



Land West of Turners Hill Road and North of Huntsland,  
including Land at Hurst Farm, Turners Hill Road, Crawley  
Down, West Sussex

Transport Assessment

Client: Wates Developments Ltd

i-Transport Ref: MS/TWa/DG/ITS210013-002C

Date: 24 February 2026

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## Quality Management

Report No.	Comments	Date	Author	Authorised
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ITS210013-002A	Draft	10/02/2026	HH/DG/SG	TWa/MS
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ITB9155-GA-103A	Off-Site Improvements on Turners Hill Road

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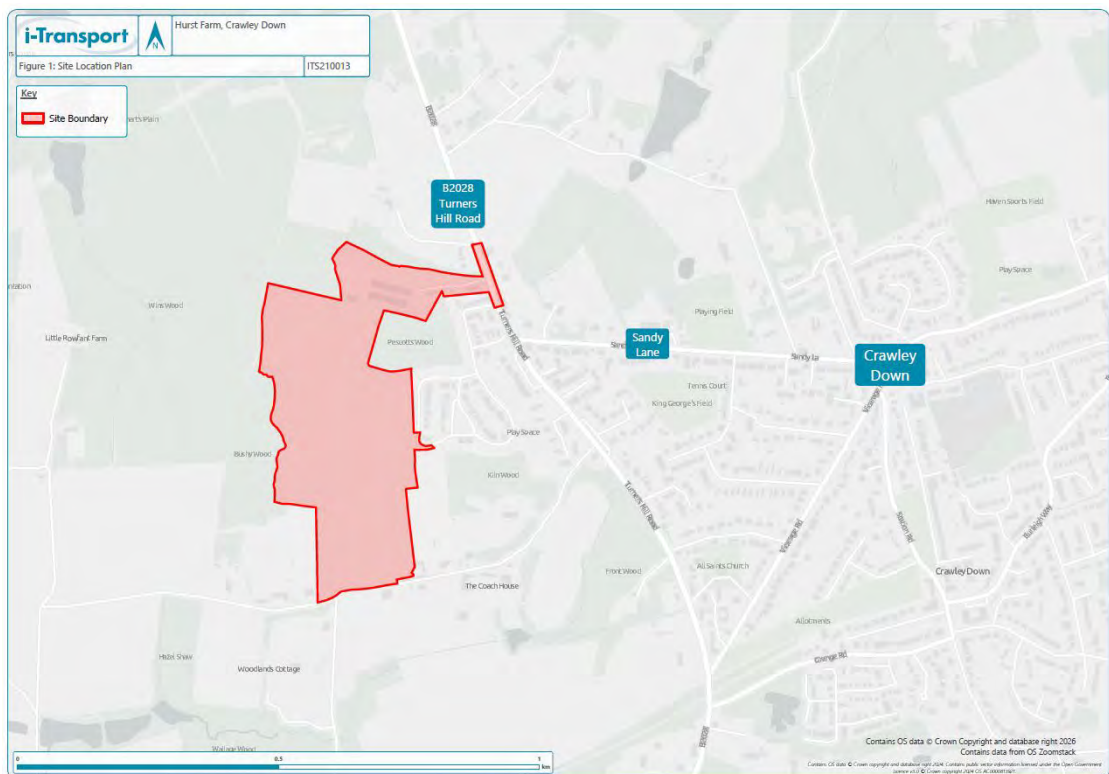
## SECTION 1 Introduction

### 1.1 Scope of Transport Assessment

1.1.1 This Transport Assessment (TA) has been prepared by i-Transport LLP on behalf of Wates Developments Ltd in respect of an Outline Planning Application (OPA) with all matters reserved apart from access for a residential-led development proposal comprising 230 residential units (Use Class C3), community facility and a 70-bed care home (Use Class C2) together with associated infrastructure on Land West of Turners Hill Road and North of Huntsland, including Land at Hurst Farm, Crawley Down, West Sussex.. Access will be gained from a new priority junction into land at Hurst Farm on Turners Hill Road.

1.1.2 The site in the context of the local area and highway network is shown in **Image 1.1**, below, with a complete version included at **Figure 1**.

**Image 1.1: Site Location Plan**



Source: Figure 1

1.1.3 The masterplan for the site is included at **Appendix A**. An extract of the masterplan is shown in **Image 1.2**.

Image 1.2: Site Masterplan



Source: Illustrative Masterplan (Mosaic)

## 1.2 Project History

1.2.1 The application site lies within two wider allocations within the Mid Sussex District Plan 2021-2039 (Regulation 19) for:

- 350 dwellings on land to west of Turners Hill Road (Policy DPA9). The application site encompasses the land within the allocation that lies north of the Huntsland footpath.
- 37 homes on land at Hurst Farm (Policy DPA10).
- Total: 397 homes.

- 1.2.2 The part of the application site within allocation DPA9 has an outline planning permission (Planning Ref: DM/25/0016) for 150 homes, a 70 bed care home and community facility with access from an extension of Wychwood Place.
- 1.2.3 The remainder of land within allocation DPA9, i.e. south of Huntsland and west of Turners Hill Road, also benefits from an outline planning permission (Planning Ref: DM/25/0014) for 200 homes with access from two new priority junctions on Turners Hill Road.
- 1.2.4 The above planning applications were accompanied by two separate Transport Assessments, which brought together extensive preceding pre-application submissions in respect of the designs of the accesses; a sustainable transport strategy; and off-site junction capacity modelling.
- 1.2.5 Neither West Sussex County Council (WSCC) as local highway authority nor National Highways (NH) as highway authority for the M23 raised an objection to the OPAs<sup>1</sup>. MSDC granted planning permission for the two planning applications, subject to conditions, on 5 September 2025.
- 1.2.6 On this basis, the development proposal was found to be acceptable in highways and transport terms. Notwithstanding this, WSCC advised that the proposed access route for the previous planning application on land north of Huntsland (Reference: DM/25/0016) was geometrically towards the minimum which would be acceptable for the quantum of additional development proposed and expressed a preference for there being no shared surfaces, such as that which is present along the northern-most section of the street. An agreement was reached with WSCC to introduce footways to address this issue. Whilst planning permission was granted, members expressed their preference for the proposed development to be served by a separate access during the construction period.

### 1.3 **Scope of Transport Assessment**

- 1.3.1 The emerging proposals bring the cumulative quantum of development across the two sites to 430 homes (i.e. 230 at this application site, plus the 200 permitted homes to the south), which is 80 homes more than the consented 350 homes and 43 homes more than envisaged by the allocation.

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<sup>1</sup> Supporting post-application evidence was provided, including a Transport Assessment Addendum (ITB9155-072B), Response Note to National Highways (ITB9155-076A) updated Framework Travel Plan (Reference: ITB9155-056E), and amendments to the proposed off-site highways infrastructure. The majority of post-submission discussion related to improvements required on Wychwood Place as a result of the then proposal to gain access from that street.

1.3.2 This TA provides a review of the transport aspects of the development proposal, considering the following key transport criteria (ref: paragraph 115 of the National Planning Policy Framework (NPPF)):

- a Will sustainable transport modes be prioritised taking account of the vision for the site, type of development and location?
- b Will safe and suitable access be provided for all modes?
- c Does the design of the internal site arrangement reflect current design guidance?
- d Will there be an unacceptable (i.e. 'severe') cumulative residual impact, particularly in terms of queueing and delay at local junctions?

1.3.3 The TA also reflects the key principles set out in the draft NPPF, which was published in December 2025.

1.3.4 In line with good practice and the previous planning applications, pre-application discussion has taken place with the Local Highways Authority, West Sussex (WSCC), to obtain an in-principle agreement on the design of the site's proposed access, sustainable transport strategy, and anticipated traffic impact assessment. A Transport Assessment Scoping Note and a note presenting the results of updated junction capacity testing are presented at **Appendix B**.

1.3.5 Taking each test in turn, this report demonstrates that:

- A clear precedent that the site is in a sustainable location for development has been set by its planning permission for 150 homes as well as the allocations in the Local Plan. It is well located to Crawley Down on foot and by cycle, with bus services providing connections further afield and a wealth of day-to-day services easily accessible from within the village (and higher order services accessible by public transport). The TA presents a strategy for enhancing opportunities for prioritising sustainable travel, including improvements to bus stops and services; and a car club. The strategy is based on that which was previously agreed with WSCC in respect of the permitted development and has been shared with WSCC through pre-application scoping in respect of this planning application.

- The vehicular access accords with design standards and takes on board the comments of a Stage 1 Road Safety Audit (RSA). The access has the benefit of not adding development traffic onto Wychwood Place and takes on board feedback in respect of the previous planning application. To provide a genuinely permeable development, several additional pedestrian and / or cycle connections into the site are also proposed in accordance with criterion vi, vii and viii of Policy DPA9.
- Whilst the planning application is accompanied by an illustrative masterplan, a reserved matters application will demonstrate how the internal layout of the site can come forward in accordance with relevant design standards.
- Extensive off-site junction capacity assessment has been undertaken, following a methodology which has been agreed with WSCC. The proposal will not result in a 'severe' traffic impact or unacceptable safety impacts on the local highway network. The modelling tests the traffic impact of 430 homes (taking into account the application site and the permitted development to the south). This is only 30 homes more than the 400 homes that were modelled during pre-application discussions ahead of submission of the two previous planning applications on land west of Turners Hill Road. The modelling results presented in this report therefore do not differ significantly from that previous work.

1.3.6 The conclusions of the TA are in line with those of the TAs submitted in respect of development at District Plan site DPA9 in 2025, which was found to be acceptable in highways and transport terms.

1.3.7 In line with the previous planning application on land north of Huntsland, the access strategy is designed to enable the application site to come forward at the Reserved Matters stage either individually or jointly with the permitted development to the south. The traffic impact study demonstrates that the highway network is able to accommodate both developments.

## 1.4 **Public Consultation**

1.1.1 An online public consultation event took place in February 2026. The process is summarised within the Statement of Community Involvement (SCI), which accompanies this OPA. The application team met with the stakeholders (parish council and ward councillors) who were supportive of the updated access strategy and no comments as part of the wider consultation were received on highways, traffic or transportation.

## 1.5 Structure of Report

1.5.1 The remainder of this TA is structured as follows:

- **Section 2** sets out the current and emerging national and local planning policies that the proposal is assessed against.
- **Section 3** describes the existing transport conditions in the vicinity of the site including opportunities for walking, cycling and public transport as well as a review of the operational and safety characteristics of the local highway network.
- **Section 4** assesses the accessibility of the site by variety of non-car modes (i.e. on foot, by cycle, and by public transport) to a range of local amenities, which are likely to cater for the employment, education, healthcare, leisure and retail needs of future households.
- **Section 5** describes the proposed development including the access, parking, and delivery/servicing arrangements in context with regional and national design guidance.
- **Section 6:** sets out the sustainable transport strategy and vision for the proposed development.
- **Section 7** assesses the proposed development against Active Travel England's planning application toolkit.
- **Section 8** assesses the impact on the local and strategic highway network during the peak hour periods.
- **Section 9** provides a summary and conclusion.

## SECTION 2 Policy Context

### 2.1 Introduction

2.1.1 This section of the report reviews relevant national and local planning policy guidance. The key documents are: -

- National Planning Policy Framework (December 2024);
- National Planning Practice Guidance (April 2024);
- The Department for Transport's (DfT Circular 01/2022: Strategic Road Network and the Delivery of Sustainable Development (December 2022);
- Mid Sussex District Plan 2021-2039 (Regulation 19); and
- Crawley Down Neighbourhood Plan (January 2016).

### 2.2 National Policy and Guidance

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

2.2.1 The NPPF details the Government's planning policies and set out how these are expected to be applied in relation to development proposals. The NPPF is a material consideration in determining applications for development.

2.2.2 The NPPF confirms (paragraph 10) that at the forefront of planning is the ***"presumption in favour of sustainable development."***

2.2.3 The scope and structure of this TA has been prepared to assess the proposal against the four key transport tests outlined in paragraph 115 of the NPPF:

- a) Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;***
- b) Safe and suitable access to the Site can be achieved for all users;***
- c) The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and***
- d) 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 through a vision-led approach.***

2.2.4 Paragraph 116 of the NPPF goes on to state:

***“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”***

2.2.5 The adopted NPPF differs from preceding versions as follows:

- 1 An even greater emphasis on sustainable travel, and not just car borne access, to develop a transport ‘vision’ for the site. This is in line with industry practice which has been evolving in recent years (see National Highways guidance below). The sustainable transport strategy, developed in consultation with WSCC, very much follows this approach, setting out a suite of measures that can plausibly encourage travel by modes other than the car and reduce traffic impact.
- 2 The ‘severe’ test, the high bar<sup>2</sup>, for preventing development from coming forward for transport reasons, stands. Transport reasons should only prevent development from coming forward when there are very significant unacceptable impacts. The vision-led approach must now form part of the mitigation strategy. This means developing a vision for how future development should be accessed and applying transport planning principles to achieving them, with a focus on sustainable travel.

2.2.6 These four key tests are assessed in this TA, and, whilst the document remains the ‘current’ version of NPPF, it is against this policy context that development proposals should be considered.

#### **National Planning Practice Guidance (April 2024)**

2.2.7 The National Planning Practice Guidance (NPPG) is a government published web-based planning guidance resource, first launched in March 2014. It is subject to ongoing updates and replaces several previous guidance documents, including the Department for Transport’s (DfT’s) ‘Guidance for Transport Assessment’ (2007).

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<sup>2</sup> E.g.:

1. Land at Blackfield Farm Church Road, Warton (appeal ref: APP/M2325/A/14/2217060). Both the Inspector and Secretary of State (SoS) concluded that 360 homes would have a significant adverse effect on the local highway network (ref: paragraph 125 of appeal decision / paragraph 10 of SoS letter. However, both agreed that the residual cumulative impact would not be ‘severe’.
2. At land at Bradford Road, East Ardsley, Leeds (appeal ref: APP/N4720/W/15/3004034), the Inspector agreed that a 50% increase in delay (ref: Section 8.5 of Decision) fell short of ‘severe’). Again, the SoS agreed (ref: paragraph 16 of SoS letter).

2.2.8 The NPPG states that “Transport Assessments, Transport Statements and Travel Plans have a role in supporting national policy, and planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable. More specifically, the NPPG states that *“Travel Plans, Transport Assessments and Statements can positively contribute to:*

- *Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or private new roads.”*

2.2.9 In accordance with PPG, Section 6 of this TA provides a robust assessment of the development proposal and demonstrates that the transport impacts fall short of the ‘severe’ test set by the NPPF. A Framework Travel Plan accompanies the planning application, which sets out a long-term, realistic strategy for the promotion of sustainable travel, alongside the site’s sustainable transport strategy.

**[The DfT Circular 01/2022: Strategic Road Network and the Delivery of Sustainable Development \(December 2022\)](#)**

2.2.10 National Highways Circular 01 / 022 explains NH’s approach to engaging with the planning system. Its guidance reflects the move towards vision led assessments of traffic impact, which:

***“Expects development promoters to enable a reduction in the need to travel by private car and prioritise sustainable transport opportunities ahead of capacity enhancements and new connections on the SRM. For residential-led developments, due consideration should be given to home and street layouts, broadband infrastructure, safe and secure cycle parking and access to local amenities.”***

**National Highways Policy Paper “Strategic Road Network and the Delivery of Sustainable Development”. (December 2022)**

2.2.11 This document goes into further detail in examining the issues NH consider when reviewing planning application. It sets out the evidence sought by NH and reiterates the vision-led approach, requesting that planning applications include a proposed methodology for a vision led approach (*ref: paragraph 82, bullet 2*).

## 2.3 Local Policy and Guidance

**West Sussex Local Transport Plan 4 (2022-2036)**

2.3.1 The WSCC Local Transport Plan 4 was published in April 2022 and sets out a long-term strategy and implementation plan for making improvements to the transport system from 2022 to 2036

2.3.2 The LTP includes five thematic strategies, based around active travel, shared transport, rail, access to Gatwick Airport and the Road Network. The LTP also includes several area specific strategies. The Crawley area transport strategy includes the prioritisation of active travel connectivity as development takes place.

**Mid Sussex District Plan 2014 – 2031**

2.3.3 The Mid Sussex District Plan 2014 – 2031 was adopted on 28 March 2018. The Plan is based on the vision for the district which is as follows:

***“A thriving and attractive District, a desirable place to live, work and visit. Our aim is to maintain, and where possible, improve the social, economic and environmental well-being of our District and the quality of life for all, now and in the future.”***

2.3.4 The Plan sets out policies to support the vision and strategic objectives for the district. Policy DP20, DP21 and DP22 relates to transport.

2.3.5 Policy DP20 of the Plan relates to securing infrastructure. The policy states:

***“The Council will expect developers to provide for, or contribute towards, the infrastructure and mitigation measures made necessary by their development proposals through:***

- ***appropriate on-site mitigation and infrastructure provision;***
- ***the use of planning obligations (s106 legal agreements and unilateral undertakings);***
- ***the Community Infrastructure Levy, when it is in place.”***

2.3.6 Policy DP21 relates to transport and states:

***“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.”***

2.3.7 Policy DP22 relates to rights of way and other recreational routes and states:

***“Access to the countryside will be encouraged by:***

- ***Ensuring that (where appropriate) development provides safe and convenient links to rights of way and other recreational routes;***
- ***Supporting the provision of additional routes within and between settlements that contribute to providing a joined up network of routes where possible;***
- ***Where appropriate, encouraging making new or existing rights of way multi-functional to allow for benefits for a range of users. (Note: ‘multi-functional will generally mean able to be used by walkers, cyclists and horse-riders).”***

#### **Mid Sussex District Plan 2021-2039 (Regulation 19)**

2.3.8 The Mid Sussex District Plan 2021 – 2039 Submission Draft (Regulation 19) was submitted in December 2023, and comprises an updated vision, strategy, site allocations and policies, which when adopted will replace the 2018 District Plan.

2.3.9 The site forms part of a wider allocation in the Plan under Policy DPA9: Land to the west of Turners Hill Road, Crawley Down The wider area is allocated specifically for the following on-site:

- Community building.
- Allotments.
- 50 bed (C2) care home.
- Play area.
- Other outdoor provision.
- Outdoor sports (Subject to further discussion regarding overall provision within settlement).

- Informal outdoor space.

2.3.10 There are 10 policy requirements associated with this allocation, four of which are transport related. The transport specific policy requirements are:

- **Policy Requirement 6:** Integrate and enhance the existing Public Rights of Way within the site and retain the character of the Public Rights of Way that border the site.
- **Policy Requirement 7:** Provide suitable pedestrian and cycle connections to Crawley Down, including via the Worth Way.
- **Policy Requirement 8:** Integrate development within the site to the north (Policy DPA10: Hurst Farm, Turners Hill Road, Crawley Down), such as through the design of the site layout and by providing pedestrian and cycling connections between the developments, green infrastructure and ecological corridors.
- **Policy Requirement 9:** Provide suitable access to the B2028 Turners Hill Road to each of the three areas of the site. the northern access is to be via Wychwood Place and the middle access and route through site is to be separate from Huntsland which will remain a no through road and Public Right of Way.

2.3.11 Hurst Farm also forms part of an allocation in the Plan under Policy DPA10. There are 7 policy requirements associated with this allocation, two of which are transport related. The transport specific policy requirements are:

- **Policy Requirement 3:** Integrate development with the site to the south (DPA9) such as through the design of the site layout and by providing pedestrian and cycling connections between the developments, green infrastructure and ecological corridors;
- **Policy Requirement 5:** Provide suitable vehicular, pedestrian and cycle access from Turners Hill Road.

