

4.4.1 The primary destinations for future residents of the proposed development within the local area are presented in **Table 4.2**. This includes facilities for education, leisure, retail, employment and healthcare.

4.4.2 Distances from the site to the local facilities and services have been measured based on actual walking routes. A comparison with the land in the north of the site, which falls within the wider study area, is also provided.

**Table 4.2: Local Services and Facilities**

Destination	Wider Study Area			Application Site		
	Total Distance (m)	Walking Journey Time (mins)	Cycling Journey Time (mins)	Total Distance (m)	Walking Journey Time (mins)	Cycling Journey Time (mins)
<b>Employment</b>						
Silverwood Industrial Estate	2000	24	8	2620	31	10
Rowfant Business Centre	3500	-	13	3020	36	11
Barns Court	1550	18	6	1720	20	6
Local Businesses, Sandy Lane	700	8	3	1520	18	6
<b>Leisure</b>						
Crawley Down Village Hall	700	8	3	1120	13	4
All Saints Parish Church Crawley Down	850	10	3	620	7	2
The Haven Centre	1700	15	5	1500	8	3

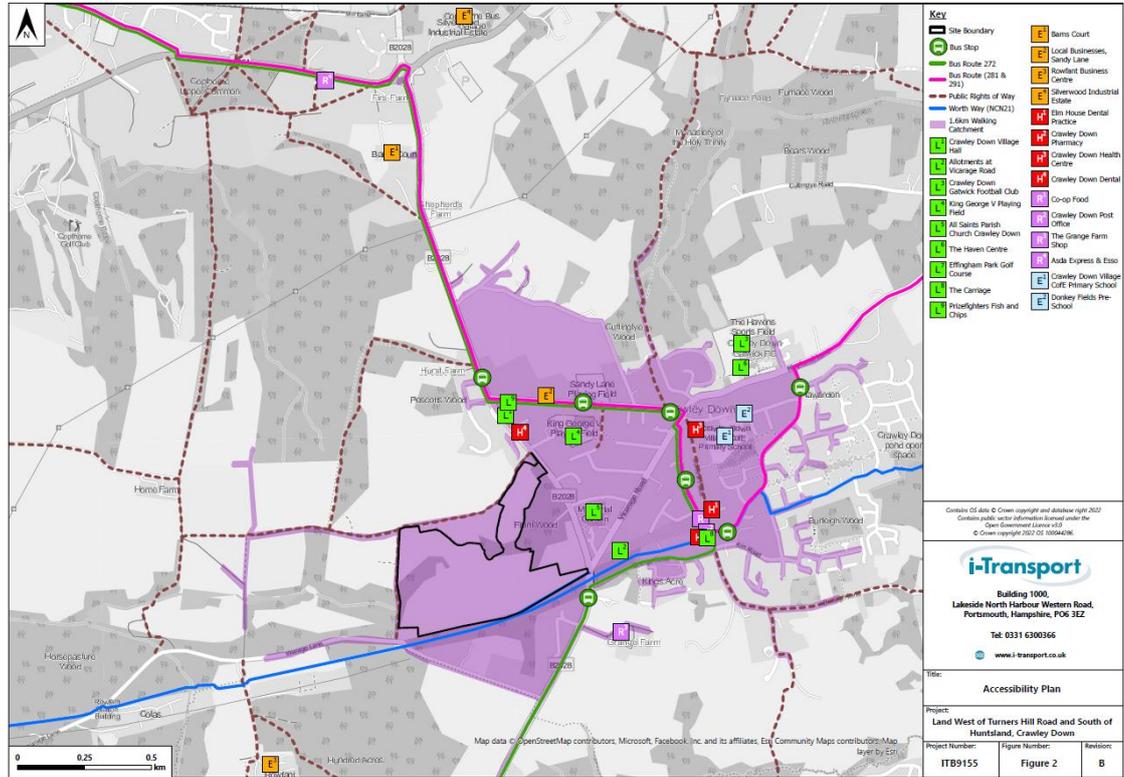
	Wider Study Area			Application Site		
King George V Playing Field	1100	13	4	1520	18	6
Allotments at Vicarage Road	1200	14	5	520	6	2
Effingham Park Golf Course	2500	30	9	3200	38	12
Crawley Down Gatwick Football Club	1700	20	6	1500	18	6
The Carriage Restaurant	2000	24	8	1100	13	4
Prizefighters Fish and Chips	700	8	3	1250	15	5
<b>Retail</b>						
The Grange Farm Shop	1450	17	5	720	9	3
Co-op Food	1800	21	7	1100	13	4
Asda Express & Esso	2100	25	8	2900	35	11
Crawley Down Post Office	1700	20	6	920	11	4
<b>Education</b>						
Crawley Down Village CofE Primary School	1600	19	6	1300	16	5
Donkey Field Pre-School	1800	21	7	1350	16	5
<b>Health</b>						
Crawley Down Health Centre	1600	19	6	1400	17	5
Elm House Dental Practice	1800	21	7	1000	12	4
Crawley Down Pharmacy	1700	20	6	8550	10	3
Crawley Down Dental	700	8	3	1120	13	4

Key:

	Within a desirable walking (800m) / cycling (5km) distance
	Within a comfortable walking (1.6km) / cycling (8km) distance
	Within an acceptable (3.2km) walking distance

4.4.3 The location of facilities in the context of the site are illustrated on **Figure 2**, extracted in **Image 4.2**.

**Image 4.2: Local Accessibility Plan**



## SECTION 5 Policy, Objectives and Benefits

### 5.1 National Policy

#### National Planning Policy Framework (December 2024)

- 5.1.1 The NPPF (December 2024) sets the policy basis for the development of Travel Plans.
- 5.1.2 Paragraph 115 of the NPPF outlines that when assessing sites for development this should prioritise sustainable transport modes, taking into account the vision for the site. A key tool to facilitate this is a Travel Plan.
- 5.1.3 Paragraph 118 of the NPPF sets out that all developments which generate significant amounts of movement are required to provide a Travel Plan. Sustainable travel objectives include the need to reduce the use of the private car (particularly for single occupancy journeys) and measures to promote walking, cycling and public transport use as alternatives to private car journeys.
- 5.1.4 Therefore, this FTP has been produced to outline measures to encourage travel by modes of transport other than single occupancy car use for residents of the development, by promoting walking, cycling and public transport use as alternative methods.

#### Planning Practice Guidance

- 5.1.5 The web-based PPG replaced the DfT's 'Guidance on Transport Assessment' on 6 March 2014 and of which discusses the role of travel plans and transport assessments / statements and how they relate to each other:

***“Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements. (ID42 – 002)”.***

### 5.2 Local Policy

- 5.2.1 This Travel Plan has been prepared having regard to the 'West Sussex County Council Development Travel Plan Policy' draft document. This document identifies that Residential Travel Plans should provide a ***“commitment to delivering a range of measures to promote sustainable modes of transport”.***

5.2.2 The draft document also sets out the thresholds for when a Travel Plan will be required in line with the former DfT 'Guidance on Transport Assessments' (GTA). Typically, a full Travel Plan is required where a development is in excess of 80 – 100 homes.