2.3.12 Policy DPT3 of the District Plan is concerned specifically with active and sustainable travel. It states:

***“Development will be required to help remove barriers to active and sustainable travel and create a healthy environment in which people choose to walk, wheel and use sustainable transport.”***

2.3.13 Further, the District Plan takes a holistic approach to address climate change, including the consideration of carbon emission reduction in development planning. Policy DPS1 states:

***“Development should embed the principles of 20-minute neighbourhood and local living and prioritise active travel such as walking and cycling and sustainable transport such as public transport to reduce reliance on private modes of transport and to facilitate healthy lifestyles.”***

2.3.14 The District Plan 2021 – 2039 is to be the subject of an Examination in Public in spring 2026. If agreed by the Inspector, it should be adopted towards the end of 2026.

## 2.4 **Position Statement 1: Delivering Sustainable Development in Mid Sussex**

2.4.1 Position Statement 1 was adopted in December 2025 outlining the Council’s approach to delivering sustainable development and provide guidance to developers and stakeholders in the preparation and determination of planning applications.

2.4.2 The document continues to support the delivery of the housing sites and the sustainable communities identified for development in the submission draft Local Plan including the proposed development sites.

### 2.4.3 **Crawley Down Neighbourhood Plan (January 2016)**

2.4.4 The Neighbourhood Plan, produced by Worth Parish Council sets out their vision for Crawley Down during the period from 2014 to 2031. The Plan has five key objectives, number four relating to the environment and number five to transport. These have several sub-objectives, including:

#### **Environment**

- O - Protect and enhance footpaths, cycle paths, bridleways and other Rights of Way.

#### **Transport**

- S - Address speeding on the main roads through the village.
- T – Protect and promote increased use of public transport services.

2.4.5 Proposal 02 of the Neighbourhood Plan indicates that the Parish Council will promote proposals for improvements in relation to traffic management and sustainable transport, including managing traffic speeds on the B2028 Turners Hill Road and within the village. It notes development in the village provides a means to deliver suitable mitigation schemes.

2.4.6 Policy CDNP10, entitled ‘Promoting Sustainable Transport states that:

***“Development that does not conflict with other Policies will be permitted provided that it promotes sustainable transport within the Neighbourhood Area by:***

- ***a) Providing safely located vehicular and pedestrian access with adequate visibility.***

- ***b) Demonstrating that adequate sustainable transport links to the principal village facilities including the village centre, the primary school, Health Centre and recreation open space already exist or will be provided.***
- ***c) Identifying and undertaking appropriate measures, such as highway improvements, to address any transport infrastructure inadequacies.***
- ***d) Where development would add to traffic congestion in the village or inappropriate traffic on rural lanes, proposals should be brought forward to mitigate any traffic impact or contribute funding towards local transport schemes.***
- ***e) Development proposals for new developments should include secure cycle storage and ideally storage for children's buggies and mobility scooters where appropriate.***
- ***f) Development proposals would maintain or enhance the existing public footpaths, rights of way, bridle paths and twittens.***
- ***g) A full transport assessment is provided using current data and identified issues addressed developments of more than 50 houses."***

## 2.5 Summary

2.5.1 National and local policies confirm that safe and suitable access to sites should be achieved for all users. Account should be taken of whether the opportunities for sustainable transport modes have been prioritised, depending on the nature and location of the site, to ensure the need to travel will be minimised and the use of sustainable transport modes can be maximised.

2.5.2 In accordance with the current and emerging NPPF, development should only be prevented or refused on highways grounds where the residual cumulative impacts are severe or if there are safety concerns. The following sections of this TA set out how the proposed development complies with these national, regional and local transport planning policy considerations.

## SECTION 3 Existing Conditions

### 3.1 Introduction

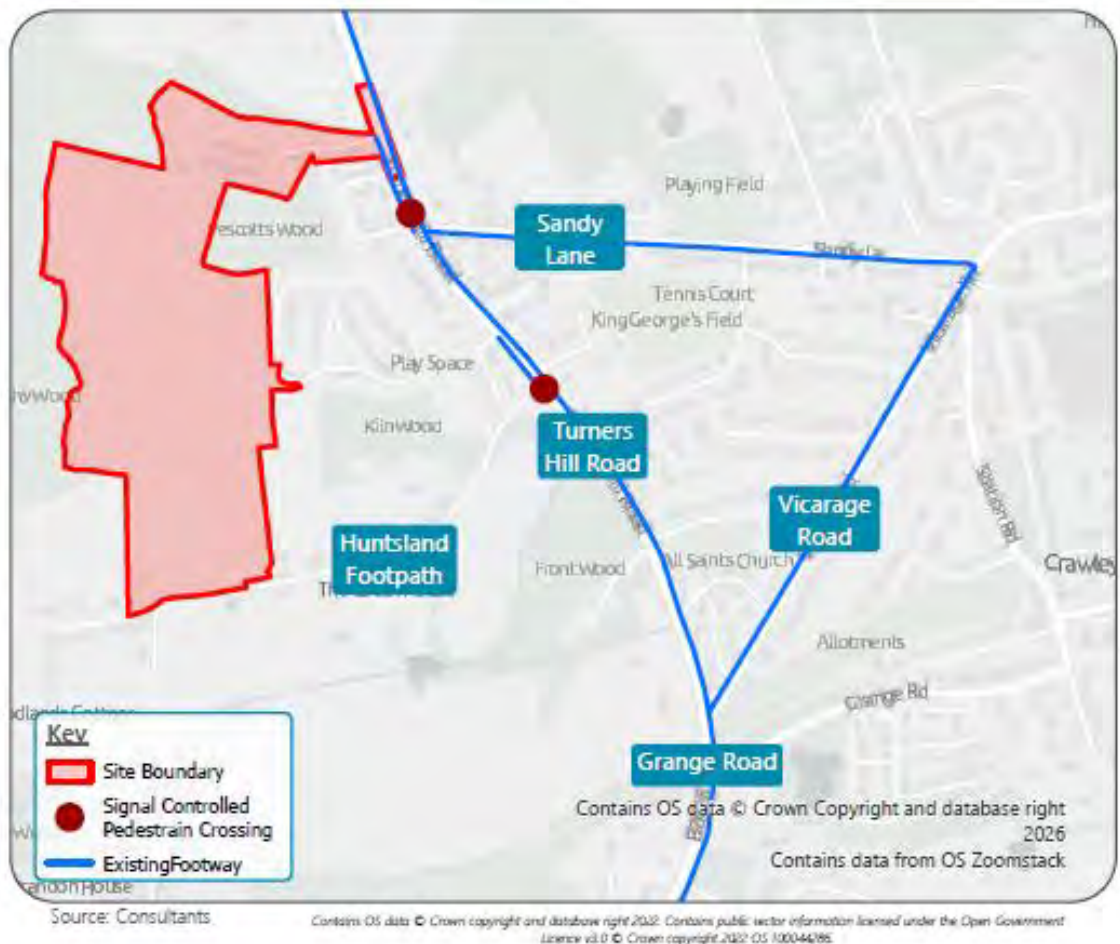
3.1.1 This section of the TA describes the existing transport conditions in the vicinity of the site, including opportunities for walking, cycling and public transport use and a description of the local highway network.

### 3.2 Walking and Cycling

#### **B2028 Turners Hill Road**

3.2.1 The B2028 Turners Hill Road is around 6.5m wide. A continuous footway is provided both sides of the road where it passes the site (the western one ending just north of Hurst Farm). Footway locations in the village are illustrated below.

**Image 3.1: Existing Footways**



3.2.2 The B2028 Turners Hill Road features street lighting at regular intervals.

### **Sandy Lane**

3.2.3 Sandy Lane is around 6.0m wide and has a continuous footway on the southern side of the carriageway and provides a route from the B2028 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)).

3.2.5 A pedestrian / cycle link is provided into the site a short distance south of the junction with the B2028 Turners Hill Road and there is a further pedestrian connection to Huntsland.

### **Image 3.2: Wychwood Place Developments**



3.2.6 For the majority of its length, footways are provided on both sides of the carriageway..

### **Vicarage Road**

3.2.7 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**

3.2.8 Grange Road routes between the B2028 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.

### **Public Rights of Way**

3.2.9 There are a number of Public Rights of Way (PRoW) 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.

- Footpaths 32W and 33W (known as Huntsland), route east to west directly adjacent to the south of the site connecting the B2028 Turners Hill Road and footpath 29W. The signal-controlled crossing on the B2028 Turners Hill Road mentioned above aids onward walks eastward into Crawley Down.
- Footpath 29W continues west outside the site to the Sussex Border Path (30W and 28S).
- Footpath 34W is a north-south route largely within land south of Huntsland, linking Huntsland with Wallage Lane. There is also a stepped connection to the Worth Way cycle route.
- Footpath 35W is adjacent to the site's northern and western boundaries, initially running east to west, and then oriented north to south, prior to connecting with the 33W footpath. It connects Huntsland and the B2028 Turners Hill Road north of the site. The footpaths run outside the site although 35W is close to the western boundary.
- Finally, the orange line is a cycle route known as Worth Way (National Cycle Route 21). It connects Crawley Down with Crawley and East Grinstead.





### Cycling Infrastructure

3.2.11 The majority of the roads in the vicinity of the site are single carriageway, 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 South of Huntsland site on Worth Way. This route is a 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 (typically 2-3m) gravel surface.

### 3.3 Public Transport

#### Bus

3.3.1 The nearest bus stops are provided on either side of the B2028 Turners Hill Road, broadly opposite and adjacent to the Hurst Farm access, circa 600m from the centre of the site. Both stops have flagpole and timetable information and RTPI boards and are served by bus routes 272, 281, 291, 624 and 648. Bus routes 624 and 648 operate to/from Imberhorne Lower School during school-term-only.

3.3.2 Additional bus stops are provided on the B2028 Turners Hill Road, south of Grange Road, approximately 1km from the site. These bus stops comprise of flagpoles and are served by routes 272 and 643, which provide frequent access to a number of local and regional destinations including Burgess Hill., Crawley, and Haywards Heath.

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

**Table 3.1: Summary of Bus Services Available from B2028 Turners Hill Road**

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: 10:42 Last: 22:44	Every 2 - 3 hours First: 09:25 Last: 18:34	No service
281	Sandy Lane	Crawley – Three Bridges – Crawley Down – East Grinstead – Lingfield	Hourly between 06:35 and 16:40 Last service: 18:33	Hourly between 08:57 and 18:32	4 services at 10:00, 12:08, 14:08 and 16:12
291	Sandy Lane	Crawley – Three Bridges – Crawley Down – East Grinstead – Tunbridge Wells	Hourly between 06:07 and 23:38	Hourly between 06:15 and 23:38	Every 1 - 2 hours between 09:18 and 19:22

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 14 minutes. From Three Bridges station, a 5-minute Thameslink Railway link 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 648 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 As part of the previously approved planning application, the applicant was requested to consider improvements to local bus services. These improvements will be offered in association with this new planning application as well. The improvements are considered in greater detail in Section 5.

### 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 (276 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 in **Table 3.2**.

**Table 3.2: Summary of Rail Services**

Station	Destination	Peak Frequency	Off-peak Frequency	Average Journey Time
Crawley	East Croydon	4 per hour	4 per hour	33 minutes
	Clapham Junction	4 per hour	4 per hour	36 minutes
	London Victoria	4 per hour	4 per hour	46 minutes
	Barnham**	2 per hour	2 per hour	42 minutes
	Gatwick Airport	5 per hour	4 per hour	10 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

## 3.4 Local Highway Network

3.4.1 The local highway network comprises the following links.

- **B2028 Turners Hill Road:**
  - A single carriageway north-south link, with a 40mph speed limit, which reduces to 30mph approximately 150m north of Wychwood Place. The speed limit remains 30mph all the way through the village until around 200m south of Grange Road.
  - An Automatic Traffic Counter (ATC) was placed on the B2028 Turners Hill Road, south of Huntsland for 7 days between 9<sup>th</sup> November 2023 and 16<sup>th</sup> December 2023. The average hourly daytime traffic flow (07:00-19:00) is circa 344 vehicles northbound and 337 southbound.
- **Vicarage Road:**
  - A single north-south residential street subject to a 30mph speed limit. Routing north provides a connection to Hophurst Lane, and routing south provides a connection to the B2028 Turners Hill Road.

- An ATC was placed on Vicarage Road between 9<sup>th</sup> November 2023 and 16<sup>th</sup> December 2023, south of Squires Close and demonstrated that there is an average hourly traffic flows of c. 60 vehicles northbound and 101 vehicles southbound.
- **Sandy Lane:**
  - A single carriageway east-west route with residential properties on the western side of the carriageway. Routing east provides a connection to Hophurst Lane, whilst west provides a connection to the B2028 Turners Hill Road. The link is subject to a 30mph speed limit.
  - An ATC was placed on Sandy Lane between 9<sup>th</sup> November 2023 and 16<sup>th</sup> December 2023, west of Gardener Lane and demonstrated that there is an average hourly daytime traffic flow of c. 120 vehicles eastbound and 77 vehicles westbound.
- **Wychwood Place:**
  - A single residential road which links from the B2028 Turners Hill Road and forms the main residential spine road through the new residential estate. It is typically 5 to 5.5m wide with 2m footways provided.
- **Grange Road:**
  - A single east-west residential road connecting from the B2028 Turners Hill Road to Station Road, subject to a 30mph speed limit.
- **A264 Copthorne Common Road:**
  - A single carriageway link which is subject to 50mph speed limit. This link is approximately 8.0m wide throughout and provides a connection between the M23 in the west and Dukes Head Roundabout in the east. This A road (via the B2028 Turners Hill Road) is the principal connection between Crawley Down and Crawley.
- **B2028 North Street:**
  - A single carriageway north-south route, which is a continuation of the B2028 Turners Hill Road and leads south to the village of Turners Hill. This link is subject to a 30mph speed limit and is approximately 5.0 – 6.0m throughout.

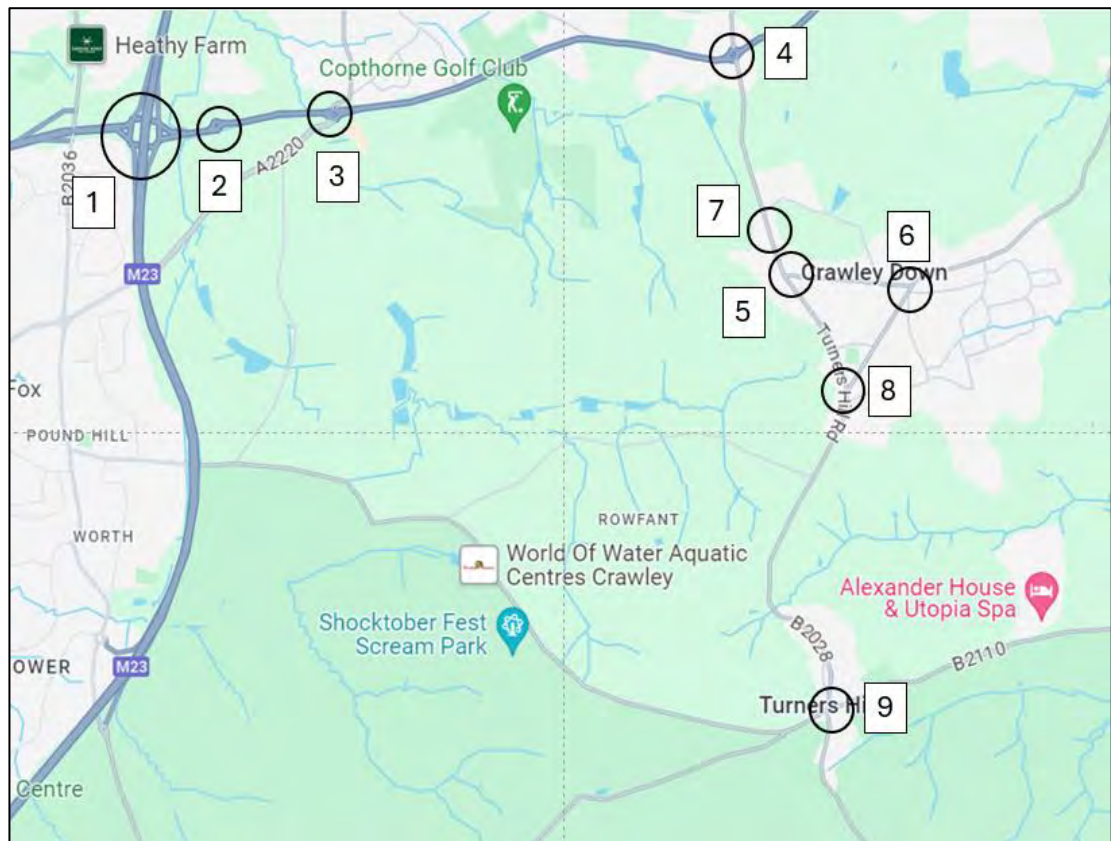
### Key Junctions for Traffic Impact Analysis

3.4.2 With the agreement of WSCC, the junctions the subject of capacity testing in this report are:

- i M23 Junction 10 interchange.
- ii Copthorne Way three-arm roundabout.
- iii Brookhill Road / Copthorne Way / Copthorne Common Road five-arm roundabout.
- iv Dukes Head roundabout.
- v B2028 Turners Hill Road / Sandy Lane junction.
- vi Hophurst Lane / Sandy Lane / Vicarage Road junction.
- vii Site Access / B2028 Turners Hill Road junction.
- viii B2028 Turners Hill Road / Vicarage Road junction.
- ix B2018 / B2110 North Street / East Street / Selsfield Road / Church Road crossroads.

3.4.3 The locations of these key junctions are illustrated below:

**Image 3.5: Study Area**



### Traffic Survey Data

3.4.4 In order to understand the existing traffic conditions of the local highway network, surveys were undertaken between Thursday 9 November – Wednesday 16 November 2023. This included 24-hour Automatic Traffic Counts (ATCs) along the B2028 Turners Hill Road, Sandy Lane and Vicarage Road and Manual Classified Counts (MCCs) and queue length surveys were undertaken at the key junctions above on Tuesday 14 November 2023, between 07:00 and 10:00 hours and 16:00 and 19:00 hours.

3.4.5 **Table 3.3** summarises the traffic survey data at the key junctions during the peak periods. A full copy of the traffic survey data can be provided upon request.

**Table 3.3: Traffic Survey Summary**

Road	Direction	Morning Peak Period (08:00-09:00)	Evening Peak Period (17:00-18:00)	85 <sup>th</sup> Percentile Speed
B2028 Turners Hill Road (north of Wynlea Close)	Northbound	386	339	35.7
	Southbound	346	455	35.6
Sandy Lane (west of Gardner Lane)	Eastbound	90	164	31.9
	Westbound	87	78	31
Vicarage Road (between Squires Close and Sunny Avenue)	Northbound	62	75	36.6
	Southbound	137	97	33.8
A264 west of Dukes Head roundabout	Eastbound	1,153	1,099	-
	Westbound	976	1,016	-
Copthorne Way east of M23 Junction 10	Eastbound	1,071	1,136	-
	Westbound	1,069	1,172	-

Source: Traffic Surveys

### 3.5 Personal Injury Accident Data

3.5.1 To enable a review of highway safety in the vicinity of the site and adjoining parts of the local and strategic highway network, Personal Injury Accident (PIA) data has been obtained from Sussex Safer Roads Partnership for the latest available five-year period (1 December 2020 – 30 November 2025) for two separate study areas.

3.5.2 In accordance with the previously approved OPA, and as shown in **Image 3.6**, two study areas have been considered: the local highway network of Crawley Down; and the approach arms of Junctions 10 of the M23, the latter including slip roads forming part of the Strategic Road Network (SRN) and thus being an area of interest to NH.

Image 3.6: PIA Study Area



3.5.3 The summary report for the two study areas are attached at **Appendix D** of this report. Analysis of the PIAs recorded in each study area is presented separately in-turn below.

### Crawley Down

3.5.4 Within the study area comprising the local highway network of Crawley Down, a total of 11 PIAs including 6 'slight' and 5 'serious,' were recorded over the latest 5-year period. Analysis of each PIA by location and severity is presented in-turn below.

### **B2028 Turners Hill Road**

3.5.5 As shown in **Image 3.6**, a total of four PIAs including two 'serious' and two 'slight' were recorded along the section of the B2028 Turners Hill Road.

3.5.6 Of the two 'serious' accidents, one occurred approximately 30-metres north of the give-way priority junction with Sunny Avenue and involved a collision between a vehicle travelling southbound and a pedestrian, who had stepped out into the carriageway behind a parked van.

3.5.7 The second 'serious' accident occurred at the junction of the B2028 Turners Hill Road/Vicarage Road and comprised a collision between two vehicles. The car driver of one of the vehicles (travelling in a northbound direction) conducted a right-turn manoeuvre into Vicarage Road, into the path of a second vehicle travelling in a southerly direction along the B2028 Turners Hill Road.

3.5.8 The two 'slight' PIAs included: -

- i A collision between a vehicle and cyclist approximately 55-metres north of the give-way priority junction with the B2028 Turners Hill Road/Sunny Avenue.
- ii A collision between two cyclists and a car travelling in a south-easterly direction, approximately 35-metres from the give-way junction with Sandy Lane.

### **Sandy Lane**

3.5.9 A total of four PIAs including two 'serious' and two 'slight' occurred along the western end of Sandy Lane.

3.5.10 Of the two 'serious' PICs, one took place approximately 60-metres from the junction of an unclassified road and comprised a collision between a vehicle and parked cars in the road.

3.5.11 The second 'serious' accident along Sandy Lane, outside a property known as Selament, was also a collision between a vehicle travelling westbound, and a parked vehicle during the night-time.

3.5.12 The two 'slight' accidents, which occurred along Sandy Lane are described in-turn below.

- i The first incident resulted from an altercation between a driver and passenger of a vehicle.

- ii The second incident involved a collision between a vehicle travelling in an easterly direction and a stationary van.

**Bowers Place**

- 3.5.13 A single 'slight' accident, which involved a pedestrian being struck by a vehicle on Bowers Place, resulted in a slight injury.

**Sunny Avenue**

- 3.5.14 A single 'serious' accident resulted from a driver losing control whilst trying to avoid a pedestrian, and colliding with another stationary vehicle.

**M23 Junction 10**

- 3.5.15 A total of 32 PIAs including 9 'serious' and 23 'slight' occurred within the defined study area. The majority occurred along the circulatory roundabout and the southbound off slip. Many of the accidents occurred during peak periods or at queues on the approaches to the junction.

**Table 3.4: PIA Summary – M23 Junction 10**

Location	Severity			Total
	Slight	Serious	Fatal	
Southbound Entry Slip Road	0	0	0	0
Southbound Exit Slip Road	5	1	0	6
Copthorne Way (East)	0	0	0	0
Northbound Entry Slip Road	0	0	0	0
Northbound Exit Slip Road	1	0	0	1
Crawley Avenue (West)	4	0	0	4
Crawley Interchange Roundabout	12	4	0	16
M23	1	4	0	5
<b>Total</b>	<b>23</b>	<b>9</b>	<b>0</b>	<b>32</b>

Source: Sussex Safer Roads Partnership (2026)

**3.5.16** The nine serious collisions are summarised in-turn below:

- i The first accident occurred along the A2011 Crawley Avenue (western arm of the Crawley Interchange) roundabout junction and involved a 'rear shunt' collision between four vehicles.
- ii The second accident occurred along the A2011 Crawley Avenue and involved a single vehicle travelling in an easterly direction, the driver of which had failed to recognise and negotiate a roundabout.
- iii The third incident initially involved a collision between a vehicle and a deer on the southbound carriageway of the M23 at Junction 10, between the off and on slip. A second southbound vehicle then collided with the stationary vehicle, causing the car driver to sustain a serious injury.
- iv The fourth accident involved a collision between two vehicles travelling in a southbound direction along the M23. The collision was caused by one of the vehicles colliding into the rear of another vehicle, resulting it being overturned on its roof.
- v The fifth accident occurred along the A2011 Crawley Avenue (western arm of Crawley Interchange Roundabout) and involved a collision between a vehicle and motorcycle.

- vi The sixth accident involved a collision between three vehicles travelling in a northerly direction at Junction 10 of the M23. As one of the vehicles had left the slip road, it had pulled into the path of a second vehicle, causing the driver to take evasive action, and veered into the path of a third vehicle.
- vii The seventh accident occurred at the southbound exit slip road of the M23, and comprised a collision between four vehicles. The first vehicle had failed to stop and went into the rear of the car in front, which in-turn collided with a third and fourth vehicle.
- viii The eighth accident took place on the southbound carriageway of the M23, approximately 200m north of Junction 10, and comprised a collision involving multiple vehicles.
- ix The ninth accident occurred on the roundabout bridge. The incident involved a single vehicle, the driver of which was unable to change their direction, colliding with a road barrier.

3.5.17 The remaining 23 'slight' PIAs were largely concentrated on the southbound off slip, western circulatory lanes, and western arm (A2011 Crawley Avenue) of the Crawley Interchange Roundabout Junction. From reviewing the description of the PICs, most of the accidents were caused by human error (i.e. the failure of car drivers to stop/react in time, as well as look properly when undertaking various manoeuvres).

#### **Summary**

3.5.18 Analysis of the collision data provided by Sussex Safer Roads Partnership does not identify any particular pattern that could be exacerbated by the development (in terms of location or causal factors), with collisions largely occurring as a result of human error instead of operational or road layout deficiencies. Further, no accidents occurred within the vicinity of the site's modified access, off the western side of the B2028 Turners Hill Road. However, road safety is a sensitive and important issue. Section 8 of this report therefore includes a detailed assessment of the traffic impact of development on the area.

3.5.19 The addition of a Toucan crossing facility on the B2028 Turners Hill Road should provide a benefit in safety terms by slowing vehicles and allowing pedestrians accessing the site to cross more safely.

- 3.5.20 Funding for an improvement scheme, which involves the addition of lanes on the approach arms of the Crawley Interchange Roundabout, in association with the St Modwens development (Planning Application Reference: 13/04127/OUTES) has been secured by National Highways and construction is expected to begin in February 2026. Once constructed, this scheme will enhance safety for all users and will also reduce queuing and delay at the junction during peak hours, when many of the accidents occurred.
- 3.5.21 The results of the study do not materially differ from the results submitted in respect of the planning application for 150 homes on land north of Huntsland (DM/25/0016).

### 3.6 Summary of Existing Conditions

- 3.6.1 The site is well located to the village with several existing connections into Crawley Down. The B2028 Turners Hill Road, Sandy Lane and Vicarage Road all feature continuous footways adjacent to at least one side of the carriageway. There are signalised crossings in place on the B2028 Turners Hill Road, connecting the site location to these continuous footways.
- 3.6.2 Land West of Turners Hill Road and North of Huntsland is currently greenfield whilst Land at Hurst Farm is previously developed land (comprising the farm buildings and house which are to be demolished). The site features a number of PRoWs. The 33W / 32W footpaths, known as 'Huntsland', route east-west along the site's southern boundary. Footpath 35W is adjacent to the site's northern and western boundaries, initially running east to west, and then oriented north to south, prior to connecting with the 33W footpath. Worth Way runs east-west to the south of the permitted development site of 200 homes south of Turners Hill Road.
- 3.6.3 The majority of the roads in the vicinity of the site are residential in nature and feature 30mph speed limits and therefore will be seen as cyclable by many. Worth Way also acts as a 'traffic free' cycle route connecting East Grinstead, Crawley Down and Crawley.
- 3.6.4 The nearest bus stops is located on the B2028 Turners Hill Road adjacent and opposite to the Wychwood Place junction, circa 600m from the site. These stops are served by bus routes 281 and 272, 281, 291, 624 and 648. Additional bus stops are in located in the south of the village. There are good services towards key destinations throughout the week. The nearest rail station to the site is Three Bridges, approximately 5km to the west.

- 3.6.5 A review of Personal Injury Accident (PIA) data is provided. This does not identify any existing road safety concerns within the vicinity of the site's modified access and adjoining parts of the surrounding local and strategic highway networks. The results of the study do not materially differ from the results submitted in respect of the planning application for 150 homes on land north of Huntsland (DM/25/0016).

## SECTION 4 Accessibility

### 4.1 Introduction

4.1.1 This section of the TA assesses the potential for future households to adopt sustainable travel patterns and behaviours to a range of local amenities catering for the convenience, education, employment, healthcare, leisure, and retail needs, which are available on foot, by cycle, and public transport in Crawley Down village centre.

4.1.2 The allocation of the site in the MSDC Local Plan 2021 – 2039, and subsequent granting of planning consent of the OPA for the northern land parcel in September 2025, demonstrates that both the Local Planning Authority (MSDC) and Local Highways Authority (WSCC) accept the site is sustainably located in transport terms.

### 4.2 Existing Travel Patterns

4.2.1 The *Method of Travel to Work* data from the 2021 Census for the MSOA Mid Sussex 005 has been used to identify the current mode share in the local area.

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.

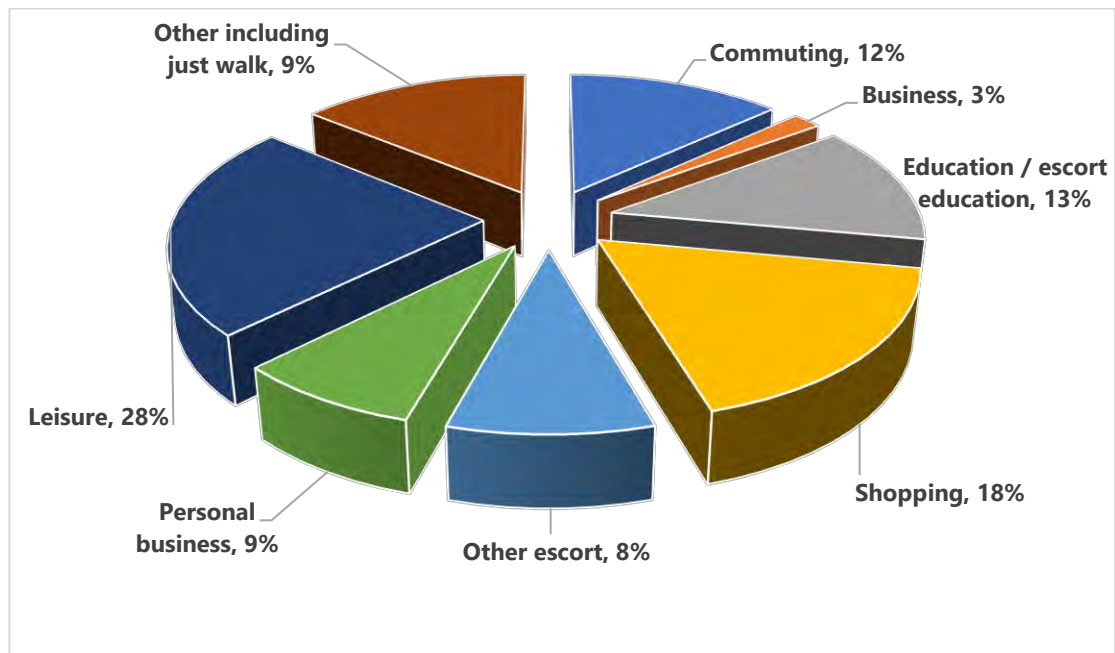
**Table 4.1: Method of Travel to Work**

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

Source: Census 2021 – MSOA Mid Sussex 005

4.2.3 The DfT'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 – 2024**



Source: Chart NTS0409a of Transport Statistics Great Britain – 2024 Edition

### 4.3 Walking and Cycling Distances

4.3.1 The distances that people are typically prepared to walk are based on empirical evidence. The following distances are applied for the purpose of assessing the likelihood of walking journeys to and from the site and have been agreed with WSCC through pre-application discussions in respect of the previous planning submissions for 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 Distances

4.3.2 For the purposes of the TA, the sustainable transport strategy also sets out what constitutes a cyclable distance:

- 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 (measured from the centre of the site).

**Table 4.2: Local Facilities and Services**

Destination	Application Site		
	Total Distance (m)	Walking Journey Time (mins)	Cycling Journey Time (mins)
<b>Employment</b>			
Rowfant Business Centre	3,020	36	11
Barns Court	1,720	20	6
Local Businesses, Sandy Lane	1,520	18	6
<b>Leisure</b>			
Crawley Down Village Hall	1,120	13	4
All Saints Parish Church Crawley Down	620	7	2
The Haven Community Centre	1,500	8	3
King George V Playing Field	1,520	18	6
Allotments at Vicarage Road	520	6	2
Crawley Down Gatwick Football Club	1,500	18	6
Village Brew Coffee Shop	1,600	22	7
Prizefighters Fish and Chips	1,250	15	5
<b>Retail</b>			
The Grange Farm Shop	720	9	3
Co-op Food	1,100	13	4
Asda Express & Esso	2,900	35	11
Crawley Down Post Office	920	11	4

Destination	Application Site		
	Total Distance (m)	Walking Journey Time (mins)	Cycling Journey Time (mins)
<b>Education</b>			
Crawley Down Village CofE Primary School	<b>1,300</b>	<b>16</b>	<b>5</b>
Donkey Field Pre-School	<b>1,350</b>	<b>16</b>	<b>5</b>
<b>Health</b>			
Crawley Down Health Centre	<b>1,400</b>	<b>17</b>	<b>5</b>
Elm House Dental Practice	<b>1,000</b>	<b>12</b>	<b>4</b>
Crawley Down Pharmacy	<b>850</b>	<b>10</b>	<b>3</b>
Crawley Down Dental	<b>1,120</b>	<b>13</b>	<b>4</b>

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

Source: Consultants Estimates

**4.4.3** **Table 4.2** demonstrates that there is a wide range of everyday facilities within a comfortable or reasonable walking distance for the whole development site. This includes convenience retail, education, healthcare, and employment opportunities. The journey distances have been measured from the centre of the site via the shortest available walking route from each parcel.

**4.4.4** It is worth noting that the nearest secondary school (Imberhorne School), located 3.3km to the east and can be accessed along Worth Way; a circa 16-minute cycle journey.

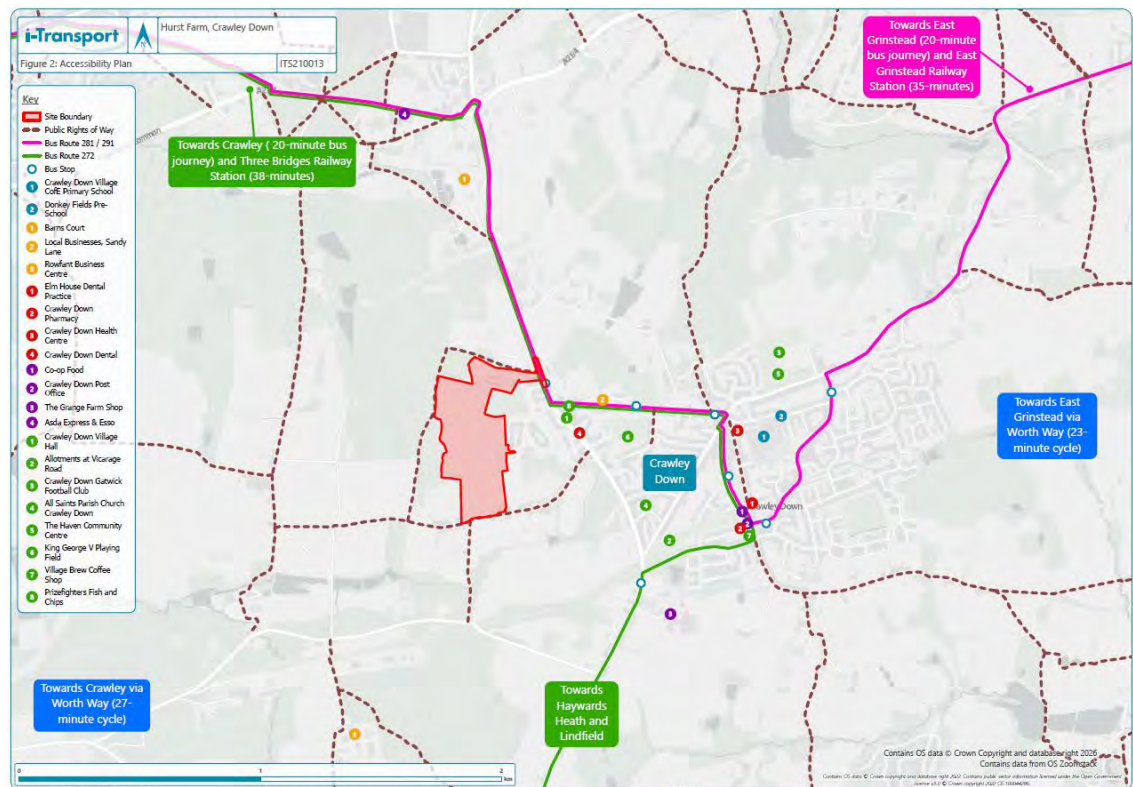
**4.4.5** Alternatively, the following bus routes serve the development and the school:

- Bus Route 243 is a school only service serving the upper and lower schools from the bus stops adjacent / opposite Wychwood Place
- Bus Route 264 is a school only service serving the upper and lower schools from the bus stops adjacent / opposite Grange Road.
- Bus Route 281 serves both the upper and lower schools from the bus stops adjacent / opposite Wychwood Place.
- Bus route 291 serves the upper school from the bus stops adjacent to Wychwood Place.

4.4.6 WSCC also operate route 905 to Imberhorne School for entitled school children only.

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

**Image 4.2: Accessibility Plan**



Source: Figure 2

## 4.5 Key Sustainable Travel Routes

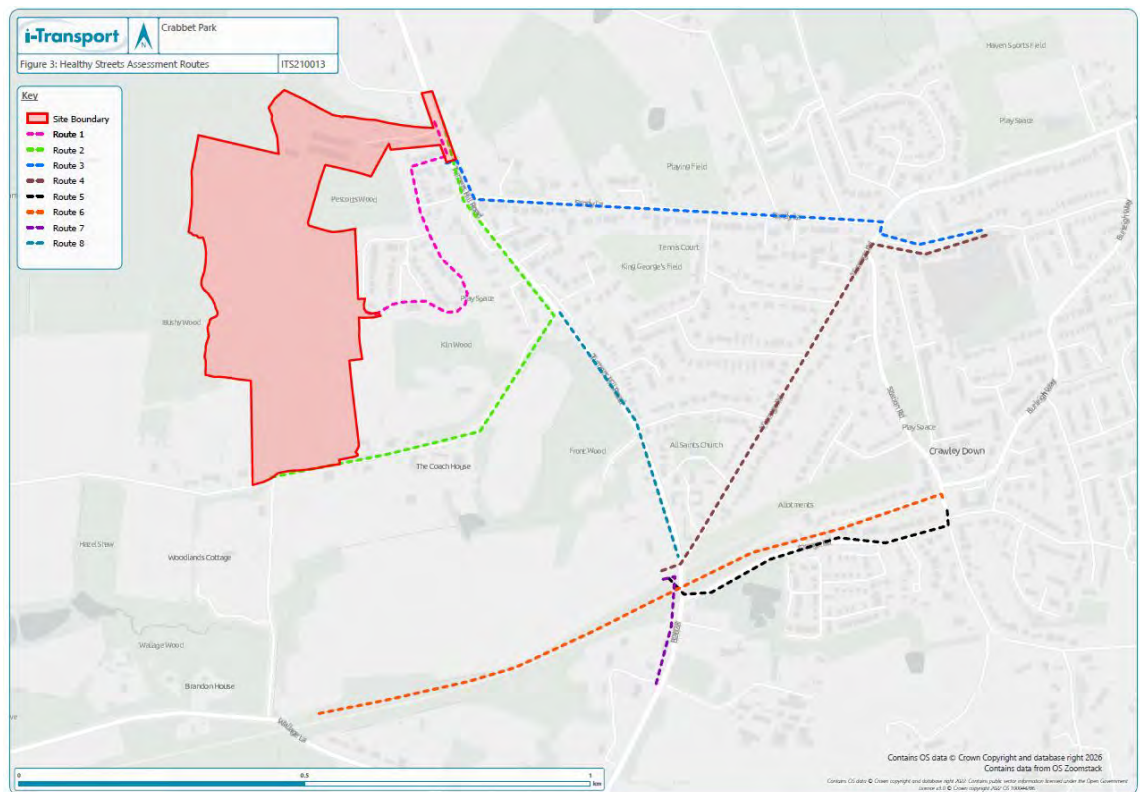
4.5.1 As part of the preparation of the TA, produced by i-Transport LLP in respect of the previously approved OPA, a Healthy Streets Assessment (HAS) was undertaken to demonstrate how key destinations could be reached from the site by active travel modes. This audit assessed the quality of the walking and cycling routes, and are illustrated at **Figure 2**, extracted below as **Image 4.3**. The Healthy Streets Assessment informed the site's sustainable transport strategy, which is presented in Section 6 of the report.