5.2.3 Policy DP21 of the Mid Sussex District Local Plan (2014-2031) states:

***“Development which generates significant amounts of movements 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...”***

### 5.3 Principles and Objectives

5.3.1 In line with the current national and local guidance, this FTP seeks to promote sustainable lifestyles amongst new residents. The primary aims of the FTP are as follows:

- To reduce the number of single occupancy car journeys to the site so to reduce the traffic impact of development and the effect on the environment, in line with the objectives of NPPF.
- To promote and improve the accessibility of the site by non-car modes of transport and thereby encourage the use of other travel modes.

5.3.2 The FTP also contains the following additional sub-objectives:

- To support a range of sustainable transport alternatives to provide future residents of the site with viable travel options.
- To develop an awareness of the options for sustainable travel to and from the site amongst residents.
- To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and highlight the health and environmental benefits of using sustainable travel modes.
- To reduce the impacts of car-based travel to the site on the local and strategic highway network and environment.

### 5.4 Benefits

5.4.1 The provision of the Travel Plan will have benefits for future residents as well as the existing local community and surrounding environment.

### **Residents**

- Improved health and fitness through increased levels of walking and cycling.
- Increased travel flexibility offered through wider travel choices.
- The social aspects of sharing transport with others.
- A better environment within the site and its immediate environs as vehicular movements are minimised and parking pressures reduced.

### **Local Community and Environment**

5.4.2 The potential benefits to the environment, compare to the 'without Travel Plan' scenario, are as follows:

- The impact of the development on the local environment will be lessened, in terms of reducing congestion, noise and atmospheric pollution created by vehicle trips to and from the site.
- A reduction in vehicular movements to and from the site will reduce pollution levels and contribute to a reduction in vehicular turning movements to / from the site. This will contribute to both local air quality management and national climate change reduction targets.

5.4.3 Overall, it is anticipated that the FTP will result in benefits for residents of the site and the wider community in the vicinity of the development by promoting sustainable transport.

## SECTION 6 Targets

### 6.1 Overview

6.1.1 The key aim of the Framework Travel Plan is to reduce single occupancy car use for travel to the site, and the use of targets will enable the end occupiers to monitor progress against the headline aim and objectives.

6.1.2 Whilst Census data has been noted to indicate a typical mode share, the actual mode shares that will occur will not be fully understood until the first travel surveys have been reviewed. However, it is sensible to set provisional mode share targets which can then be reviewed to ensure that they are SMART<sup>1</sup> following the first round of travel surveys. The mode shares should be achievable and reflect the transport vision for the site

### 6.2 Development Vision

6.2.1 The vision for the site is outlined in the TA and reproduced below:

- a The application site and wider study area will provide genuine opportunities for future residents to access local facilities and services via sustainable modes – and access destinations further afield by public transport. These will be enhanced through agreed off-site infrastructure improvements.
- b The development will encourage travel by active modes through the provision of off-site improvements and good on-site layout design. It will also minimise the need to travel through on-site infrastructure, e.g. connections to high speed broadband and a network of on-site cycle routes.
- c A Framework Travel Plan will aim to achieve a mode share by single occupancy car use in comparison with ‘typical’ local levels, through a means of measures including:
  - Provision of car club vehicle.
  - Improved transport infrastructure.
  - Provision of vouchers for discounted travel by bus or cycle / cycling equipment purchase.
  - Trip minimisation and containment.

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<sup>1</sup> Specific, Measurable, Achievable, Realistic, Time-bound

6.2.2 A combination of ‘hard’ (infrastructure led) and ‘soft’ (promotion and incentive based) measures are identified to promote and incentivise sustainable travel choices.

### 6.3 Interim Targets

6.3.1 Based on the vision for the site, implemented through the suite of hard and soft measures outlined in Sections 7 and 8, the provisional targets are summarised below.

**Table 6.1: Target Mode Share (Vision-led)**

Method of Travel	Proportion of Trips (Census 2011)
Driving a car or van	72%
Train	9%
On Foot	8%
Passenger in a car or van	3%
Bus, minibus, or coach	3%
Bicycle	3%
Motorcycle, scooter or moped	1%
Other method of travel to work	1%
<b>Total</b>	<b>100%</b>

Source: Consultant

6.3.2 The targets primarily seek to achieve a below average car modal share, compared with the surrounding area. The transport vision for the site is heavily led by improvements to active travel and also improving access to buses, as well as prompting access to intern-based car sharing apps such as Liftshare and Homerun. The targets seek above to reflect that vision. The targets will be refined in light of the first round of monitoring data (*ref: Section 10*).

### 6.4 First Phase Targets

6.4.1 In addition to mode share targets, it is important to identify a number of action targets which will ensure that the FTP is delivered.

6.4.2 The first phase of targets is therefore action related. They are as follows:

- Appoint Travel Plan Coordinator prior to sales and marketing phase.
- Travel Plan Coordinator to become familiarised with the agreed monitoring process.
- Undertake first phase of monitoring one year after 1<sup>st</sup> occupation including the residential travel surveys.

- Review measures to ensure that they remain appropriate.
- Once agreed with West Sussex County Council, update Travel Plan with any necessary revisions to measures.

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## SECTION 7 Site Layout and Infrastructure Measures

### 7.1 Introduction

7.1.1 This section of the FTP describes the site layout, and the infrastructural 'hard' measures implemented as part of the development that will promote sustainable travel.

7.1.2 The site has been identified in the Mid Sussex District Plan (2021-2039) as being suitable for development and is expected to deliver/provide the infrastructure, contributions and off-site provisions. This allows for a greater number of opportunities for both future and existing residents of Crawley Down to make more local journeys.

### 7.2 Site Layout

7.2.1 The site will be designed to accord with the principles of development as per Manual for Streets and more recently, Active Travel England, who are now a consultee for larger development proposals.

7.2.2 The site layout will prioritise pedestrians and cyclists by providing traffic calming and limiting vehicle speeds. Pedestrian and / or cycle routes will connect to the existing infrastructure and Public Rights of Way. The aim will be to deliver a genuinely permeable site with three points of access.

### 7.3 On Site Infrastructure Measures

7.3.1 A Sustainable Transport Strategy has been produced and agreed with WSCC (*ref: ITB9155-045 TN*). This details how the proposal will secure the take up of sustainable travel in accordance with the NPPF. A summary of the 'hard' measures proposed in the Sustainable Transport Strategy is outlined below.

#### Car Club

7.3.2 There is an agreement in principle to provide two car club vehicles within the study area for three years, with three years free membership for new residents of the site. The car club will be secured by Section 106 agreement. The location of the car club space will be agreed at the Reserved Matters stage.