4.5.2 The routes previously audited were as follows:

- i North of site to northern bus stops.
- ii Huntsland to northern bus stops.
- iii Wychwood Place to Crawley Down CofE Primary School via Sandy Lane.

- iv South of site to Crawley Down CofE Primary School via Vicarage Road<sup>3</sup>.
- v South of site to Village Centre via Grange Road.
- vi South of site to Village Centre Via Worth Way.
- vii South of site to southern bus stops via the B2028 Turners Hill Road.
- viii B2028 Turners Hill Road between Huntsland and Vicarage Road.

**Image 4.3: Healthy Streets Assessment Routes**



Source: Figure 3

4.5.3 The previous assessment (included for ease of reference as **Appendix E**) audited each of the eight routes and scored them against Active Travel England’s 10 Healthy Street Indicators. Each route was given a score between 5 (highest score) to 0 (lowest score) for each indicator.

<sup>3</sup> A full audit was undertaken of walking routes to the sites north and south of Huntsland because two planning applications were submitted.

4.5.4 In summary, whilst many of the routes scored well in the Healthy Streets Assessment, the audit identified opportunities for improvement. These opportunities were discussed with WSCC in the lead up to and following submission of the planning applications in 2025 and culminated in an agreed package of off-site highways works, as presented in Section 6. This planning application (together with the planning permission on land south of Huntsland) will honour that agreed package.

#### 4.6 **Summary**

4.6.1 The principle that the site provides a sustainable location for development has been established by virtue of its allocation in the Mid Sussex District Plan (Regulation 19) (ref: Policies DPA9 and DPA10), and MSDC's decision to award planning consent for a residential-led development on the major part of the site in September 2025.

4.6.2 There is a good range of facilities and services within a reasonable walking or cycling distance from both the northern and southern development areas. There are also opportunities for travel by public transport into East Grinstead, Three Bridges and Crawley.

4.6.3 Local transport infrastructure already provides well for walking and cycling although scope for improvements has been identified within a Healthy Streets Assessment. The sustainable transport strategy is presented at Section 6 and outlines a strategy for ensuring the prioritisation of sustainable transport. It is based on the strategy previously agreed with WSCC in respect of the previously permitted development at the site.

## SECTION 5 Access and Internal Layout Considerations

### 5.1 Introduction

5.1.1 This section of the TA summarises the proposed site access arrangements to the local highway network, along with layout considerations including provision to be made for servicing and parking provision, taking into account that the application is outline only in nature.

5.1.2 The description of development is as follows:

*“Outline planning application (appearance, landscaping, layout and scale reserved) for the erection of up to 230 dwellings, a 70-bed care home, and community facility; and associated infrastructure including a modified access (Hurst Farm) with associated spine road and car and cycle parking; the provision of 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.”*

### 5.2 Proposed Access Arrangements

5.2.1 In accordance with paragraph 115 of the adopted NPPF (December 2024), which sets a requirement that “safe and suitable access to the site can be achieved for all users”, this section of the TA sets out the site’s proposed access arrangements.

#### Vehicular

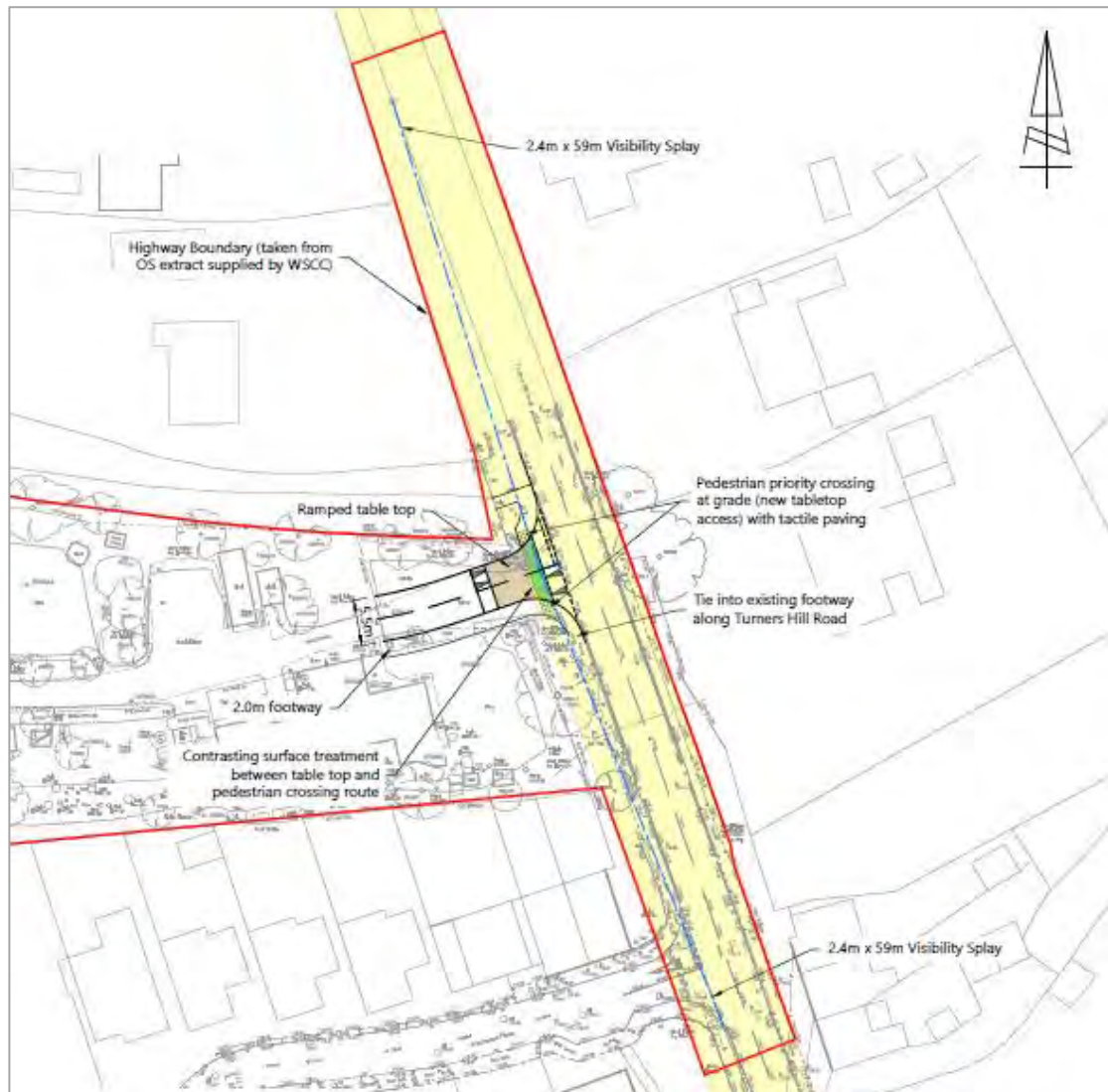
5.2.2 The proposed development will be served via a new priority junction at the location of the existing access of Hurst Farm, off the western side of the B2028 Turners Hill Road. As shown in **Drawing No. ITS210013-GA-001** (extract provided in **Image 5.1**), the access will be modified to form a priority give-way junction.

5.2.3 The junction attributes are as follows:

- 5.5m wide access.
- 6m junction radii.
- 2m footway on southern side of access, tying in with the B2028 Turners Hill Road footway.
- Pedestrian priority crossing at grade (new coloured tabletop access) with tactile paving, facilitating access to footpath 35W to the north.

- 2.4m x 59m visibility splays in both directions (adequate for observed 85<sup>th</sup> percentile speeds of 36mph<sup>4</sup> in both directions based on MfS stopping sight distance parameters).
- Ramped table top.

**Image 5.1: Proposed Site Access Arrangement**



Source: i-Transport (Drawing No. ITS210013-GA-001)

<sup>4</sup> This is in line with the sightlines agreed for Wychwood Place's junction with Turners Hill Road just 30m to the south (ref: ref: drawing ITB9155-008D, secured though application DM/15/3614 for 44 homes on Wychwood Place)

5.2.4 **Drawing No. ITS210013-GA-003** (extract provided in **Image 5.2**) demonstrates that the design of the site's modified access can accommodate the swept-paths of a large refuse collection vehicle entering/exiting to/from the north and southbound carriageways of the B2028 Turners Hill Road in forward gear, and in a safe and convenient manner with no overrunning of footways or adjacent highway verge.

**Image 5.2: Vehicle Tracking Analysis – Large Refuse Vehicle**



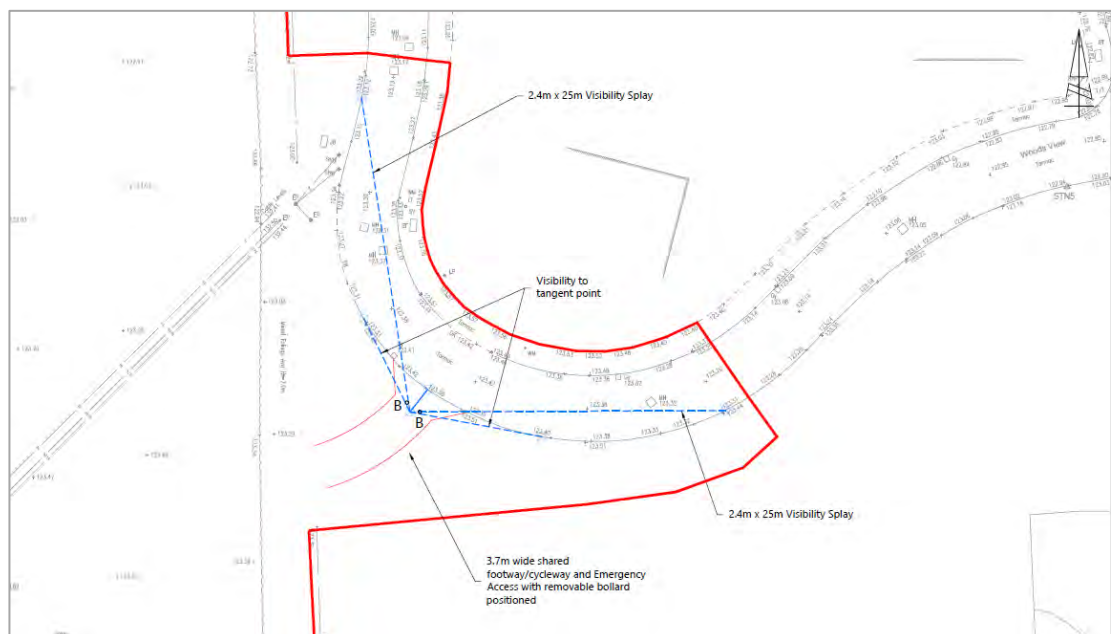
Source: i-Transport (Drawing No. ITS210013-GA-003)

- 5.2.5 The proposed access replaces the previously consented arrangement, which comprised the extension of the Wychwood Place cul-de-sac into the application site. It therefore overcomes concerns relating to the intensification of the shared surface section of Wychwood Place, which were expressed during the determination of the previously approved OPA. Under this new planning application, no vehicular traffic will access the site via Wychwood Place.
- 5.2.6 The site's proposed vehicular access arrangement has been agreed in principle with WSCC Highways during pre-application discussions.
- 5.2.7 The site's proposed access arrangement has been audited by an independent Road Safety Auditor as part of a Stage 1 Road Safety Audit (RSA). The drawing presented in the TA takes on board the feedback provided by that audit. A copy of the Stage 1 RSA is attached at **Appendix F** of this report, while the Designer's Response is included as **Appendix G**.

#### Pedestrian / Cycle / Emergency Access

- 5.2.8 As shown in **Drawing No. ITS210013-GA-002A** (extract provided in **Image 5.3**) a shared pedestrian/cycleway and emergency access will be provided on the site's eastern side to connect with the carriageway of Wychwood Place.

**Image 5.3: Proposed Shared Pedestrian, Cycle and Emergency Access Arrangement**



Source: i-Transport (Drawing No. ITS210013-GA-002)

- 5.2.9 The attributes of this access are set out below:
- A 3.7m wide access suitable to be used as a shared pedestrian/cyclist route and as an access for an emergency vehicle;

- 25m visibility splays from a 2.4m setback based on 20mph design speed; and
- Removable bollards to prevent unauthorised use by vehicles.

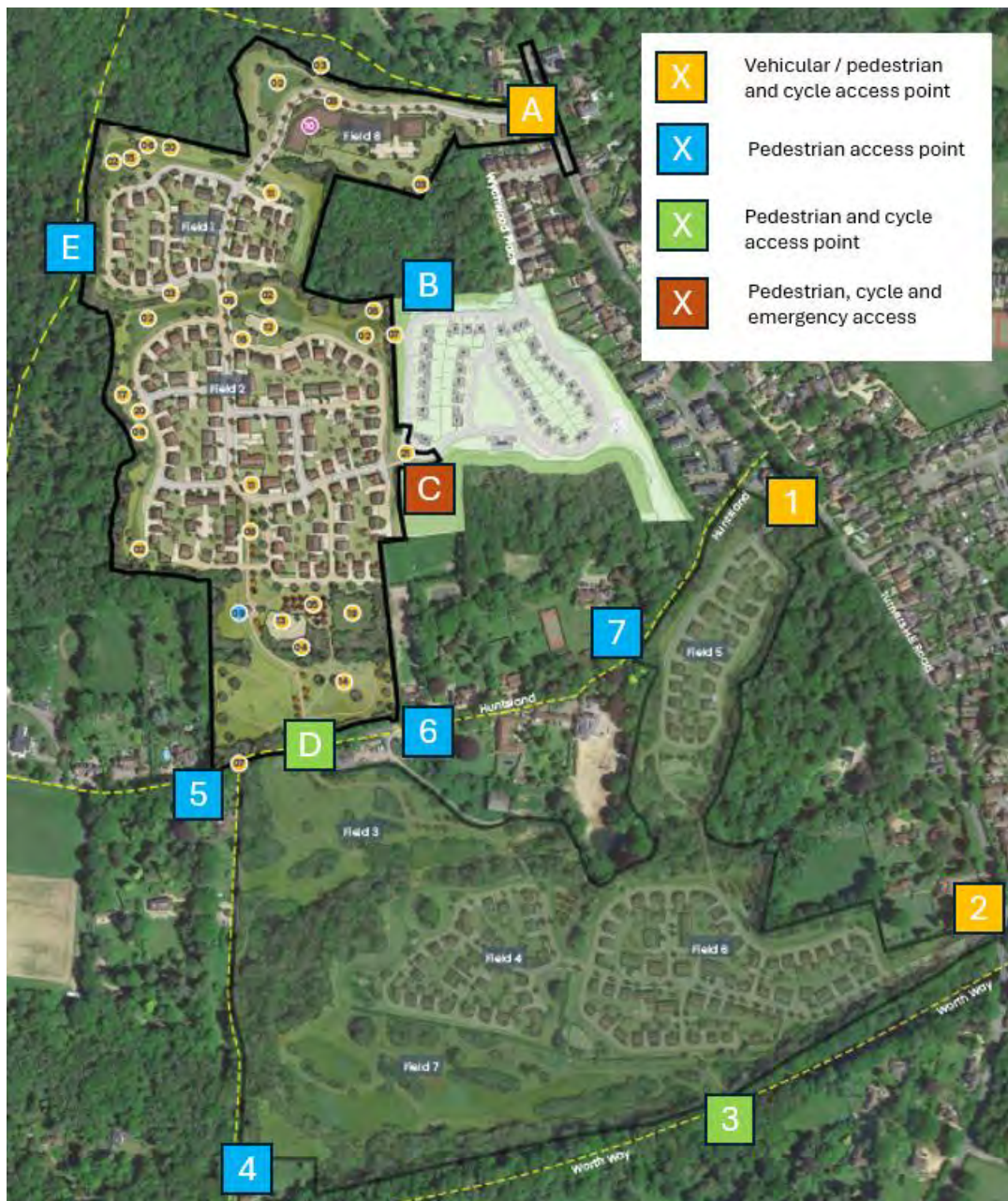
5.2.10 This will give residents of the application site access to two further pedestrian / cycle accesses from Wychwood Place onto Huntsland and Turners Hill Road and thus enhance site permeability. As it is no longer proposed to provide vehicular access via this road, Wychwood Place will continue to operate as a shared surface on its northernmost section. There is no longer a need to introduce footways.

#### Additional Pedestrian and Cycle Access

5.2.11 The permeability of the site to the wider area (including the consented scheme on land south of Huntsland) will be enhanced through the provision of multiple access points for pedestrians and cyclists. These will provide opportunities for onward connections to the south of Crawley Down village and Worth Way and local rights of ways. As part of the consented scheme on land south of Huntsland, the surface of Worth Way will be improved, in-turn providing an attractive route for future households travelling to various employment destinations in Crawley and East Grinstead.

5.2.12 The wider pedestrian and cycle connections are shown in **Image 5.4**. **Table 5.1** provides a summary of the type of connections which will be provided into the site and wider study area.

**Image 5.4: Proposed Pedestrian and Cycle Strategy**



Source: Illustrative Masterplan [Mosaic]

**Table 5.1: On-site Pedestrian / Cycle Connections**

Connection Point	Pedestrian / Cycle Connection?	Description
Site Access		
A	All modes	All modes access via Hurst Farm to the B2028 Turners Hill Road.
B	Pedestrian	Pedestrian connection to site boundary
C	Pedestrian and Cycle	Pedestrian / cycle / emergency access to Wychwood Place.
D	Pedestrian and Cycle	Connection to Huntsland / application site's southern boundary, serving Huntsland.
E	Pedestrian	Pedestrian connection into PRow footpath 35W (to site boundary only).
Wider Allocation Access		
1	All modes	Central all modes access B2028 Turners Hill Road
2	All modes	Southern all modes access onto B2028 Turners Hill Road.
3	Pedestrian and Cycle	Pedestrian and cycle connection with Worth Way on the southern border of the site.
4	Pedestrian	Pedestrian connection on the southwest corner of the site.
5	Pedestrian	Pedestrian connection into site via Huntsland (PRow footpath 32W).
6	Pedestrian	Pedestrian connection into Huntsland (PRow footpath 33W).
7	Pedestrian	Pedestrian connection into Huntsland (PRow footpath 33W).

Source: Illustrative Masterplan

### 5.3 Internal Layout

5.3.1 The application is in outline form with all matters reserved apart from access. The purpose of the TA is therefore to enable agreement of the principle of development in transport terms and the detail of the proposed accesses. The internal site layout, including the proposed care home and community facilities, will be determined at the Reserved Matters stage.

5.3.2 The following paragraphs provide a statement of intent for the design guidance to be used for subsequent reserved matter(s) applications.

### Street Hierarchy

5.3.3 WSCC refers to Manual for Streets as their main source of guidance on design matters. The streets will be designed having regard to the following hierarchy:

**Table 5.2: Proposed Street Hierarchy**

Criteria	Site access roads / immediate approaches	Primary Street	Secondary Street	Shared Surface	Private Drive
<b>Design Speed</b>	20mph	20mph	10mph	10mph	10mph
<b>Street Width</b> <i>(Subject to tracking – widening may be needed on bends)</i>	5.0-6.0m	5.0-5.5m	5.0m	6m	4.1m – 4.5m
<b>Footway Provision</b>	2m on both sides*			None	None
<b>Cycle Provision</b>	In carriageway*				
<b>Service Margin</b>	Within footway or 2m grassed margin.			Within carriageway	Within carriageway
<b>Visibility at junctions</b>	2.4m x 25m	2.4m x 25m	2m x 15m	2m x 15m	2m x 15m
<b>Forward visibility requirements</b>	25m	25m	15m	15m	15m
<b>Forward visibility requirements</b>	25m	25m	15m	15m	15m
<b>Traffic Calming</b>	Normally controlled by design. Avoid long, wide straights.			Carriageway narrowing at entry points. Parking, planting, trees to make route arduous	Street geometry lends itself to slow traffic speeds. Usually only very short in length
<b>Junction Spacing</b>	25m	25m / 15m	25m / 15m	N/A	N/A
<b>Side Road Junction Radii</b>	Corner radii appropriate for large vehicles at low speeds - suggested 6m internally.		4m	4m	N/A
<b>Centre line Radii</b>	WSCC 'preferred' minimum of 20m. Avoid really sharp bends on primary streets	Limited guidance but generally tighter radii for the most minor streets.			
<b>Direct Vehicle Access</b>	Yes – but away from junctions	Yes	Yes	Yes	Yes

\*2m where there is development frontage. 0.5m margin can be used where a footway is not provided / not needed.

5.3.4 The suitability of the internal road layout, including junction and forward visibility assessments, will be assessed during a RM planning applications following any outline planning permission.

## Car Parking

- 5.3.5 The proposed development is the subject of an outline planning application and therefore future RM applications will deal with the provision of car and cycle parking. These will be provided having regards to current standards or any other subsequent standards that may be adopted at that time.
- 5.3.6 For the purposes of the illustrative masterplan, the layout provides car and cycle parking for the residential element in accordance with the standards set out in WSCC’s ‘Guidance on Parking at New Developments’ which are set out below in **Table 5.3**.

**Table 5.3: WSCC Residential Parking Standards – Zone 2**

Dwelling Type (number of bedrooms)	Number of Habitable Rooms	Minimum Number of Car Parking Spaces	Minimum Number of Cycle Parking Spaces	
			House	Flat
1	1 to 3	1.4	1	0.5*
2	4	1.7	1	0.5*
3	5 to 6	2.1	2	0.5*
4+	7 or more	2.7	2	1

*\*If communal storage otherwise same as 1&2 bed house*

Source: West Sussex County Council: Guidance on Parking at New Development

- 5.3.7 As a statement of intent, the proposed development will also provide the following:
- One visitor car parking space per 0.2 dwellings and sufficient visitor cycle parking.
  - Garages with a minimum internal dimension of 6.0m x 3.0m (0.5 spaces).
  - Electric vehicle (EV) charging infrastructure in accordance with the adopted EV charging standards at the time of the reserved matters application – which is currently a minimum of one charging point for each new dwelling.
- 5.3.8 Any future RM application will ensure that adequate provision can be made on site, with the refuse collection vehicle able to turn around safely.
- 5.3.9 Refuse from the proposed dwellings will be collected from the kerbside on the proposed internal site access roads. Where refuse vehicle access is required, the internal carriageways will be a minimum of 5.0m wide and be built to an adoptable standard, i.e., be constructed to accommodate traffic movement including refuse vehicles.

5.3.10 The distance that residents will need to take their bins for collection will not exceed approximately 30m and the distance that refuse collectors will have to walk to collect bins for emptying will not exceed 25m, in accordance with MfS (which is based on Building Regulations). Sufficient space will also be provided at the care home for bins to be collected.

## 5.4 **Summary**

5.4.1 The existing access of Hurst Farm will be upgraded to a simple priority junction to provide vehicular access to the proposed development. A separate emergency access, which will also facilitate pedestrian and cycle connectivity to Wychwood Place / Green, is proposed. However, no vehicular access onto Wychwood Place is proposed.

5.4.2 A number of pedestrian and cycle connections are provided across the site and will connect to existing infrastructure and permitted development to the south, encouraging the take up of sustainable travel modes. The internal layout of the site will be permeable to pedestrians and cyclists, encouraging active travel.

5.4.3 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 RM applications. In addition, any refuse collection will be in line with MSDC's standards.

5.4.4 On this basis, safe and suitable access can be achieved, and the site will accord with national and local design guidance, in accordance with paragraph 115 of the NPPF.

## SECTION 6 Sustainable Transport Strategy

### 6.1 Introduction

6.1.1 The development of a comprehensive sustainable transport strategy for the site is of critical importance and has been developed in consultation with key stakeholders through the various stages of planning. Encouraging travel by sustainable modes has a key role to play in facilitating future growth against a background of differing pressures and constraints, including:

- Climate emergency.
- Reduced reliance on fossil fuels.
- Reduced congestion.
- Enhanced delivery of much needed housing on a 'busy' highway network.
- Delivering a sustainable development in transport terms.

6.1.2 A full Sustainable Transport Strategy has been prepared and submitted to WSCC through pre-application discussions and this section presents the cumulative strategy of both this site and the permitted development site to the south. The strategy honours the approach previously agreed with WSCC prior to the two OPAs on land west of Turners Hill Road being granted planning permission in September 2025.

### 6.2 The Vision

6.2.1 In accordance with NH Circular 01/2022 and emerging Government policy in the draft NPPF (December 2025), this section of the TA presents the sustainable Transport Vision for the site. This has been the subject of pre-application discussion with WSCC.

6.2.2 The Transport Vision is outlined below:

- The site will provide genuine opportunities for future residents to access local facilities and services via sustainable modes as well as access other local and regional destinations further afield by public transport.
- The proposed 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.

- A Framework Travel Plan will aim to achieve at least a 10% reduction in trips by single occupancy vehicles in line with WSCC guidance, through a means of measures including:
  - Improvements to the existing 272 bus service operated by Metrobus in the vicinity of the Development to fund and introduce for 2.5-years: (a) a return journey to and from Crawley on Saturday evenings and (b) a service operating every two hours between Crawley and Brighton on Sundays.
  - Provision of car club vehicle and associated membership (3-years) for the first occupier of each dwelling.
  - Improved transport infrastructure.
  - Provision of vouchers for discounted travel by bus or cycle / cycling equipment purchase.
  - Trip minimisation and containment.

### 6.3 Proposed Sustainable Transport Strategy

6.3.1 The remainder of this section presents the sustainable transport strategy. A clear and targeted sustainable transport strategy is required to achieve the overarching objective of sustainable development and prioritise sustainable transport, in line with the current and draft NPPF.

6.3.2 A comprehensive sustainable transport strategy was agreed in relation to the two OPAs, which were previously approved by MSDC. This strategy both individually and collectively offered a suite of transport improvements through planning condition or Section 106 obligation.

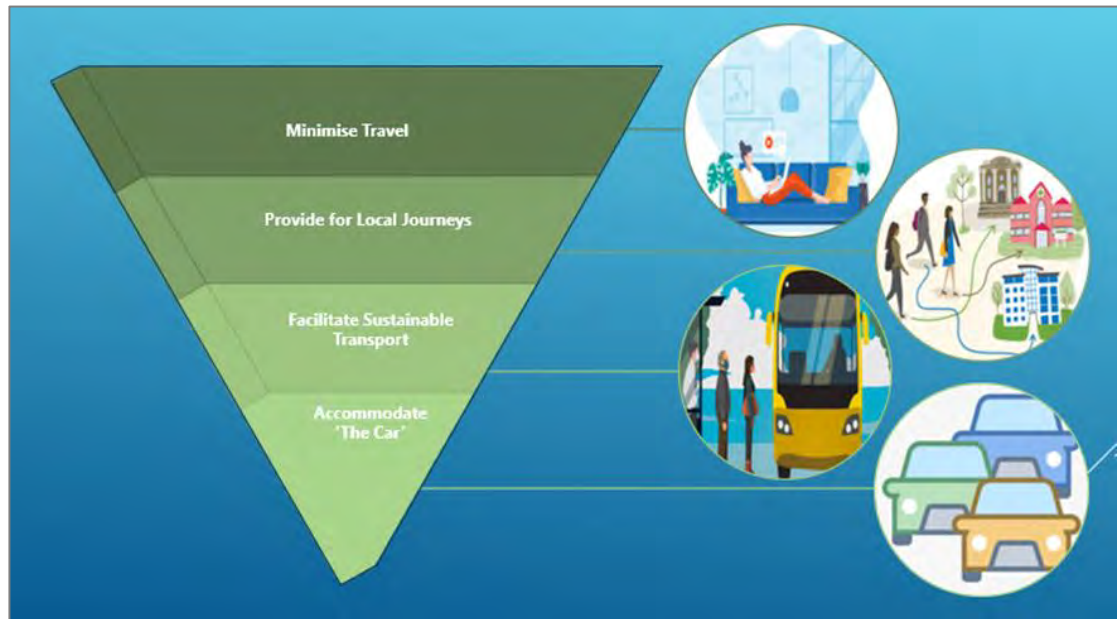
6.3.3 WSCC Highways reviewed the strategy and concluded:

***“the above measures are reasonable mitigation in relation to promoting sustainable transport options to access the site.”*** (ref: report to committee in respect of application DM/25/0016, paragraph 12.56).

6.3.4 In line with the previously agreed sustainable transport strategy, this will seek to take a ‘Reduce, Contain and Facilitate Alternatives’ approach to travel demands. – only after these steps have been taken should the strategy allow for the mitigation of vehicular impacts.

6.3.5 The agreed measures (and mechanisms for implementation, where relevant) are set out below and continued to be offered in respect of the latest planning application.

**Image 6.1: Sustainable Transport Strategy**



### Reduce

- 6.3.6 There has been a significant change in working habits that has taken place since the COVID-19 pandemic. Providing the necessary support for employees to work remotely, through the provision of fast broadband connectivity, will reduce the need for residents to travel off-site for work purposes. For example, by ensuring fast internet connection are provided within the home.
- 6.3.7 The proposed development will also be designed to accommodate shopping deliveries, including making provision for delivery vehicles, reducing the need for residents to have to travel off-site for retail purposes.
- 6.3.8 The provision of comprehensive on-plot electric vehicle charging will enable residents to reduce the reliance upon traditional combustion engines, and own private vehicles that have a lessened impact on the environment, while overcoming one of the major obstacles to electric car ownership by providing dedicated facilities to enable charging.

### Contain

- 6.3.9 As required by Policy DPA9, a care home, community facility and public open space will be provided on-site, limiting the need for residents to travel off-site for certain purposes and thereby internalising trips.
- 6.3.10 The design of walkable neighbourhoods and a site layout that promotes low vehicle speeds and provides genuine permeability with direct routes for cyclists and pedestrians.

6.3.11 Provision of on-site facilities including community facilities, care home, play areas and allotments.

#### **Facilitate Sustainable Travel**

6.3.12 Whilst the reduce and contain aspects of the strategy will minimise the need to travel and distances travelled, there will still be a travel demand arising from the site.

6.3.13 The site will therefore deliver improvements to infrastructure surrounding the site, benefiting not only new residents but also those within the existing community. These are outlined in the following paragraphs.

#### **Car Club**

6.3.14 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.

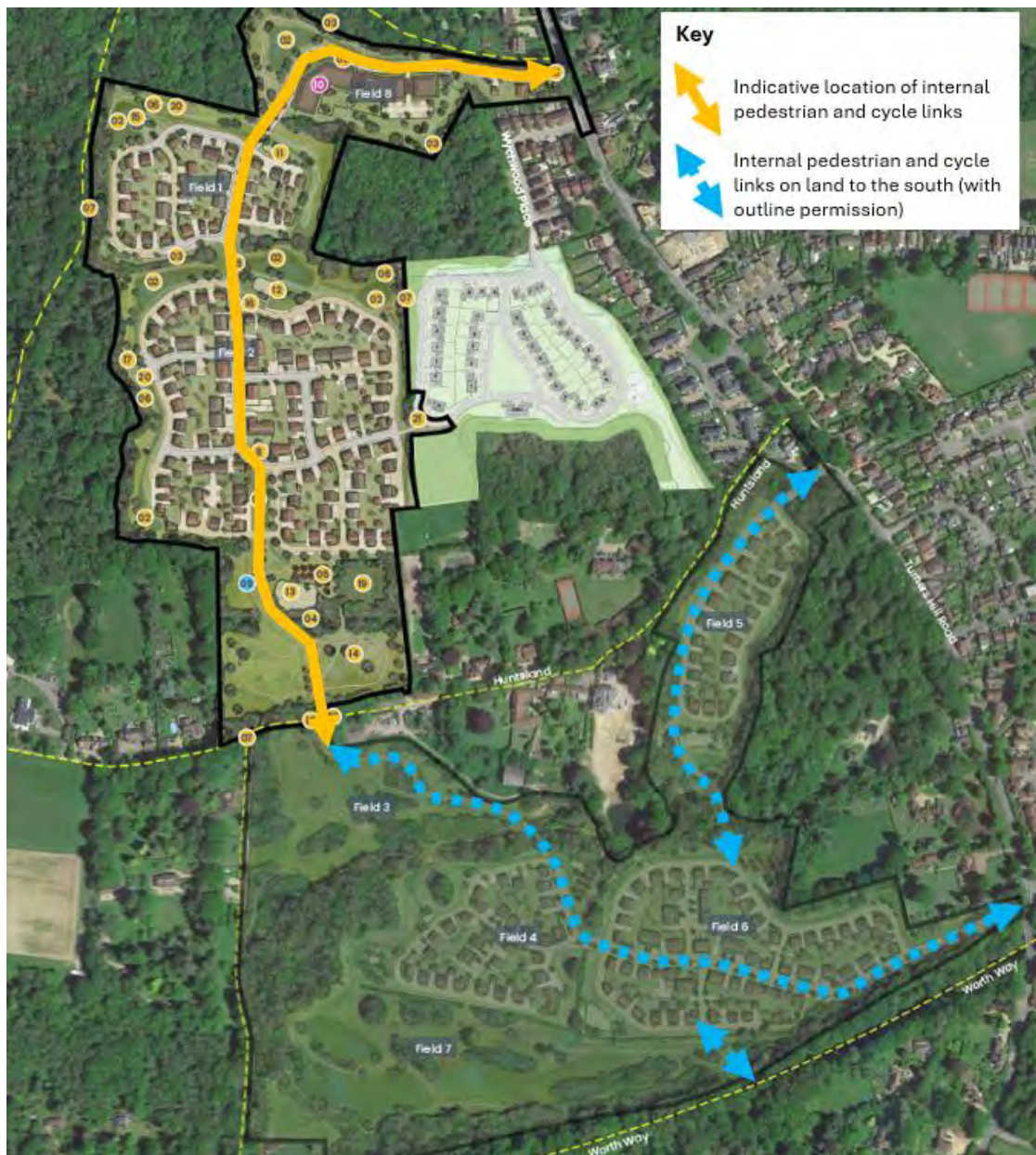
6.3.15 In accordance with the S106 Agreement (Reference: Fifth Schedule, Clause 4) for the previous OPA, the applicant agreed to provide an on-site car club vehicle within two months of first occupation of any dwelling, as well as provide car club membership for 3-years to the first household to occupy each dwelling. A further car club vehicle is to be provided at the permitted development site south of Huntsland.

#### **On-site Layout**

6.3.16 The site will be designed to accord with the principles of development as per Manual for Streets and more recently, Active Travel England.

6.3.17 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 PRow. In addition, off road traffic routes will be provided, including a north-south cycle route through the application site and land to the south, connecting land at Hurst Farm in the north to Worth Way in the south. The cycle routes are illustrated in **Image 6.2**.

**Image 6.2: Proposed On Site Cycle Routes**



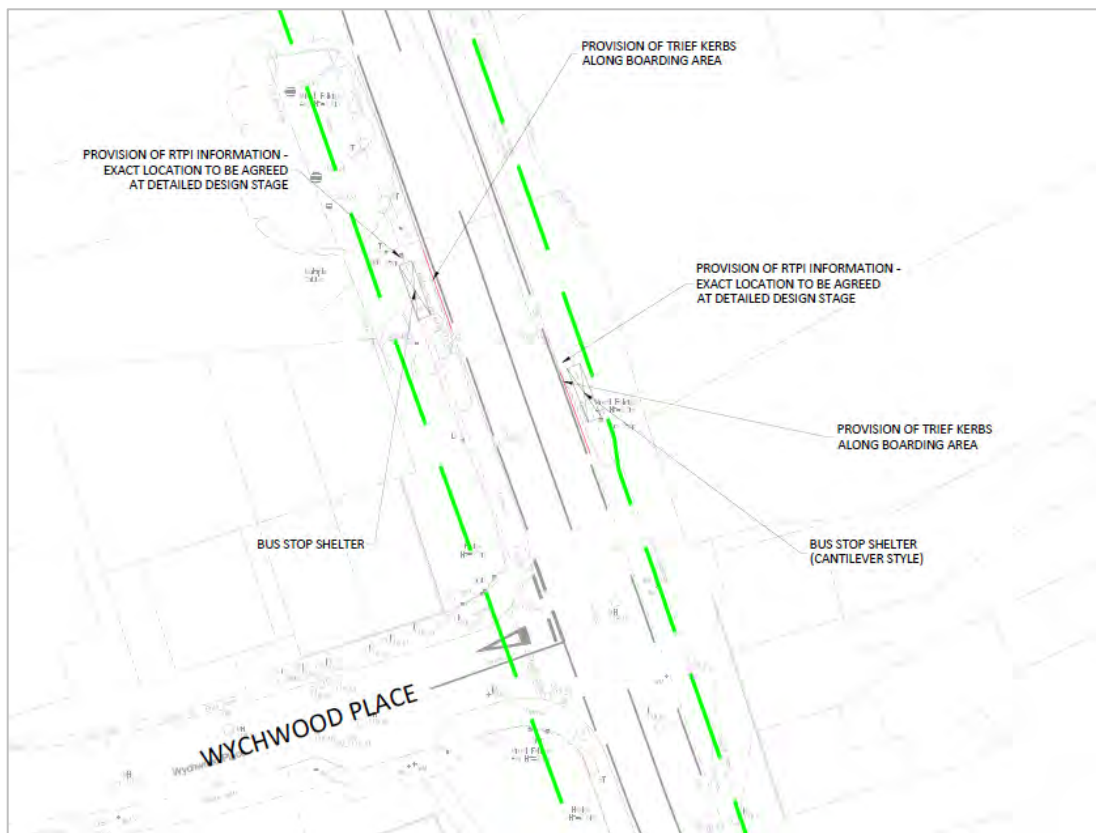
Source: Illustrative Masterplan

6.3.18 It is important to note that the proposed site layout is very similar to the 2025 OPA on land north of Huntsland. However, this layout has the benefit of improved connectivity north via an additional connection to Turners Hill Road.