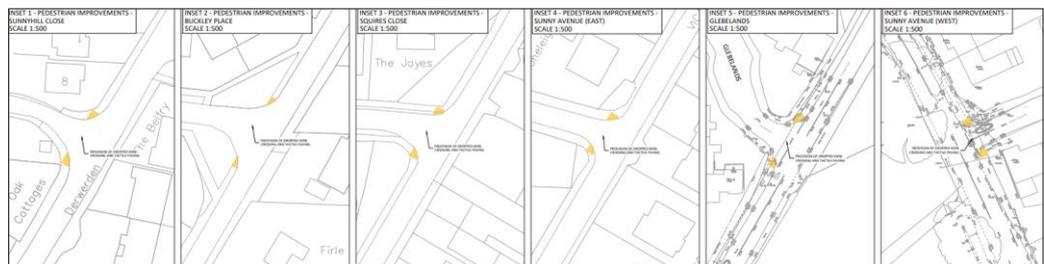
7.3.3 Car clubs are not designed to be exclusive to developments, but rather provided in a location accessible to the wider community to enable use by new and existing residents within a community. Pedestrian connectivity between the site and Crawley Down will enable existing residents to have access to this infrastructure, allowing it to be a facility that benefits Crawley Down as a whole. There are also existing car clubs in Crawley and Horsham suggesting that the uptake for them already exists.

## 7.4 Off-site Improvements

### Highways Improvements

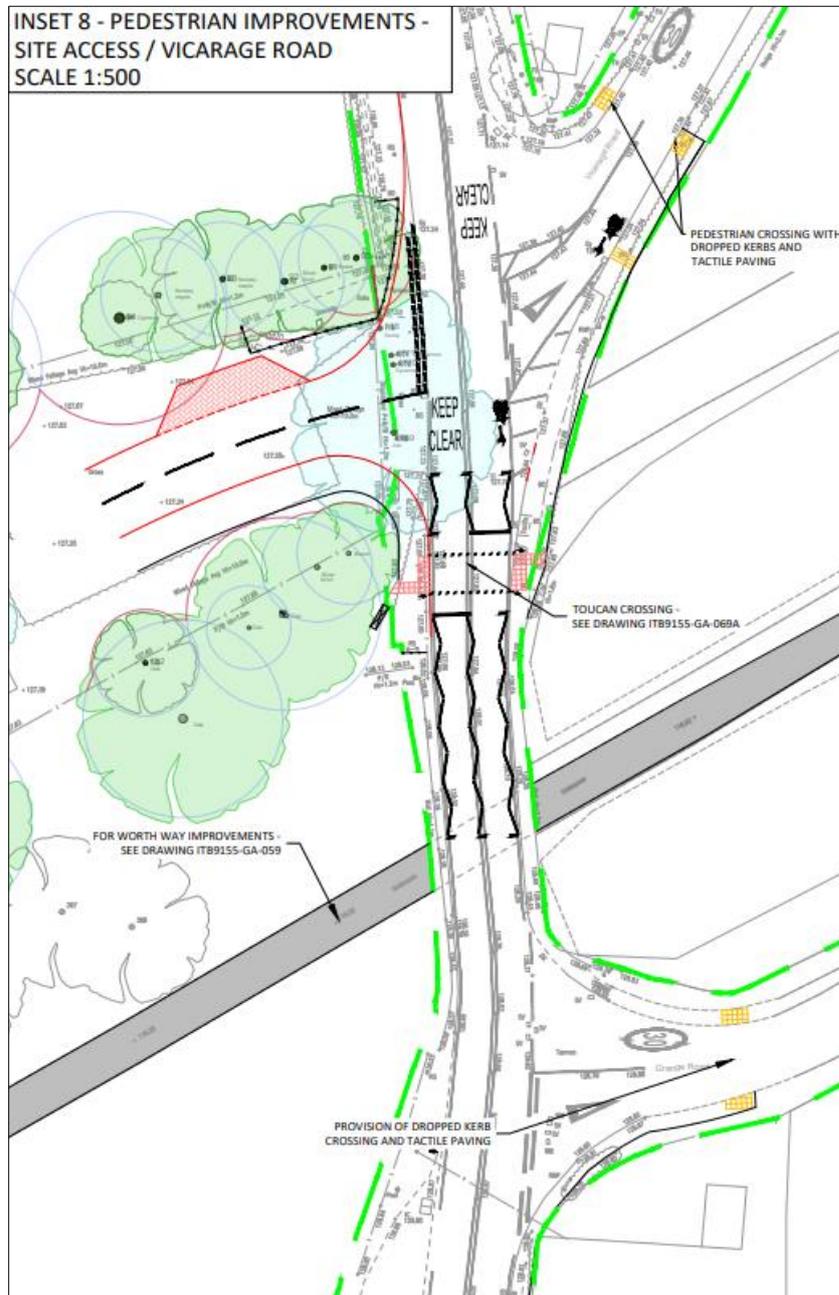
7.4.1 As part of the Transport Assessment, a Healthy Streets Assessment has been undertaken in accordance with the Healthy Streets Assessment criteria<sup>2</sup>, to identify potential improvements to walking and cycling infrastructure. Based on the audit, Wates are willing to deliver off-site highways improvements, as presented in Drawings **ITB9155-GA-056C** and **059**.

- i Tactile paving and dropped kerbs at all side roads of Vicarage Road / Turners Hill Road (Glebelands, Sunny Avenue (east and west), Squires Close, Buckley Place and Sunnyhill Close).

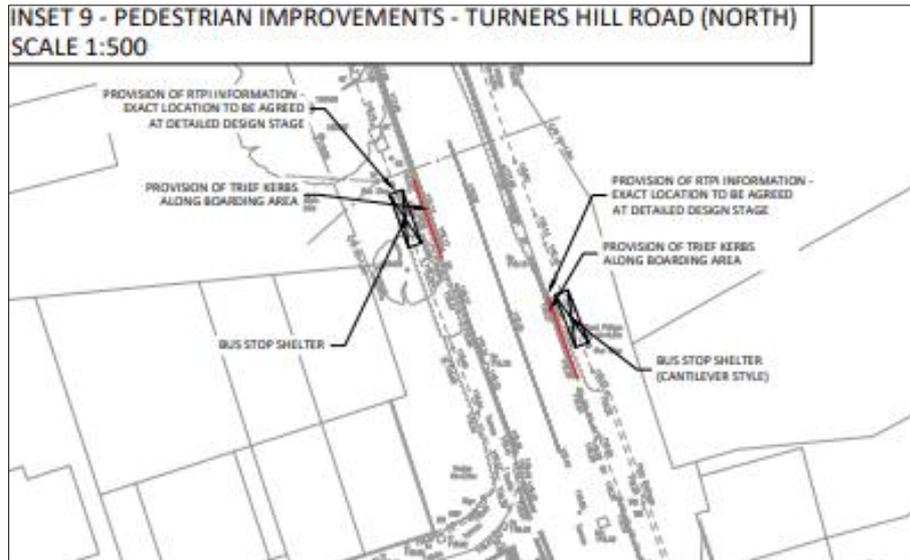


<sup>2</sup> [What is Healthy Streets? — Healthy Streets](#)

- ii Dropped kerb / tactile paving crossing on Vicarage Road (already proposed as part of the vehicular access and shown separately in access drawing).
- iii Toucan crossing on Turners Hill Road.