***Off-Site Infrastructure Improvements***

6.3.19 In accordance with the previously approved OPA (Condition 26 of Planning Application DM/25/0016), bus stop improvements are proposed for the nearest bus stops along the B2028 Turners Hill Road (north of Wychwood Place). These are illustrated in **Drawing No. ITB9155-GA-103A**), extract provided as **Image 6.3**.

**Image 6.3: Proposed Bus Stop Improvements**



6.3.20 In addition, in association with permitted development on land to the south of Huntsland (DM/25/0014), the following improvements were agreed with WSCC as a result of the Healthy Streets Assessment that accompanied the TA: -

- i Footway widening on the B2028 Turners Hill Road between Puffin crossing and Sunny Avenue (ref: drawing ITB9155-GA-101B, secured by condition 30 to application DM/25/0014).
- ii New Toucan crossing south of proposed southern access to land south of Huntsland (ref: drawing ITB9155-GA-069B, secured by condition 28 to application DM/25/0014).
- iii Six dropped kerb / tactile paving crossings on minor arms of junctions on the B2028 Turners Hill Road and Vicarage Lane (ref: drawing ITB9155-GA-102B, secured by condition 31 to application DM/25/0014).
- iv Contribution to improve Worth Way PRoWs surface (secured by Section 106 agreement to application DM/25/0014, ref: Fifth schedule, Clause 4).

6.3.21 The applicant agreed to deliver new footways along the shared surface sections of Wychwood Place in view of the increases in vehicular traffic movements arising from the proposed development of 150 homes on land west of Turners Hill Road and north of Huntsland (DM/25/0016). However, since vehicular access is now being proposed via the modified access of Hurst Farm, off the western side of the B2028 Turners Hill Road, new or improved footways along Wychwood Place are no longer necessary, and as such are not proposed.

6.3.22 Works within publicly maintained highway will be undertaken under Section 278 agreement whilst a Section 106 contribution will fund the improvement to Worth Way.

#### **Public Transport**

6.3.23 There are good bus routes available on the B2028 Turners Hill Road, a short walk from the site. Travel vouchers will be offered to the first occupier of each dwelling (through the Framework Travel Plan) to encourage modal shift towards the bus for new residents.

6.3.24 In accordance with the S106 Agreement of the previously approved OPA, the applicant is willing to fund improvements to bus service 272, to enable an additional return journey to Crawley on Saturday evenings and a service between Crawley and Brighton on Sundays every two hours – for 2.5 years (secured by Section 106 agreement (ref: Fifth schedule clause 1). Development on land south of Huntsland will fund the service for a further 2.5 years.

6.3.25 These improvements will materially enhance the bus services as well as the comfort at the bus stops closest to those living on the site.

#### **6.4 Framework Travel Plan**

6.4.1 While infrastructure, services and facilities are to be provided to facilitate the uptake of sustainable modes of transport, it is also necessary to encourage its use by using a range of 'softer' targeted initiatives. Understanding what transport options are available to an individual and how to access them is one of the key barriers to the uptake of sustainable modes.

6.4.2 In accordance with the S106 Agreement (Fifth Schedule, Clause 1) for the previously approved planning application, the applicant is committed to implementing a Framework Travel Plan including vouchers to incentivise bus and cycle use. A revised Framework Travel Plan, which takes on board WSCC's feedback to the previously approved OPA (Reference: DM/25/0016) has been prepared by i-Transport to accompany this planning application.

6.4.3 The Framework Travel Plan has been prepared in accordance with WSCC guidance. The objectives of the Framework Travel Plan 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.

6.4.4 The measures that will be included in the Framework Travel Plan are outlined in **Table 6.1**.

**Table 6.1: Framework Travel Plan Measures**

Objective	Measure
Overall cross-objective	Appoint a Travel Plan Coordinator
	Develop website / social media feed
	Distribute Travel Welcome Packs
Reduce the Need to Travel	Deliver connections to broadband network
Promotion of Walking and Cycling	Walking and cycling maps and health information
	Package of walking and cycling infrastructure improvements
	Delivery of a walkable neighbourhood layout – interconnecting streets, shared streets and walking / cycling routes
	Offer of a £150 sustainable travel voucher to each dwelling for cycle or electric cycle equipment purchase
	Set up a Bicycle User Group (BUG)
	Promotion of Brompton bike and electric bike hire schemes
Promotion of Public Transport	Enhanced bus service (no. 272)
	Promotion of digital travel applications
	Provision of bus stop infrastructure in the site
	Offer of £150 Bus Taster ticket
Managing Car Demand	Promotion of car sharing schemes through WSCC / Liftshare
	Installation of electric vehicle charging facilities
	Installation of car club parking space and vehicle

6.4.5 The effectiveness of the Framework Travel Plan will be subject to monitoring and review. It will be operated as a 'live' document to enable modification of the plan to ensure it effectively targets the objective of reducing the need for travel by private car.

6.4.6 By presenting a strategy for delivering modal shift, through the sustainable transport strategy and Framework Travel Plan, justification can be made for the target of a 10% modal shift away from car use. It is a reasonable target, which matches with WSCC's normal target for Travel Plans in 'rural' areas (*ref: West Sussex County Council Development Travel Plan Policy, Section 3.3*).

## 6.5 Summary

6.5.1 This section of the TA demonstrates that opportunities for sustainable travel have been prioritised in accordance with the current and draft NPPF. It presents the sustainable Transport Vision for the development in line with National Highways and emerging Government policy. The sustainable transport strategy is summarised below:

### Reduce

- 1 Provision of fast broadband connectivity, reducing the need for residents to travel off-site for work purposes.
- 2 Easy access for shopping/ parcel drop offs.
- 3 Comprehensive on-plot electric vehicle charging.

### Contain

- 4 Design of walkable neighbourhoods and a site layout that promotes low vehicle speeds and provides genuine permeability with direct routes for cyclists and pedestrians.
- 5 Provision of on-site facilities including community facilities, care home, and play areas.

### Modal Shift

- 6 Car club vehicle with three year's free membership to the first occupier of each dwelling.
- 7 Bus stop improvements to bus stops adjacent to Wychwood Place.
- 8 Contribution to improve and enhance bus service 272 for 2.5 years, with the permitted development to the south funding a further 2.5 years.
- 9 Improvements proposed by permitted development to south:
  - i Dropped kerb / tactile paving introduced at local side roads.
  - ii Provision of a signalised crossing on the B2028 Turners Hill Road.
  - iii Widening of the footway on the eastern side of the B2028 Turners Hill Road, south of Grange Road.
  - iv Contribution to improve Worth Way surface in association with the development to the south.
- 10 Framework Travel Plan with vouchers to incentivise bus and cycle use.

## SECTION 7 Active Travel England Assessment

- 7.1 This TA and the associated FTP provide the information for ATE to assess the development proposals against their checklist.
- 7.2 **Table 7.1** provides a summary of ATE’s new checklist and summarises where / how the criteria is addressed within the report.
- 7.3 It is important to note that ATE did not object to the previous OPA at the site. With the proposed site layout and sustainable transport strategy being nearly identical to the previous proposal, there is no reason to take a different stance to the new OPA.

**Table 7.1: ATE Checklist Summary**

Criterion	Addressed
<b>Trip Generation and Assignment.</b> Does the application appropriately forecast all day trips to, from and within the site by walking, wheeling and cycling?	The Framework Travel Plan (ref: 2100131-003) includes a multi-modal trip demand assessment, based on census modal split data. The TA includes a detailed assessment of trip generation and the traffic implications of development, allowing for the impact of the sustainable transport strategy.
<b>Active Travel Route Audit.</b> Has an appropriate assessment on the design and accessibility of existing active travel routes in the locality of the site been presented?	Yes, a Healthy Streets Assessment which audits existing routes on key desire lines (including to the local primary school) informed the sustainable transport strategy that was agreed with WSCC Highways in respect of the previous OPA. This is based on Healthy Streets criteria.
<b>Pedestrian Access to Local Amenities.</b> Are most buildings within 800m from a range of amenities using well designed routes?	The site is located in a sustainable location and has been allocated for development within the Mid Sussex District Plan 2021-2039. Access to local facilities via walking and cycling is set out in Section 4 of this TA– the village provides access to a wealth of facilities within a 20-minute walk. It will also bring forward community facilities, a care home and outdoor open space on site.

Criterion	Addressed
<p><b>Cycling Accessibility.</b> Are a range of local amenities accessible for cyclist using well-designed routes?</p>	<p>Section 3 of this report identifies the existing cycling accessibility of the site. Improvements to the surface of Worth Way have previously been agreed with WSCC as part of the consented scheme to the south. Worth Way is an existing cycle connection between Crawley, Crawley Down and East Grinstead. Its surface will be improved between the southern application site and Crawley Down. Within the site and permitted development to the south, traffic free connections to the Worth Way are proposed. Whilst streets within Crawley Down are single carriageway, relatively flat and subject to 30mph speed limits, on site cycleways and Worth Way will provide a traffic free route into the village.</p>
<p><b>Access to Public Transport.</b> Are all buildings within 400m of a high frequency bus stop or 800m of a rail station, using well designed routes?</p>	<p>Accessibility to bus stops is discussed in Section 4 of this TA. The site is within a walkable distance to local bus stops on the B2028 Turners Hill Road and new and widened footways (provided in association with the permitted development to the south) will connect with the bus stops south of the village. Enhancements to the bus stops are proposed and funding will be provided to extend the operating hours of the bus service 272.</p>
<p><b>Off-Site Transport Infrastructure.</b> Does the application include proposals to enhance local active travel and public transport infrastructure?</p>	<p>A Healthy Streets Assessment of routes in close proximity to the development site has been undertaken, and a series of off-site improvements have been proposed based upon the findings of this assessment. Full details regarding the off-site measures proposed as part of this planning application can be found in Section 6 of this Transport Assessment.</p>
<p><b>Site Permeability.</b> Does the development prioritise pedestrian and cycle movements within the site?</p>	<p>The illustrative masterplan for the site is included in Section 5 of this TA. The indicative design for the development shows a commitment to genuine permeability across the site for pedestrians and cyclists. Multiple points of pedestrian / cycle accesses are proposed, and a network of shared cycleways will be provided within the site. Streets will be designed to minimise vehicle speeds and create an environment conducive to active modes of travel.</p>
<p><b>Placemaking.</b> Does the development establish a strong sense of place, with well-design streets, public spaces that feel safe and key amenities?</p>	<p>As is set out in Section 5 of this TA, this is an OPA. The illustrative masterplan however sets out a real opportunity to create a strong sense of place. Further detail will be provided regarding placemaking at reserved matters stage.</p>

Criterion	Addressed
<b>Cycle Parking and Trip End Facilities.</b> Does the application provide the requisite quantity and quality of cycle parking and trip end facilities?	Homes will come forward in accordance with cycle parking standards. Further details will be provided at reserved matters application stage.
<b>Travel Planning.</b> Does the Travel Plan outline ambitious mode share targets and measures to embed active travel?	An updated Framework Travel Plan has been submitted (Ref: ITS2100131-003). This is detailed in Section 6. The package of measures, including enhanced bus services, provision of car club vehicle and vouchers, has been developed and agreed with WSCC.

Source: i-Transport / ATE Checklist

## SECTION 8 Traffic Impact Analysis

### 8.1 Introduction

- 8.1.1 This section of the TA establishes the traffic generation of the proposed development and assesses the vehicular traffic impact on the local highway network. This is based on 230 homes and a 70-bed care home.
- 8.1.2 As part of the previously approved planning application for the site, extensive discussions were held with WSCC to agree the parameters and methodology for assessing development traffic impact on the local highway network and strategic highway network. As they were fully agreed with WSCC (and subsequently with National Highways) it is proposed to follow the same methodology.
- 8.1.3 The updated study set out in this TA has also been presented to and agreed with WSCC through pre-application scoping.
- 8.1.4 Whilst Hurst Farm has an extant planning use and an access at the site of the proposed access that has historically generated traffic, this traffic impact analysis considers development traffic on a 'gross impact' basis for robustness.

### 8.2 Trip Rates and Traffic Generation

#### Residential

- 8.2.1 The agreed trip rates, obtained from the TRICS database and based on private dwellings, are set out in **Table 8.1**.

**Table 8.1: Trip Rates per Dwelling**

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	2-way	In	Out	2-way
Trip Rate	0.133	0.390	0.523	0.356	0.161	0.517

Source: TRICS

- 8.2.2 As shown in **Table 8.2**, when applying the previously agreed trip rates to the number of residential units (230), the residential aspect of the proposed development would have the potential to generate in the order of 120 two-way vehicular movements during the weekday AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour periods, respectively.

**Table 8.2: Vehicular Trip Generation (230 Units).**

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	2-way	In	Out	2-way
230 Homes	31	90	120	82	37	119

Source: Consultant

- 8.2.3 The anticipated vehicular trip generation equates to circa two vehicles per minute during the AM and PM peak hour periods.

### **70 Bed Care Home**

- 8.2.4 Trip rates for the Care Home aspect of the proposed development were obtained from the TRICS database based on the 'Assisted Living' and 'Care Home' land use categories (noting uncertainty as to how the building will be used). These agreed trip rates are summarised in **Table 8.3**.

**Table 8.3: Assisted Living and Care Homes Vehicular Trip Rates**

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	2-way	In	Out	2-way
Trip Rate (Assisted Living) – per apartment	0.078	0.058	0.136	0.045	0.052	0.097
Trip Rate (Care Homes) – per bedroom	0.088	0.044	0.132	0.052	0.078	0.130

Source: TRICS

- 8.2.5 The anticipated trip generation from the 70-bed care home is shown in **Table 8.4**.

**Table 8.4: Assisted Living and Care Home Vehicular Traffic Flows (70-Bed)**

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	2-way	In	Out	2-way
Trip Rate (Assisted Living) – per apartment	5	4	10	3	4	7
Trip Rate (Care Homes) – per bedroom	6	3	9	4	5	9

Source: Consultant

8.2.6 Based on the above, the care home aspect of the proposed development would have the potential to generate circa 10 movements during any one hour, or one movement every six minutes. This is not a significant or material level of trip generation – up to around one movement every six minutes.

8.2.7 As this is a very modest level of additional trip generation, the study of off-site traffic impact focuses on the residential aspect of the proposed development (in line with the approach agreed for the 2025 traffic study set out in the TA, prepared in respect of the previously approved OPA).

### 8.3 Trip Distribution and Assignment

8.3.1 There is no reason why the traffic distribution or assignment could be expected to differ from that presented in the 2025 traffic study.

8.3.2 As per the 2025 traffic study, the traffic distribution of the site has been identified using 2011<sup>5</sup> Census journey to work data for the Mid Sussex 005 mid-level super output area. This approach is consistent with the approach agreed with WSCC for the 45-home planning application immediately east of the site, submitted in 2015 (ref: DM/15/3614), and the previously consented OPA (Reference: DM/25/0016). The key destinations (by car) are summarised below.

**Table 8.5: Traffic Distribution**

Destination	Proportion by Car
Crawley	31%
East Grinstead	12%
Reigate and Banstead	9%
Tandridge	9%
Crawley Down	7%
South London	5%
Haywards Heath	4%
Central London	3%
Dorking	3%
Horsham	3%
Wealden	3%
Other	11%

<sup>5</sup> Datasets from the 2021 Census do not provide meaningful journey to work data because the census was undertaken during the 2021 Covid-19 lockdown and relates to journey habits from that time, so the 2011 census data continues to be used for the purpose of trip distribution.

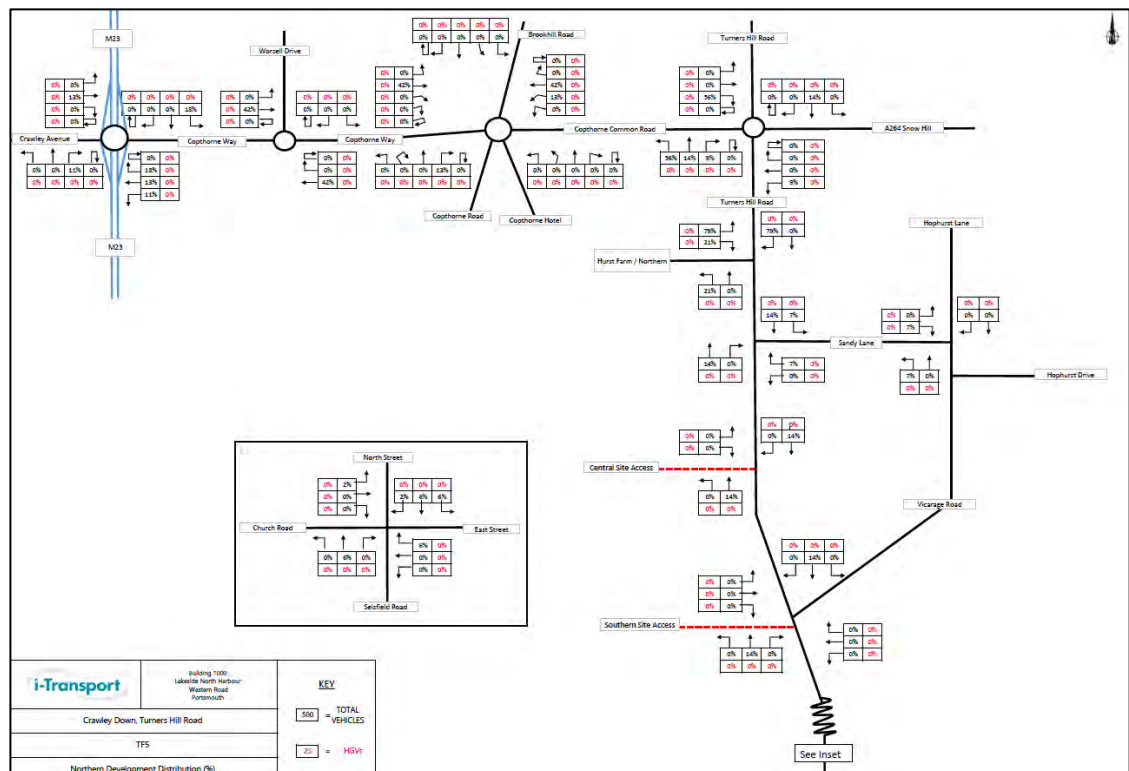
Destination	Proportion by Car
Total	100%

Source: 2011 Census Data

Note: Destinations that accounted for fewer than 2% of trips have been grouped into the 'Other' category and include Brighton, Dartford, Reading, Sevenoaks and Tunbridge Wells, as well as destinations a significant distance away referred to collectively e.g. 'the North'.

8.3.3 As per the 2025 traffic study, Google Maps has been used to identify the most likely routes to the destinations set out above during the morning peak period, with a journey departure time of 08:00 used. The resulting traffic assignment from the site (expressed as percentages) is presented in **Image 8.1** below.

**Image 8.1: Traffic Assignment (Percentage)**



8.3.4 All Traffic Flow Diagrams as part of the traffic impact assessment are included in **Appendix H** of this report.

## 8.4 Committed Development

8.4.1 The same committed developments included within the modelling of the 2025 OPA at the site have been included in this study, in addition to the consented development on land south of Huntsland. The list of Committed Developments included within the highway impact assessment are as follows: -

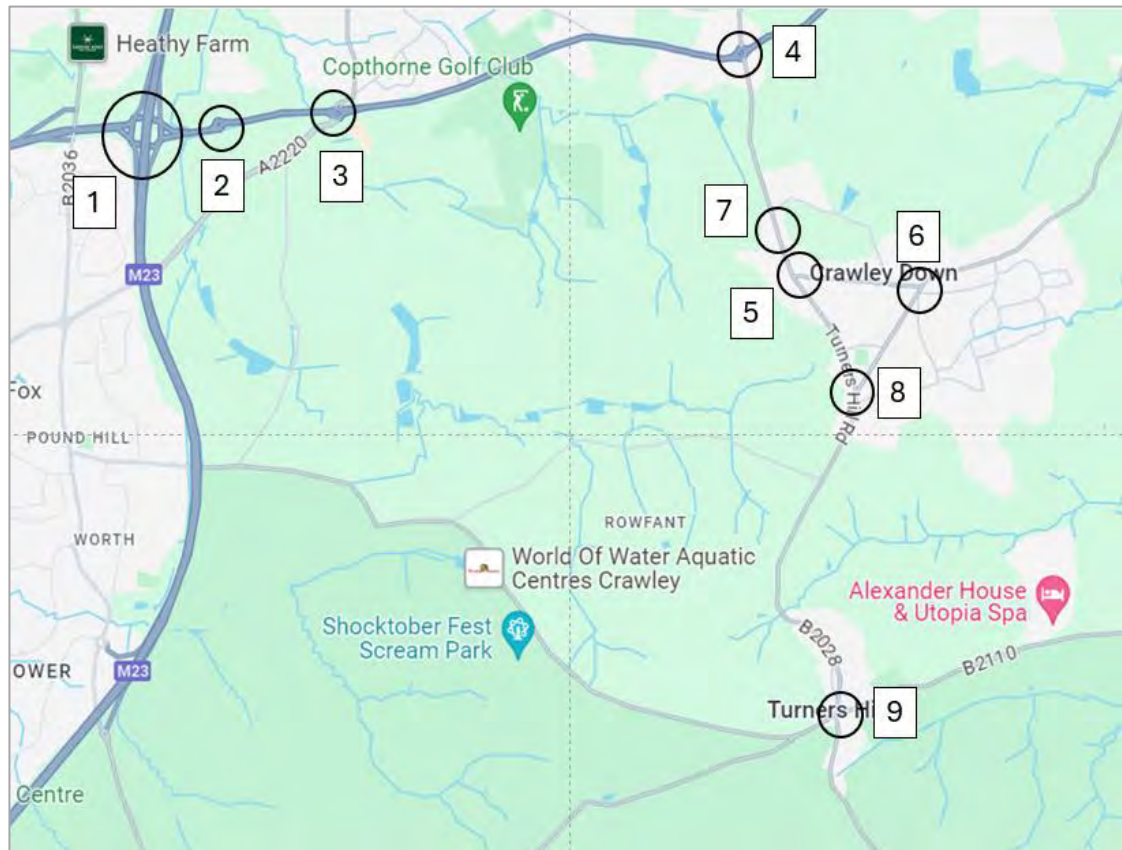
- North East Sector / Forge Wood – CR/1999/0039 – 434 dwellings at phase 4B outstanding.
- Imberhorne Farm – DM/23/2699/OUT – 550 dwellings.
- Land south of Crawley Down Road – DM/23/0810 – 200 homes.
- Land south of Huntsland and west of Turners Hill Road - DM/25/0014 – 200 homes.

## 8.5 **Baseline Traffic Surveys**

8.5.1 Traffic surveys were undertaken on Tuesday 14 November 2023, between 07:00 and 10:00 hours and 16:00 and 19:00 hours. This enabled junction capacity assessment to be undertaken in respect of the 2025 OPAs. They have been re-used in this assessment. The following junctions will be (re)assessed:

- 1 M23 Junction 10 interchange.
- 2 Copthorne Way three-arm roundabout.
- 3 Brookhill Road / Copthorne Way / Copthorne Common Road five-arm roundabout.
- 4 Dukes Head roundabout.
- 5 B2028 Turners Hill Road / Sandy Lane junction.
- 6 Hophurst Lane / Sandy Lane / Vicarage Road junction.
- 7 Proposed Hurst Farm / B2028 Turners Hill Road junction.
- 8 B2028 Turners Hill Road / Vicarage Road junction.
- 9 B2018 / B2110 North Street / East Street / Selsfield Road / Church Road crossroads.

**Image 8.2: Study Area**



## 8.6 Traffic Growth

### TEMPro Growth Factors

8.6.1 The modelling now assesses a future year of 2032 (the 2025 application assumed a study year of 2031), with the following growth factors obtained:

- AM Peak: 1.0443.
- PM Peak: 1.0355.

8.6.2 The growth factors are broadly similar to (slightly higher than) those previously presented to and agreed with WSCC for use in the 2025 study (1.0394 and 1.0317 for the morning and evening peaks respectively).

8.6.3 Growth factors have been obtained from TEMPro (based on 'high' traffic growth in line with strategic modelling in the Mid Sussex Transport Study<sup>6</sup> and 2025 study). To prevent double counting, the traffic growth factors have been adjusted to allow for the committed developments above.

8.6.4 In addition to the above and in response to feedback from National Highways, a sensitivity test has been undertaken for junction 10 of the M23, based on the following robust trip rates. The following growth factors were obtained (based on high dataset scenario for West Sussex). This is notwithstanding local evidence that traffic in the vicinity of the junction has not increased over the past 20 years (*ref: Response to National Highways report ITB9155-076A*).

- AM Peak: 1.1227.
- PM Peak: 1.1217.

## 8.7 Junction Assessment

8.7.1 Junction capacity testing has been undertaken of all junctions listed in Section 8.5. The junction models that were validated and agreed as part of the previous OPA have been used to undertake the capacity testing.

8.7.2 Detailed capacity testing has been undertaken of the following scenarios:

- 2023 (as previously presented).
- 2032 + Committed Development (including land south of Huntsland).
- 2032 + Committed + Proposed Development (230 dwellings).

8.7.3 In line with the previously agreed approach, models of Junction 10 of the M23 have taken account of an improvement to the junction, which adds lanes to most approaches to the junction. The improvement was secured in association with the St Modwens scheme (*ref: condition 32 of application 13/04127/OUTES*). Work on this scheme is due to start in 2026. There is now no reason why the works would not come forward in advance of the site being built out. Planning conditions<sup>7</sup> seeking to restrict the occupancy of the site prior to completion of the works are therefore unnecessary.

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<sup>6</sup> Middle Layer Super Output Area Mid Sussex 005

<sup>7</sup> Such as those sought by National Highways in respect of applications DM/25/0014 and 0016.

8.7.4 In the TA for the previous OPAs, a 10% mode shift away from car use was agreed as a vision-led traffic study, reflecting not only the higher levels of home working and potential for internalisation but also mode shift arising from the sustainable transport strategy, which includes a Travel Plan and significant infrastructure improvements. The sustainable transport strategy for the proposal has now been agreed. Therefore, the capacity testing in this report has been undertaken for “vision-led” scenarios only.

8.7.5 Full Junctions 11 or LinSig outputs are provided in **APPENDIX I** with the results of the assessment of all junctions presented in **Tables 8.6 to 8.13**.

### M23 Junction 10 Interchange

**Table 8.6: Junction 10 M23 – LinSig Summary**

	Morning Peak Hour			Evening Peak hour		
	Deg Sat %	Queue	Delay	Deg Sat %	Queue	Delay
<b>2023 Observed (existing)</b>						
A264 Copthorne Way Left	65.1%	8	20	91.4%	14	46
A264 Copthorne Way Ahead	74.5%	10	23	84.8%	11	35
M23 NB Off-Slip Left Ahead	84.1%	8	38	34.4%	2	17
M23 NB Off-Slip Ahead	96.8%	15	82	73.7%	9	27
A2011 Crawley Avenue Left	74.4%	11	20	75.8%	11	19
A2011 Crawley Avenue Ahead	60.8%	7	16	79.9%	13	20
M23 SB Off-Slip Left Ahead	96.6%	21	58	81.3%	11	27
M23 SB Off-Slip Ahead	78.4%	11	26	61.8%	7	20
<b>2032 + Committed Development</b>						
A264 Copthorne Way Left	63.0%	6	17	54.6%	5	12
A264 Copthorne Way Ahead	55.3%	6	18	44.5%	5	13
M23 NB Off-Slip Left Ahead	78.3%	7	31	44.4%	4	18
M23 NB Off-Slip Ahead	78.0%	7	39	44.2%	4	21
A2011 Crawley Avenue Left	58.9%	6	13	62.8%	6	14
A2011 Crawley Avenue Ahead	48.6%	5	14	72.4%	10	19
M23 SB Off-Slip Left Ahead	80.5%	9	27	81.3%	9	30
M23 SB Off-Slip Ahead	76.8%	9	29	81.3%	9	39
<b>2032 + Committed Development + Proposed Development</b>						
A264 Copthorne Way Left	64.5%	7	17	55.2%	5	12
A264 Copthorne Way Ahead	57.0%	6	19	44.9%	5	13
M23 NB Off-Slip Left Ahead	78.5%	7	31	47.0%	4	19
M23 NB Off-Slip Ahead	78.3%	7	40	47.0%	4	22
A2011 Crawley Avenue Left	60.3%	6	14	63.3%	6	14
A2011 Crawley Avenue Ahead	50.4%	6	15	72.4%	10	19
M23 SB Off-Slip Left Ahead	80.5%	10	25	82.3%	9	30
M23 SB Off-Slip Ahead	76.8%	9	29	82.1%	9	40

**Table 8.7: Junction 10 M23 – LinSig Summary (Sensitivity Testing)**

	Morning Peak Hour			Evening Peak hour		
	Deg Sat %	Queue	Delay	Deg Sat %	Queue	Delay
<b>2023 Observed (existing)</b>						
A264 Copthorne Way Left	65.1%	8	20	91.4%	14	46
A264 Copthorne Way Ahead	74.5%	10	23	84.8%	11	35
M23 NB Off-Slip Left Ahead	84.1%	8	38	34.4%	2	17
M23 NB Off-Slip Ahead	96.8%	15	82	73.7%	9	27
A2011 Crawley Avenue Left	74.4%	11	20	75.8%	11	19
A2011 Crawley Avenue Ahead	60.8%	7	16	79.9%	13	20
M23 SB Off-Slip Left Ahead	96.6%	21	58	81.3%	11	27
M23 SB Off-Slip Ahead	78.4%	11	26	61.8%	7	20
<b>2032 + Committed Development</b>						
A264 Copthorne Way Left	67.3%	7	18	58.9%	6	13
A264 Copthorne Way Ahead	59.2%	7	19	48.0%	5	14
M23 NB Off-Slip Left Ahead	83.9%	8	34	47.8%	4	19
M23 NB Off-Slip Ahead	83.9%	8	46	47.7%	4	21
A2011 Crawley Avenue Left	63.2%	6	14	66.4%	7	14
A2011 Crawley Avenue Ahead	52.2%	6	15	75.7%	11	20
M23 SB Off-Slip Left Ahead	86.6%	11	29	87.6%	10	35
M23 SB Off-Slip Ahead	82.6%	11	33	87.8%	10	48
<b>2032 + Committed Development + Proposed Development</b>						
A264 Copthorne Way Left	68.8%	7	18	59.5%	6	13
A264 Copthorne Way Ahead	60.6%	7	19	48.5%	6	14
M23 NB Off-Slip Left Ahead	84.1%	9	34	50.7%	5	20
M23 NB Off-Slip Ahead	84.1%	8	46	50.7%	5	23
A2011 Crawley Avenue Left	64.6%	7	15	67.0%	7	14

### Copthorne Way Roundabout

**Table 8.8: Copthorne Way Roundabout**

	Morning Peak Hour			Evening Peak hour		
	RFC	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)
<b>2023 Observed</b>						
Worsell Drive	0.21	0.3	4.72	0.19	0.2	4.67
Copthorne Way (E)	0.62	1.6	5.33	0.67	2.1	5.88
Copthorne Way (W)	0.57	1.3	4.11	0.60	1.5	4.26
<b>2032 + Committed Development</b>						
Worsell Drive	0.24	0.3	5.01	0.25	0.3	5.73
Copthorne Way (E)	0.74	2.4	6.45	0.78	3.4	8.43
Copthorne Way (W)	0.63	1.7	4.49	0.71	2.4	5.79
<b>2032 + Committed Development + Proposed Development</b>						
Worsell Drive	0.24	0.3	5.07	0.25	0.3	5.92
Copthorne Way (E)	0.73	2.6	6.92	0.78	3.6	8.74
Copthorne Way (W)	0.64	1.7	4.56	0.72	2.6	6.12

### Brookhill Road / Copthorne Roundabout

**Table 8.9: Brookhill Road / Copthorne Roundabout**

	Morning Peak Hour			Evening Peak hour		
	RFC	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)
<b>2023 Observed</b>						
Brookhill Road	0.51	1.0	7.01	0.43	0.8	5.89
Copthorne Common Road	0.66	1.9	7.57	0.73	2.7	8.88
Copthorne Hotel	0.01	0.0	5.15	0.01	0.0	4.77
Copthorne Road	0.86	5.6	31.77	0.58	1.4	6.42
Copthorne Way	0.69	2.2	7.19	0.1	2.5	7.64
<b>2032 + Committed Development</b>						
Brookhill Road	0.56	1.2	8.13	0.48	0.9	7.05
Copthorne Common Road	0.79	3.6	12.16	0.81	4.0	12.20
Copthorne Hotel	0.01	0.0	5.93	0.01	0.0	5.18
Copthorne Road	1.03	23.1	114.22	0.63	1.7	7.65
Copthorne Way	0.75	2.9	8.82	0.81	4.1	11.37

	Morning Peak Hour			Evening Peak hour		
	RFC	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)
<b>2032 + Committed Development + Proposed Development</b>						
Brookhill Road	0.56	1.3	8.20	0.50	1.0	7.39
Copthorne Common Road	0.82	4.4	14.09	0.82	4.4	13.11
Copthorne Hotel	0.02	0.0	6.13	0.01	0.0	5.26
Copthorne Road	1.05	28.8	137.94	0.65	1.8	7.98
Copthorne Way	0.75	3.0	8.99	0.83	4.7	12.98

### Dukes Head Roundabout

**Table 8.10: Dukes Head Roundabout**

	Morning Peak Hour			Evening Peak hour		
	RFC	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)
<b>2023 Observed</b>						
B2028 Turners Hill Road (N)	0.40	0.7	5.30	0.85	5.0	36.15
A264 Snow Hill	0.61	1.6	10.13	0.89	6.4	43.25
B2028 Turners Hill Road (S)	0.54	1.2	6.34	0.38	0.6	4.55
Copthorne Common Road	0.71	2.4	6.77	0.63	1.7	4.88
<b>2032 + Committed Development</b>						
B2028 Turners Hill Road (N)	0.44	0.8	5.92	1.08	29.7	178.68
A264 Snow Hill	0.75	3.0	16.16	1.05	27.3	142.62
B2028 Turners Hill Road (S)	0.65	1.8	8.63	0.42	0.7	4.89
Copthorne Common Road	0.77	3.2	8.66	0.74	2.7	6.80
<b>2032 + Committed Development + Proposed Development</b>						
B2028 Turners Hill Road (N)	0.45	0.8	6.08	1.16	45.2	262.65
A264 Snow Hill	0.77	3.2	17.22	1.09	35.1	179.69
B2028 Turners Hill Road (S)	0.70	2.3	10.14	0.44	0.8	4.96
Copthorne Common Road	0.78	3.5	9.33	0.76	3.1	7.50

**Hophurst Lane / Sandy Lane / Vicarage Road Junction**

**Table 8.11: Hophurst Lane / Sandy Lane / Vicarage Road Junction**

	Morning Peak Hour			Evening Peak Hour		
	RFC	Queue	Delay	RFC	Queue	Delay
<b>2023 Observed</b>						
Sandy Lane	0.20	0.2	8.78	0.36	0.6	9.21
Hophurst Lane	0.20	0.3	6.27	0.20	0.3	6.45
<b>2032 + Committed Development</b>						
Sandy Lane	0.20	0.3	7.90	0.40	0.7	9.73
Hophurst Lane	0.22	0.3	6.26	0.23	0.3	6.68
<b>2032 + Committed Development + Proposed Development</b>						
Sandy Lane	0.22	0.3	8.09	0.40	0.7	9.86
Hophurst Lane	0.22	0.3	6.28	0.23	0.3	6.70

**Site Access / B2028 Turners Hill Road Junction**

**Table 8.12: Site Access / B2028 Turners Hill Road Junction**

	Morning Peak Hour			Evening Peak Hour		
	RFC	Queue	Delay	RFC	Queue	Delay
<b>2032 + Committed Development + Proposed Development</b>						
Site Access	0.24	0.3	13.01	0.09	0.1	10.02
B2028 Turners Hill Road (N)	0.08	0.2	4.91	0.28	0.1	4.21

## Turners Hill Crossroads

Table 8.13: Turners Hill Crossroads

	Morning Peak Hour			Evening Peak hour		
	RFC	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)
<b>2023 Observed</b>						
East Street	0.57	1.3	27.36	0.47	0.9	19.95
North Street	0.56	1.9	11.75	0.37	1.0	7.18
Church Road	1.01	13.5	144.81	0.90	6.6	72.57
Selsfield Road	0.08	0.2	4.56	0.04	0.1	5.16
<b>2032 + Committed Development</b>						
East Street	0.67	1.9	36.04	0.54	1.1	23.09
North Street	0.67	3.0	14.99	0.44	1.3	7.63
Church Road	1.14	30.4	272.98	1.00	13.5	125.30
Selsfield Road	0.09	0.2	4.22	0.05	0.1	4.76
<b>2032 + Committed Development + Proposed Development</b>						
East Street	0.68	2.0	37.81	0.56	1.2	24.39
North Street	0.68	3.2	15.42	0.44	1.4	7.68
Church Road	1.15	31.8	284.82	1.00	14.4	131.83
Selsfield Road	0.09	0.2	4.23	0.05	0.1	4.75

## 8.8 Summary

8.8.1 The above summary tables demonstrate that most of the junctions are expected to operate within capacity.

8.8.2 The following junctions are forecast to operate near or at capacity in 2032 with committed development:

- Brookhill Road / Copthorne Way / Copthorne Common Road Roundabout – delays on Copthorne Road are forecast to increase by nearly 23 seconds as a result of development. These increases in delay are well within the levels forecast by the Mid Sussex Transport Study<sup>8</sup> (ref: *MSTS Scenario 5 report, Table 25*).

<sup>8</sup> This is the transport report that presents junction capacity assessment to quantify the traffic impact of allocations in the emerging District Plan on the Mid Sussex highway network. It forms part of the emerging District Plan evidence base.

- Dukes Head roundabout – delays on the A264 Snow Hill are forecast to increase by around 84 seconds as a result of development. This magnitude of impact is again lower than the impacts forecast by the MSTs (*ref: MSTs Scenario 5 report, Table 28*). It is noted that the Stage 6 report has dropped the mitigation scheme at the Dukes Head roundabout. On this basis, the proposal does not necessitate mitigation at the roundabouts on the A264.
- The Church Road approach to the B2110 / B2028 crossroad at Turners Hill will operate at capacity on Church Road during the morning peak. However, increases in delay will not be material. It was previously agreed that mitigation is not required at this junction in light of development at Crawley Down (*ref: email of 1 May 2024*). The modelling results are not materially different to those previously shared in the Traffic Impact Note. Therefore, mitigation continues not to be required.

**8.8.3** The results are similar to those previously presented to and agreed with WSCC, which is unsurprising as the latest modelling only accommodates an additional 30 homes. They were agreed as not constituting a 'severe' impact. This remains the case.

## SECTION 9 Summary and Conclusions

### 9.1 Summary

9.1.1 i-Transport has been appointed by the applicant to produce a TA in respect of an OPA for a residential-led development proposal comprising 230 residential units (Use Class C3), a community facility, a 70-bed care home (Use Class C2) together with associated infrastructure on land west of Turners Hill Road and north of Huntsland, including Hurst Farm, in Crawley Down, West Sussex.