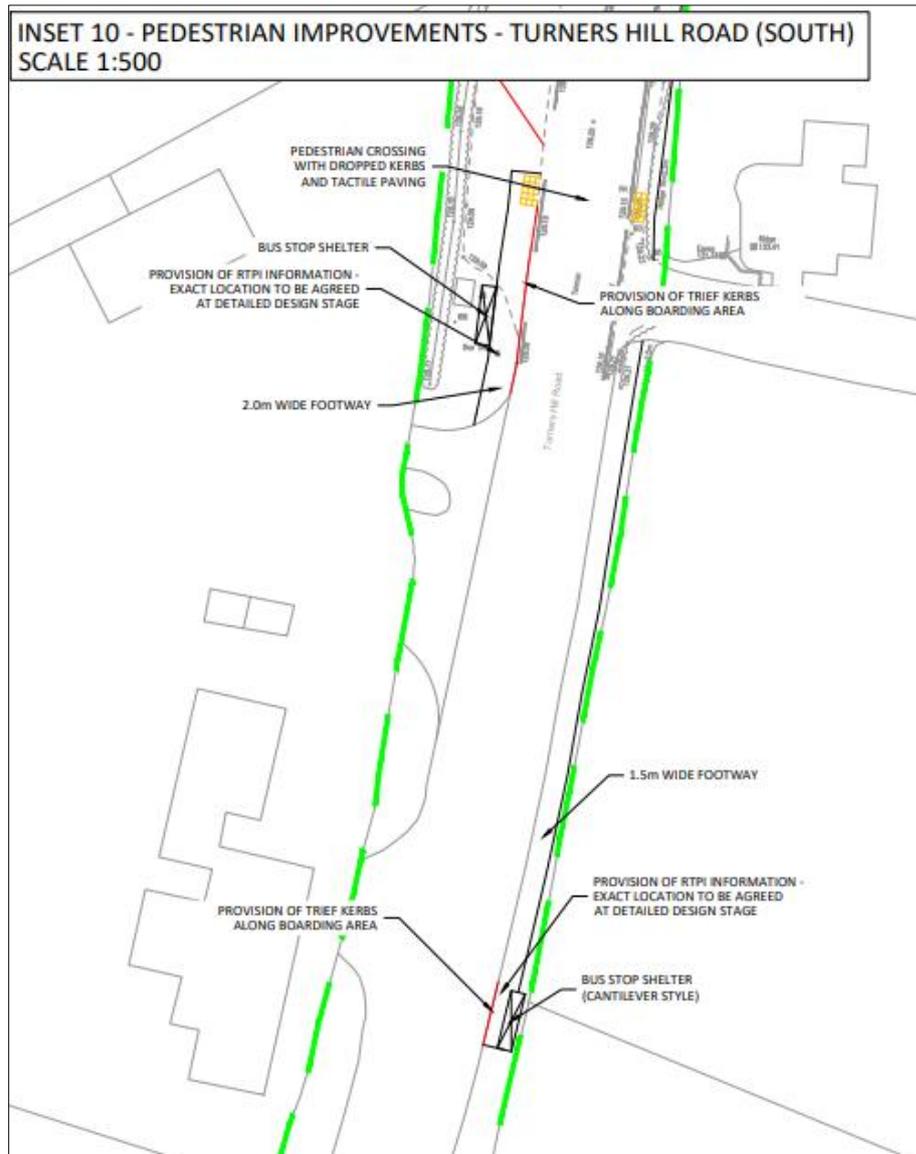
- iv New facilities, including shelters (cantilever for the southbound bus stop) and raised kerbs at bus stops north of the village.



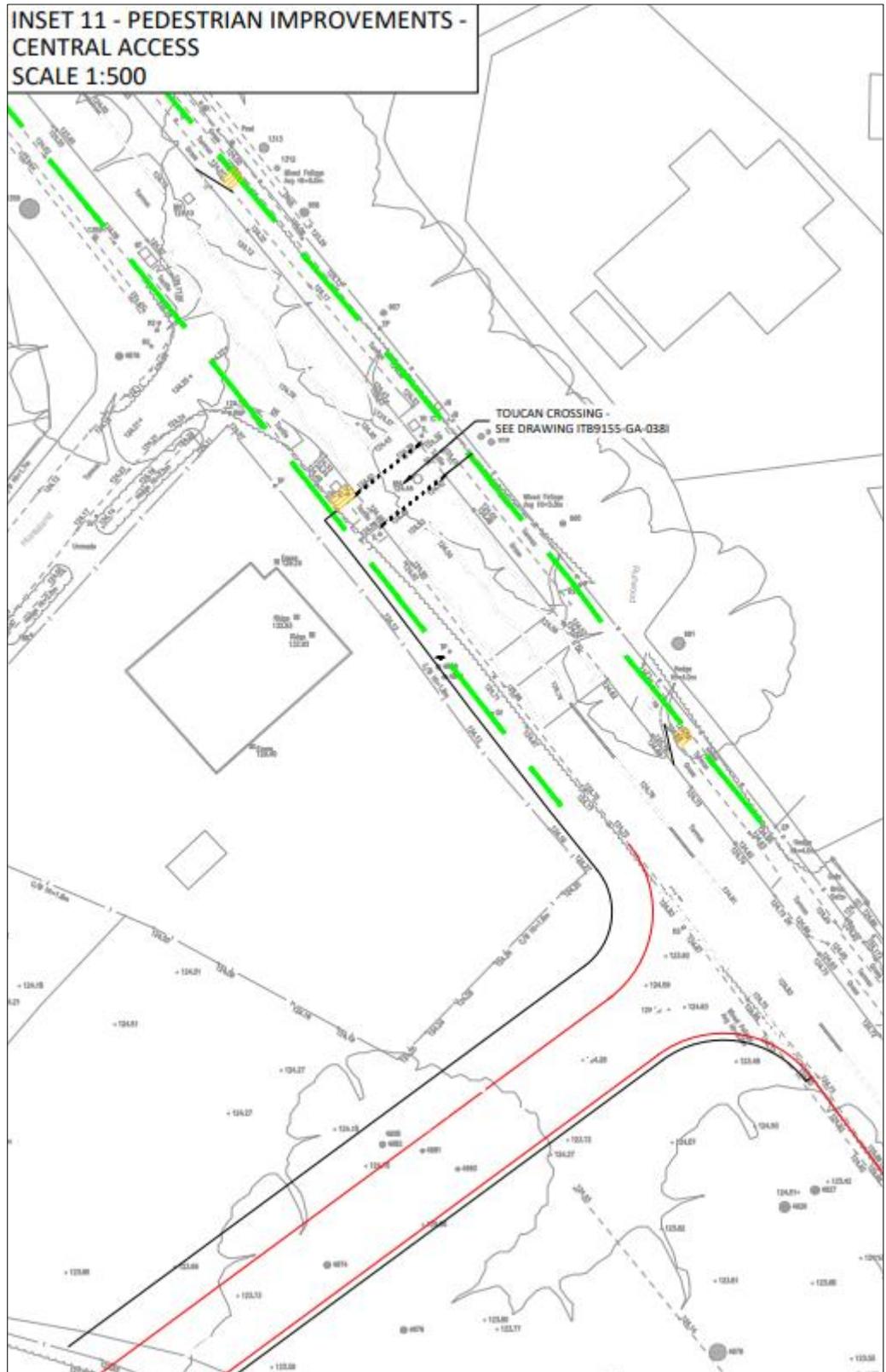
- v An improved type 1 surface along Worth Way between the site and Old Station Close on land owned by WSCC. This is agreed in principle with WSCC although the precise specifications of the surface will be a matter for agreement at detailed design stage. The route will be 2-3m in width, depending on land available.



- vi Widening of the footway on the eastern side of Turners Hill Road south of Grange Road using the overgrown highway verge to the east to ease access to improved southern bus stop.



- vii Upgrade of existing puffin crossing to toucan crossing.



- viii Dropped kerb tactile paving crossing to northbound bus stop and across Grange Road at Turners Hill Road junction.

- ix Bus shelter, raised kerbs and seating (cantilever for southbound bus stop) south of the village.

*Note on Implementation*

- 7.4.2 Works within publicly maintained highway will be undertaken under Section 278 agreement whilst a Section 106 contribution will fund the improvement to Worth Way.
- 7.4.3 The study area will come forward as two applications. The assignment of works will be a matter for discussion post application. The applicants will make proportionate contributions to the works on Worth Way as such works collectively contribute towards infrastructure that will benefit the entire village and help achieve lower traffic flows<sup>3</sup>.

**Bus Improvements**

- 7.4.4 There are good bus routes available on Turners Hill Road, a short walk from the site. Travel vouchers will be offered to the first occupier of each dwelling to encourage modal shift towards the bus for new residents.
- 7.4.5 At the request of WSCC, discussions have been held with bus operator Metrobus in respect of potential enhancements to accessibility by bus. The applicant will fund the following improvements through Section 106 contributions:
  - Bus stop improvements as set out above.
  - Increased service frequency on service 272 on Saturday evenings and Sundays, noting that there is currently no service at these times (funding to be provided directly to Metrobus as the service is commercially operated).
- 7.4.6 These improvements will increase the frequency of services and comfort at the bus stops closest to those living within the southern half of the allocation site, ensuring seven-day (and later evening) access, e.g. for residents wanting to travel to Gatwick Airport. This is a material enhancement to the service.
- 7.4.7 It is expected that each development site will pay for 2.5 years of service provision to ensure that services can be funded at the outset, even if both development sites do not come forward simultaneously.

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<sup>3</sup> The MSTS cites cycling schemes that support wider modal shift away from car use as a result of cycling schemes (*ref: paragraph 3.4.13 of Scenario 5 report*)

## **SECTION 8     Soft Measures**

8.1.1 This section of the FTP describes the non-infrastructure or 'soft' measures that will be developed and promoted for the residents of the new development; it covers:

- Measures to encourage residents to walk and cycle.
- Measures to encourage residents to use public transport.
- Measures to encourage residents to car share.
- Information provision.

### **8.2     Promotion of Walking and Cycling**

8.2.1 The development has been designed to facilitate walking and cycling, particularly for local journeys to key destinations. All homes are to be provided with cycle parking in line with current local parking standards.

8.2.2 Information on the walking and cycling routes, national awareness events (e.g., Bike Week and Walk to School Week) and facilities within the development will be made available to new residents through the residents' Welcome Pack. An example will include a link to the WSCC website which provides maps and guides of local cycle routes and paths and the WSCC cycle journey planning facility which provides information on the fastest and quickest routes.

8.2.3 WSCC provide a link on their website to local cycle stores which offer discounts to members of the West Sussex Travel Plan Network. The Welcome Pack will inform residents of these potential discounts.

8.2.4 With these promotions, the health, financial and environmental benefits of sustainable travel will be promoted and encouraged within the Welcome Pack.

### **8.3     Promotion of Public Transport**

8.3.1 Information on the public transport routes, facilities and timetables serving the new development, as well as national events such as Catch the Bus Week, will be made available to new residents through the Welcome Pack. Visitors travelling to the site will also be encouraged to use sustainable modes where appropriate by using the information mentioned above.

8.3.2 Residents will be made aware of WSCC's multi-modal journey planning tools. These provide route information and allows for journey times, carbon saving and calories burned to be compared for all land-based modes. Further information about public transport from the WSCC website will also be provided.

8.3.3 The TPC will liaise with local public transport providers, and where possible, obtain 'taster tickets' to be distributed to residents of the development.

#### 8.4 **Home Deliveries**

8.4.1 Supermarket delivery services will be promoted through the Welcome Pack in order to reduce the need for private car journeys solely for the purpose of food retail, enabling multiple journeys to be replaced by a single delivery vehicle.

#### 8.5 **Car Sharing Scheme**

8.5.1 Car sharing will be promoted amongst new residents of the development, particularly in relation to journeys to work. Not only does car sharing cut the costs of travel to work for the individual, but it reduces the number of residents making similar journeys at the same time, thereby reducing the peak hour congestion on routes between the site and local employment areas. This in turn helps to reduce vehicle emissions, contributing to meeting local air quality targets.

8.5.2 Residents will be provided with information about car sharing via the LiftShare car share website ([www.liftshare.com/uk/community/westsussexcarshare](http://www.liftshare.com/uk/community/westsussexcarshare)) and the benefits of the car share scheme and how to register will be included in the Welcome Pack. This provides an easy and safe way for potential car sharers to identify people undertaking similar journeys.

##### **HomeRun**

8.5.3 Residents will also be provided with information about HomeRun; an online app-based platform which facilitates and promotes sustainable transport measures to parents and advocates a range of travel planning measures within the app. Parents can find and connect with each other using the app, with each user provided with a tailored list of possible journey sharing matches, based on the distance they live away from each other, the age ranges and their journey preferences.

8.5.4 Some of the key principles and benefits of the HomeRun platform are listed below:

- Families can find travel buddies for their children, when they feel they are ready to travel independently;

- The platform includes a journey monitoring tool for parents to track their children's journeys, to and from school. The journey monitoring tool also enables parents to add geofence waypoints along the journey, to get additional notifications (e.g. at a bus stop);
- Existing travel options and initiatives can be promoted to target parent groups on the app, to increase uptake with more sustainable travel modes; and
- Walking groups and cycling groups can be setup through the App and required active travel infrastructure can be identified.

## 8.6 Electric Vehicle Charging

8.6.1 Electric vehicle charging will be provided for homes in accordance with Building Regulations Approved Document S, providing the means for residents to charge low / no emission vehicles at their homes.

## 8.7 Travel Voucher

8.7.1 A travel voucher worth £150 will be provided to the initial occupants of each residential dwelling. This voucher can be used for / towards:

- Season ticket for the local bus service.
- A contribution towards the purchase of a new bicycle and/or equipment.

## 8.8 Welcome Packs

8.8.1 New residents will be provided with travel information during the purchase of their property, with sales staff provided information on local sustainable travel information to be able to assist prospective purchasers and promote the benefits of sustainable travel.

8.8.2 The first occupier of each household will be provided with a Welcome Pack. The Pack will pull together information on the above listed measures and contain information about the objectives of the FTP, non-car mode travel options and provide a range of incentives to encourage the use of non-car modes of transport.

8.8.3 It is proposed that the following items will be included in the Welcome Pack:

- An information leaflet about the TP, its aims and objectives, and how to get involved.
- A map of the local area highlighting local schools, shops, any areas of major employment, hospitals, doctor's surgeries, dentists, bus and rail stations, bus stops and leisure facilities.

- Information about how to access the above by bus, rail, or on foot or by bicycle, including approximate journey times, route numbers etc and a cost comparison with car travel and parking.
- Links / web address details for local cycle route maps and journey planning tools.
- Bus and rail maps and timetable information.
- Details of national awareness events.
- Information about car sharing through the West Sussex Lift Share website and the HomeRun online app.
- Details regarding the provision of broadband to enable easy access to local home delivery services and home working.
- Information about local bike shops offering discounts to residents living on developments where a TP is operating.
- Application for either a £150 sustainable travel voucher to each dwelling for cycle or electric cycle equipment purchase or a £150 value bus taster ticket, redeemable once per dwelling.
- Information about the home delivery services offered by supermarkets in the local area, including the benefits such services offer compared to private car travel, such as reduced CO2 and greater convenience.

8.8.4 The above will also be communicated through a Travel Plan website.

## SECTION 9 Management and Implementation

### 9.1 Travel Plan Management

9.1.1 A Travel Plan Co-ordinator (TPC) will be appointed three months prior to occupation. The contact details of the TPC will be shared with WSCC upon appointment.

### 9.2 Role of Travel Plan Co-ordinator

9.2.1 The role of the TPC will be as follows:

- To manage the day-to-day delivery of the TP measures.
- To market the TP to encourage interest and involvement of residents.
- To maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, so as to provide a basic personal journey planning service for residents, i.e. how to access schools, workplaces and local facilities by non-car modes.
- To liaise with local public transport operators and local authorities on appropriate measures, such as negotiating possible discounted bus tickets or obtaining information on any local travel plan measures and networks.
- To negotiate discounts with local cycle shops for residents.
- To organise monitoring of the TP in line with the strategy outlined in Section 10.
- To provide monitoring and feedback to residents and to liaise with the local authority as necessary.

### 9.3 Framework for Implementation

9.3.1 The TPC will be nominated three months before the first occupation of the new development, in order to commence preparation of the initial FTP measures in time for the first occupations.

**Table 9.1** sets out an action plan:

**Table 9.1: Action Plan**

Measure	Timescale	Responsibility
Infrastructure Measures as per Section 7	To be phased in line with the development.	Developer
Travel Plan Co-ordinator	Will be appointed three months prior to occupation	Developer

Measure		Timescale	Responsibility
Travel Plan		Operational During Life of Plan	TPC
Information Development and Provision	Training of Sales Team about the Travel Plan / Sustainable Travel	Training as part of induction process.	TPC
	Creation of Travel Plan Website	Available to residents upon occupation	TPC
	Production of Residents' Travel Information Packs	Available to residents upon occupation	TPC
Sustainable Travel Voucher		Available to residents upon occupation.	TPC
Promote car share schemes		With Residents' Travel Information Pack and on website/community notice boards.	TPC
Set Up Bicycle User Group		During Year 1	TPC
Walking / cycling / local facilities / rail maps and journey planning services		With Residents' Travel Information Pack and on website/community notice boards.	TPC

## 9.4 Funding

9.4.1 The Developer will fund the following items:

- i The transport infrastructure outlined in Section 7 of the FTP.
- ii The TPC role for the duration of the plan period.
- iii The initial implementation of the measures outlined in Sections 7, 8 and **Table 9.1**.
- iv The monitoring surveys outlined in Section 10.

9.4.2 Going forward, the most likely source of funding for the TP will be through management charges. The aim will be to take steps to enable the TP to become self-funding by the time that the development is complete.

## 9.5 **Framework for Handover at End of the Developer Involvement**

- 9.5.1 At the end of the monitoring period the developer will no longer be responsible for the management of the TP. However, the TPC will offer residents the opportunity to set up a Travel Plan Working Group. The TPC will seek to hand-over the coordination role to this group.

## SECTION 10 Monitoring

### 10.1 Monitoring

10.1.1 The total monitoring programme of the development will last for five years. Monitoring will be primarily undertaken in the following ways:

- Feedback to and through the TPC and engagement through the travel website managed by the TPC.
- Direct resident correspondence with the TPC.
- A programme of resident travel questionnaires.
- Through multi-modal traffic surveys to be undertaken via all access points to/from the site.

10.1.2 The proposed programme for monitoring is set out in **Table 10.1**.

**Table 10.1 Monitoring Plan**

	Baseline (Year 1)	Year 2	Year 3	Year 4	Year 5
Level of Report	<p>Travel questionnaires carried out twelve months after first occupation.</p> <p>Multi-modal survey</p> <p>Results used to form new targets. Prepare full monitoring report.</p>	<p>Travel Questionnaires</p> <p>Interim Monitoring Report.</p>	<p>Travel Questionnaires undertaken.</p> <p>Multi-modal survey</p> <p>Full Monitoring Report.</p>	<p>Travel Questionnaires</p> <p>Interim Monitoring Report.</p>	<p>Travel Questionnaires undertaken.</p> <p>Multi-modal survey</p> <p>Full Monitoring Report.</p>

### 10.2 Multi-modal traffic survey

10.2.1 This will take the form of a 24 hour count of movements through all access points (vehicular or otherwise) by all modes. This information will allow an overall mode share for travel to the site to be established. The surveys will be undertaken one year after first occupation and then two and four years afterwards. The initial surveys will trigger a review of the initial targets set out in this report and confirm whether they are realistic.

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### 10.3 Travel Questionnaires

10.3.1 At the time of 12 months after 1<sup>st</sup> occupation, a baseline residents' travel survey will also be distributed amongst residents of the site. The surveys will determine a number of important statistics such as awareness of the TP, work destinations, number of cars and bicycles per household, modal split of journeys to work, educational and leisure journeys and preferences towards the availability and use of more sustainable modes of transport.

10.3.2 Further travel questionnaires will then be undertaken annually for four years following the undertaking of the baseline/year one questionnaire).

10.3.3 These surveys will be used to determine travel patterns to and from the site, to assist with setting objectives for the Travel Plan which may be implemented in the future and to monitor travel patterns at the site over set periods of time.

10.3.4 In order to maximise response rates to the survey there will be incentives, such as a prize draw entry, encouraging residents to take part.

### 10.4 Results

10.4.1 The results and the analysis will be included in the first monitoring reports, with the TP targets revised or updated accordingly.

10.4.2 The results of these surveys and statistical analysis will form the basis of discussions with WSCC to examine how the TP is continuing to influence travel behaviour and to discuss alternative measures that could be incorporated within the plan to achieve further success.

10.4.3 The TPC will monitor and review the progress and success of the TP and make all users aware of the progress made and the effectiveness of the sustainable travel solutions.

### 10.5 Reporting

10.5.1 Following each travel survey a monitoring report will be prepared and submitted to WSCC setting out the results of the travel surveys against the targets and objectives identified within the TP. It will include:

- Recap of the site TP's objective and agreed or updated targets.
- Monitoring methodology.

- Summary of monitoring results, presented in relation to agreed targets.
- Progress against agreed measures.
- Corrective measures to get the plan back on track, if targets are not being met.
- Proposals to further develop the TP for the future.

10.5.2 The TPC will make all users aware of the progress made and the effectiveness of the sustainable travel solutions. The use of newsletters distributed to all users via the website will assist in informing users of any new measures and provide an understanding of how the TP is operating.

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## SECTION 11 Summary

- 11.1.1 Wates has appointed i-Transport LLP to prepare a Framework Travel Plan in support of a residential-led development on land south of Huntsland, Crawley Down.
- 11.1.2 The site forms part of an area allocated for 350 homes (with on-site open space, play space, sports pitches, care home and community space) under Policy DPA9 of the submission draft Mid Sussex District Plan 2021-2039. This application is for 200 homes, forming part of a wider study area of 350 homes.
- 11.1.3 The site is being bought forward as two separate planning applications: an application for the south of Huntsland site; and an application for the north of Huntsland site. This FTP relates to the south of Huntsland site.
- 11.1.4 The FTP aims to promote sustainable lifestyles amongst new residents, through reducing the need for travel by private car and, in particular, reducing single occupancy car journeys; providing non-car mode travel options for local journeys; and influencing modal choice.
- 11.1.5 There is a good range of everyday services and facilities accessible to residents of the development within a reasonable walking or cycling distance. Furthermore, the site offers the opportunity for residents to access frequent and direct bus services from Turners Hill Road or regular rail services from either Crawley or Three Bridges railway station.
- 11.1.6 A package of 'hard' and 'soft' measures has been designed to encourage and support residents to consider sustainable travel opportunities.
- 11.1.7 A comprehensive programme of monitoring and reporting is proposed to assess the progress of the Travel Plan. The surveys will provide an opportunity to review the initial vision-led targets presented in this report to ensure that they fulfil SMART criteria.

## FIGURES



Key  
 Site Boundary

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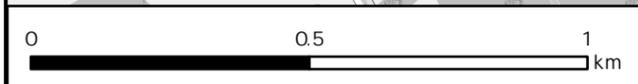


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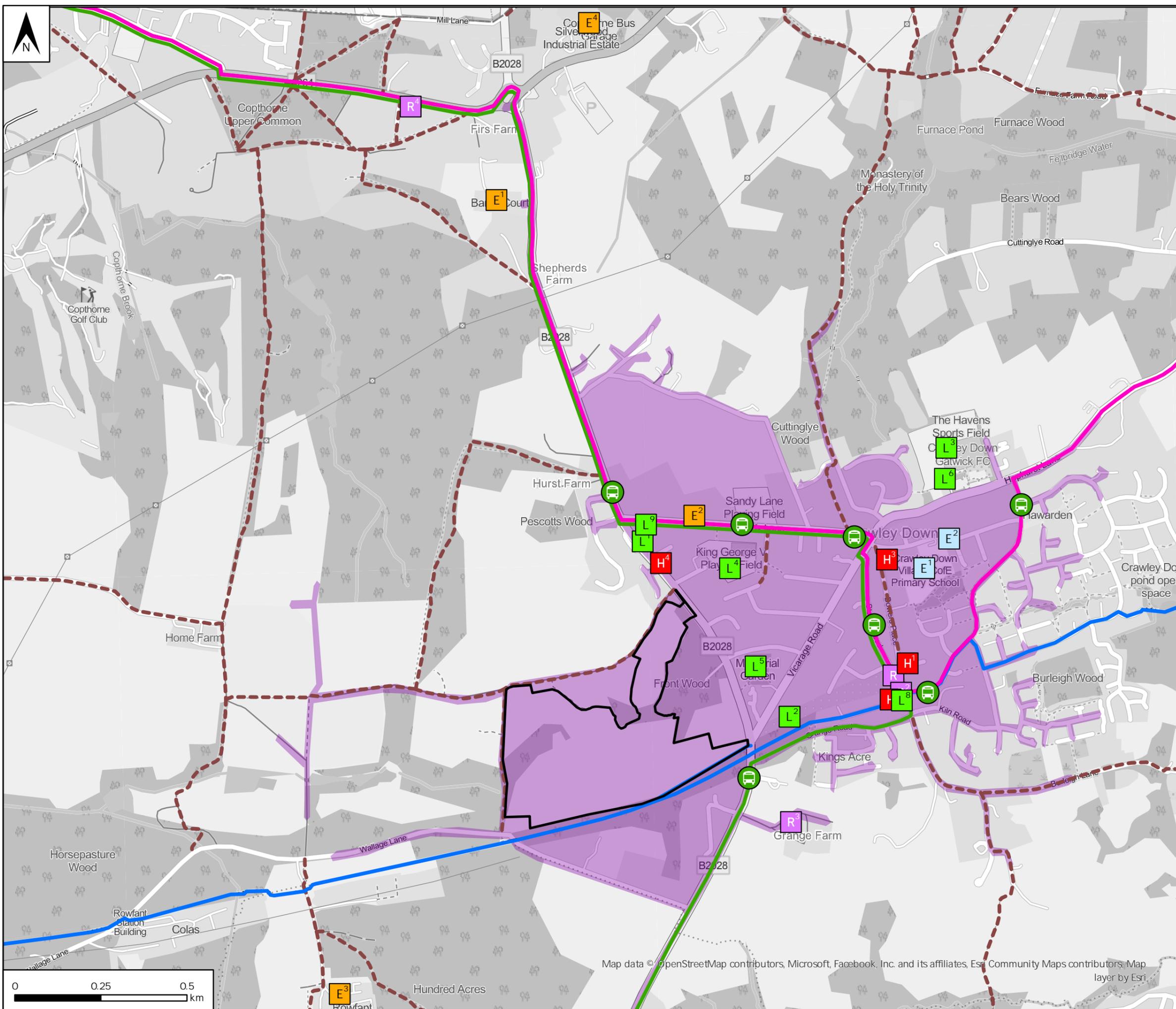
Title:  
 Site Location Plan

Project:  
 Land West of Turners Hill Road and South of  
 Huntsland, Crawley Down

Project Number: ITB9155	Figure Number: Figure 1	Revision: B
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Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps contributors, Map layer by Esri



- Key**
- Site Boundary
  - Bus Stop
  - Bus Route 272
  - Bus Route (281 & 291)
  - Public Rights of Way
  - Worth Way (NCN21)
  - 1.6km Walking Catchment
  - L1 Crawley Down Village Hall
  - L2 Allotments at Vicarage Road
  - L3 Crawley Down Gatwick Football Club
  - L4 King George V Playing Field
  - L5 All Saints Parish Church Crawley Down
  - L6 The Haven Centre
  - L7 Effingham Park Golf Course
  - L8 The Carriage
  - L9 Prizefighters Fish and Chips
  - E1 Barns Court
  - E2 Local Businesses, Sandy Lane
  - E3 Rowfant Business Centre
  - E4 Silverwood Industrial Estate
  - H1 Elm House Dental Practice
  - H2 Crawley Down Pharmacy
  - H3 Crawley Down Health Centre
  - H4 Crawley Down Dental
  - R1 Co-op Food
  - R2 Crawley Down Post Office
  - R3 The Grange Farm Shop
  - R4 Asda Express & Esso
  - E1 Crawley Down Village CofE Primary School
  - E2 Donkey Fields Pre-School

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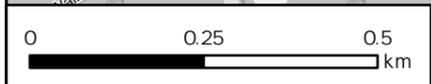
Building 1000,  
 Lakeside North Harbour Western Road,  
 Portsmouth, Hampshire, PO6 3EZ

Tel: 0331 6300366

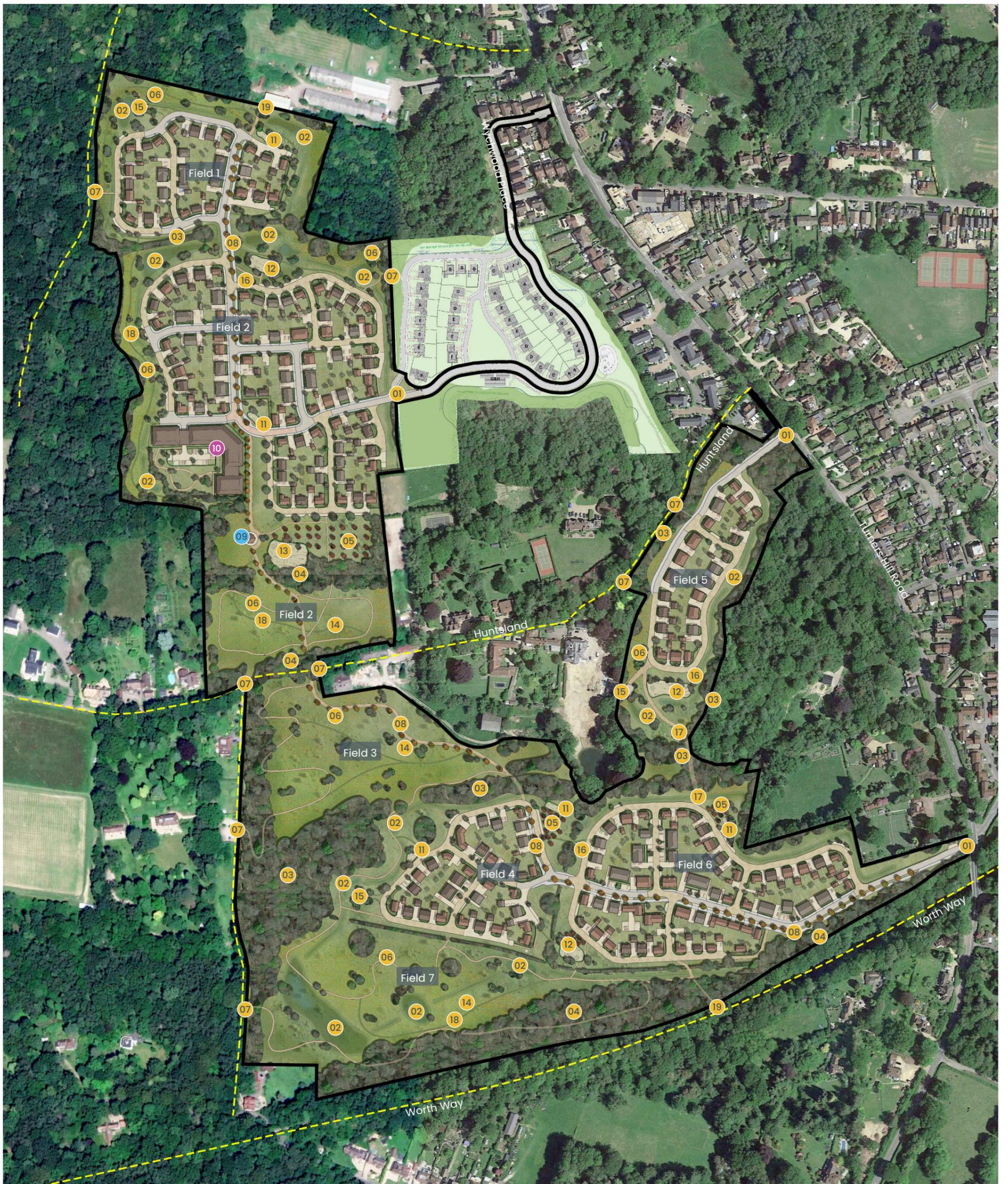
www.i-transport.co.uk

Title: <b>Accessibility Plan</b>		
Project: <b>Land West of Turners Hill Road and South of Huntsland, Crawley Down</b>		
Project Number: <b>ITB9155</b>	Figure Number: <b>Figure 2</b>	Revision: <b>B</b>

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## **APPENDIX A.** Illustrative Site Layout



- Study area
- 01 Vehicular/pedestrian and cycle access point
- 02 Sustainable drainage system including swales
- 03 Retained and enhanced vegetation
- 04 Tree belt planting
- 05 Community orchard/garden

- 06 Meadow planting and species-rich landscapes
- 07 Pedestrian connection points
- 08 Shared cycle/footpath
- 09 Community heart including gathering space/band stand area and St Leonards lookout

- 10 65 bed care home
- 11 Local Area for Play
- 12 Local Equipped Area for Play
- 13 Neighbourhood Equipped Area for Play
- 14 Countryside open space
- 15 Pumping station

- 16 Substation
- 17 Emergency, Cycle and pedestrian link
- 18 Mown paths
- 19 Cycle and pedestrian connection point
- Public right of way: Footpath



Not to scale

CLIENT: WATES DEVELOPMENTS

PROJECT: LAND WEST OF CRAWLEY DOWN

DRAWING: **STUDY AREA** COMPREHENSIVE ILLUSTRATIVE MASTERPLAN: 350 UNITS

PROJECT NUMBER: 1314

DRAWING NUMBER: SK001

REVISION: V15

DATE: 15.01.2025