9.1.2 The site forms part of two wider allocations (i.e. DPA9 Land to west of Turners Hill Road, Crawley Down for 350 dwellings and DPA10 Land at Hurst Farm for 37 dwellings) within the Mid Sussex District Plan 2021-2039 Submission Draft (Regulation 19, December 2023). Land at Turners Hill Road and north of Huntsland has planning permission for 150 homes (DM/25/0016 refers), while land at Turners Hill Road and south of Huntsland has planning permission for 200 homes (DM/25/0014 refers).

9.1.3 The current NPPF identifies four key transport tests for development. This TA assesses the development proposal against these tests:

**Will sustainable transport modes be prioritised taking account of the vision of the site, type of development and location?**

9.1.4 The principle that the site provides a sustainable location for residential development has been established by way of its allocation and planning permission for 150 homes, a care home, community facility and associated infrastructure (DM/25/0016).

9.1.5 The site is well located to Crawley Down. The B2028 Turners Hill Road, Sandy Lane and Vicarage Road all feature continuous footways adjacent to at least one side of the carriageway. There are signalised crossings in place on the B2028 Turners Hill Road, connecting the site to these continuous footways.

9.1.6 Land West of Turners Hill Road and North of Huntsland is currently greenfield and Land at Hurst Farm is previously developed land (comprising the farm buildings and house which are to be demolished) It features a number of PROWs, including the 33W / 32W Footpath route, known as 'Huntsland', which routes east-west immediately to the south of the application site. Footpath 35W is adjacent to the site's northern and western boundaries, initially running east to west, and then oriented north to south, prior to connecting with the 33W footpath.

- 9.1.7 The majority of the roads in the vicinity of the site are residential in nature, wide with non-continuous traffic and feature 30mph speed limits. They will be seen as cyclable by many. The Worth Way bridleway to the south also acts as a 'traffic free' cycle route connecting East Grinstead, Crawley Down and Crawley.
- 9.1.8 The nearest bus stops are located on the B2028 Turners Hill Road adjacent to and opposite the Wychwood Place junction, circa 600m from the site. These bus stops are served by bus routes 272, 281, 291, 624, and 648. Additional bus stops are in located in the south of the village. There are good services towards key destinations. The nearest rail station to the site is Three Bridges, approximately 5km to the west, providing connections to London, Horsham, Haywards Heath, Brighton and Gatwick Airport.
- 9.1.9 A comprehensive sustainable transport strategy has been prepared for the proposed development. This strategy includes the provision of an on-site car club, internal cycle connections, and improvements to the local bus stops. Further improvements associated with the permitted development site south of Huntsland will also come forward.
- 9.1.10 The strategy also includes material improvements to local bus services and measures associated with the Framework Travel Plan. Collectively, these provide an extensive package of improvement that will provide genuine opportunities to prioritise sustainable transport.

#### **Will safe and suitable access be provided?**

- 9.1.11 The design of the site's access into Hurst Farm, which takes the form of a priority give-way junction off the western side of the B2028 Turners Hill Road, accords with design standards. The design of the site's proposed access has been subject to and takes on board the feedback of an independent Stage 1 Road Safety Audit (RSA). The single recommendation from the Stage 1 RSA has been incorporated into the design of the site's proposed access.
- 9.1.12 The proposal differs from the previous OPA, which sought to gain access via an extension of Wychwood Place. Intensifying Wychwood Place was the subject of local concern. By providing an access through Hurst Farm instead, the matter has been addressed.
- 9.1.13 Multiple additional pedestrian / cycle routes are proposed, connecting to a network of pedestrian / cycle routes surrounding the site and into the permitted development to the south.

#### **Will the design be acceptable?**

- 9.1.14 Subsequent RM(s) will demonstrate that the site can come forward in accordance with design guidance on car parking, cycle parking, electric vehicle charging, street geometry and servicing.

### **Will there be a 'severe' traffic impact**

9.1.15 A full detailed Traffic Impact Assessment has been carried out in respect of the local highway network. The scope of this traffic impact assessment has been agreed with WSCC.

9.1.16 The results are consistent with the modelling in the MSTs, which forms part of the Local Plan evidence base. The models show that whilst some junctions are sensitive to additional traffic the development proposals will not result in a magnitude of impact that breaches the very high 'severe' bar set by the NPPF. It is agreed that traffic impacts arising from development will not be 'severe'.

## **9.2 Conclusion**

9.2.1 To conclude:

- The proposal prioritises sustainable transport. The principle of developing the site has been established by the site's proposed allocation for residential development in the District Plan and previous permission for 150 homes. An extensive package of off-site highways works aimed at improving access by active and public transport, has been developed and agreed with WSCC.
- Safe and suitable access will be provided through the upgrade of an existing access serving Hurst Farm to a simple priority junction. The design accords with design standards and has been subject to a Stage 1 Road Safety Audit. The principle of achieving access via Hurst Farm has been agreed in principle with WSCC.
- Future RM applications will ensure that the residential-led proposals will come forward in accordance with national and local design standards.
- The MSTs includes modelling which has found the local highway network to be capable of accommodating development traffic. Notwithstanding this, a further assessment of the local highway network has been undertaken and does not identify any impacts that would breach the high bar set by the 'severe' test. The traffic analysis has been shared and agreed with WSCC prior to submission of the planning application.

9.2.2 The development proposal is acceptable in highways and transport terms.

## FIGURES



Figure 1: Site Location Plan

ITS210013

Key

Site Boundary

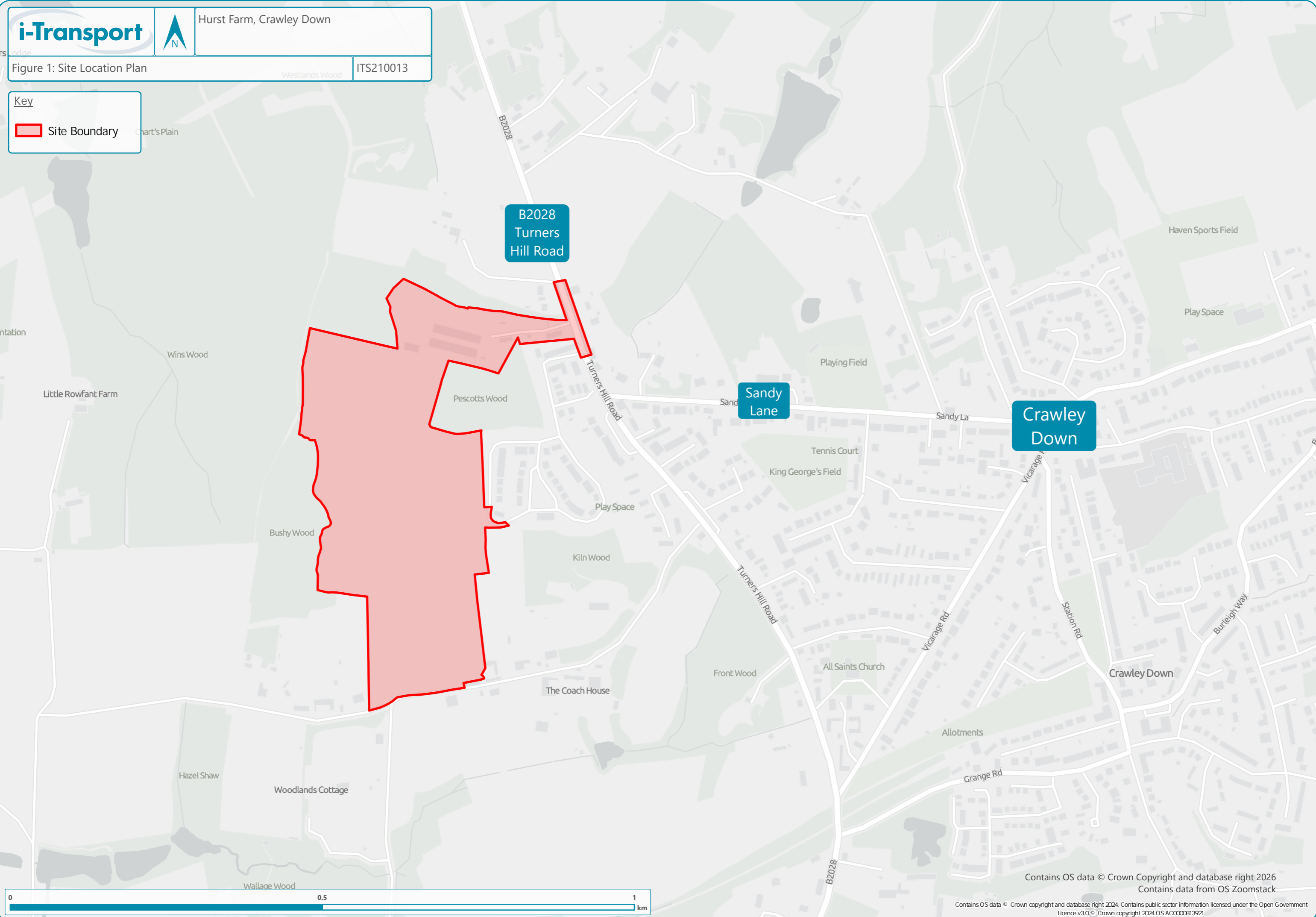




Figure 2: Accessibility Plan

ITS210013

- Key**
- Site Boundary
  - Public Rights of Way
  - Bus Route 281 / 291
  - Bus Route 272
  - Bus Stop
  - 1 Crawley Down Village CofE Primary School
  - 2 Donkey Fields Pre-School
  - 1 Barns Court
  - 2 Local Businesses, Sandy Lane
  - 3 Rowfant Business Centre
  - 1 Elm House Dental Practice
  - 2 Crawley Down Pharmacy
  - 3 Crawley Down Health Centre
  - 4 Crawley Down Dental
  - 1 Co-op Food
  - 2 Crawley Down Post Office
  - 3 The Grange Farm Shop
  - 4 Asda Express & Esso
  - 1 Crawley Down Village Hall
  - 2 Allotments at Vicarage Road
  - 3 Crawley Down Gatwick Football Club
  - 4 All Saints Parish Church Crawley Down
  - 5 The Haven Community Centre
  - 6 King George V Playing Field
  - 7 Village Brew Coffee Shop
  - 8 Prizefighters Fish and Chips

Towards Crawley ( 20-minute bus journey) and Three Bridges Railway Station (38-minutes)

Towards East Grinstead (20-minute bus journey) and East Grinstead Railway Station (35-minutes)

Towards East Grinstead via Worth Way (23-minute cycle)

Towards Crawley via Worth Way (27-minute cycle)

Towards Haywards Heath and Lindfield

Crawley Down

Crawley Down



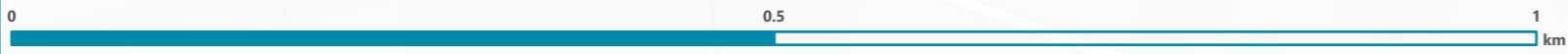
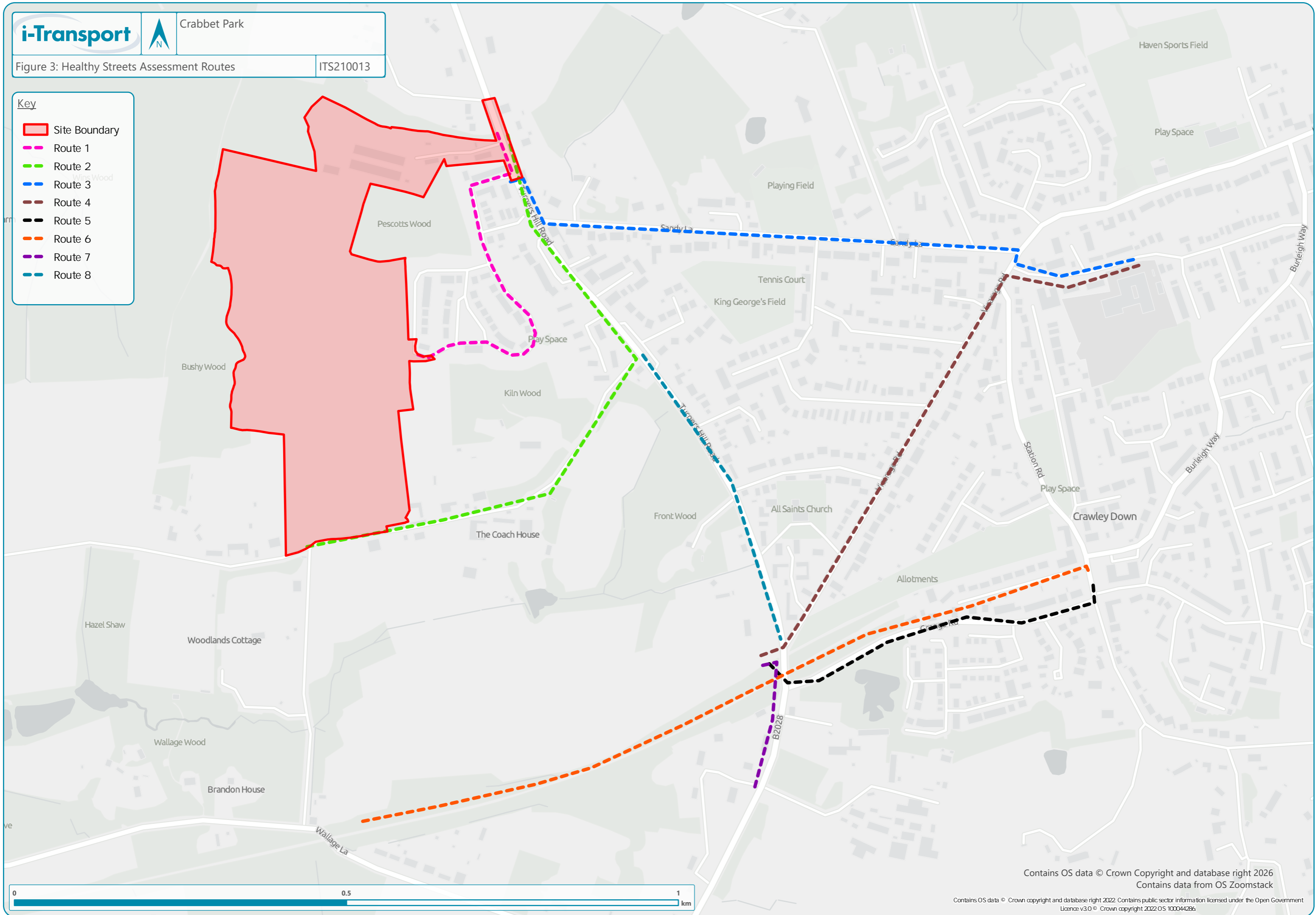


Figure 3: Healthy Streets Assessment Routes

ITS210013

Key

- Site Boundary
- Route 1
- Route 2
- Route 3
- Route 4
- Route 5
- Route 6
- Route 7
- Route 8



Key

- Site Boundary
- CarClub
- Bus Stop
- Resurfacing of Worth Way
- Internal Footpath and Cycleway
- Vehicle Access
- Pedestrian and Cycle Access
- Pedestrian Access
- Public Rights of Way
- Bus Route 281 / 291
- Bus Route 272
- Worth Way

Towards Crawley ( 20-minute bus journey) and Three Bridges Railway Station (38-minutes)

Improvements to Sandy Lane bus stops

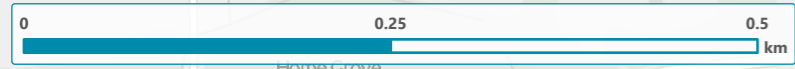
Towards East Grinstead (20-minute bus journey) and East Grinstead Railway Station (35-minutes)

Cycle and pedestrian connectivity onto Huntsland footpath and southern site

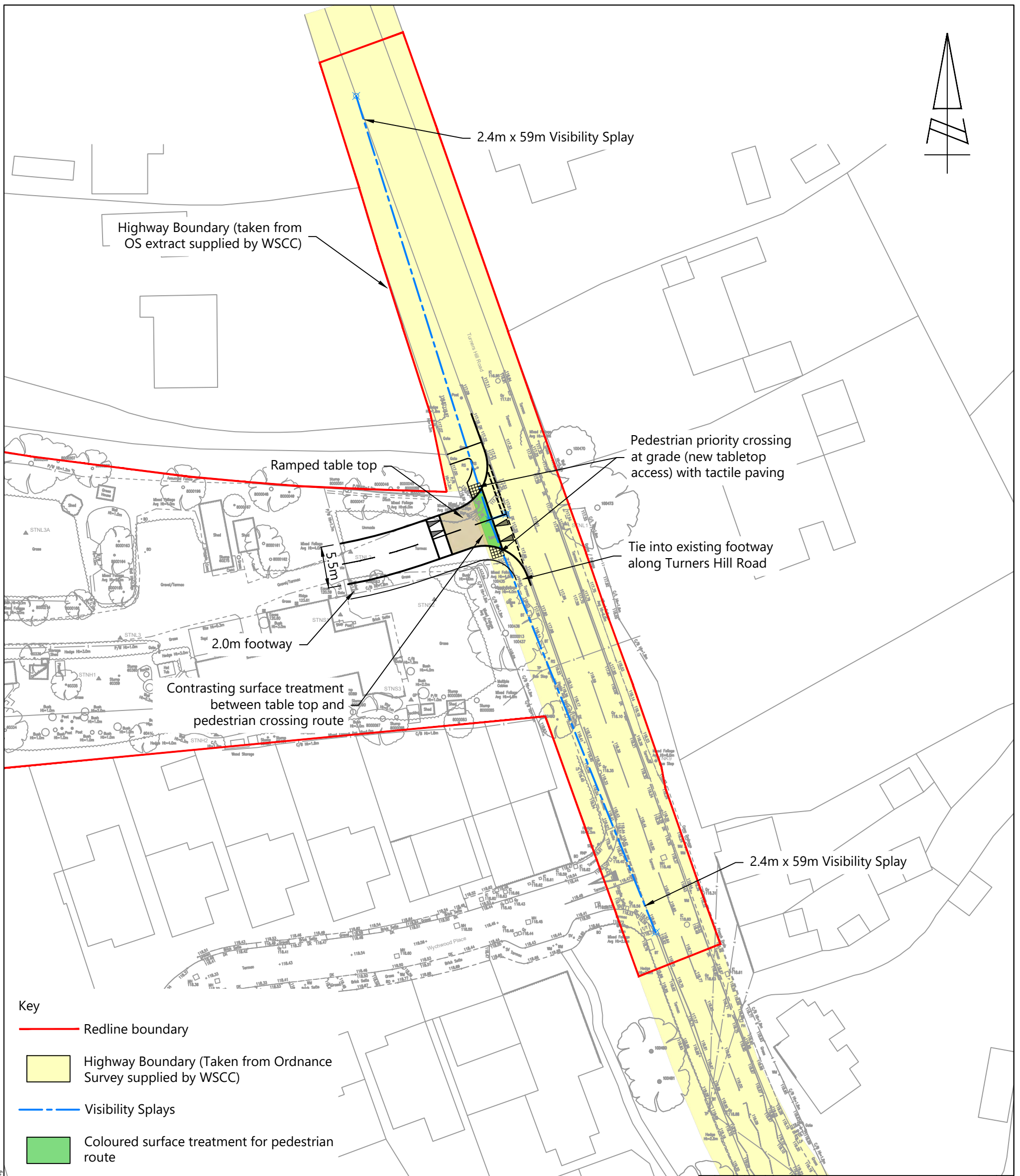
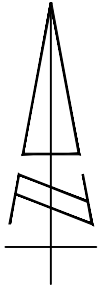
NCN 21 towards East Grinstead

NCN 21 towards Crawley

Improvements to Grange Road bus stops



# DRAWINGS



**Key**

- Redline boundary
- Highway Boundary (Taken from Ordnance Survey supplied by WSCC)
- Visibility Splays
- Coloured surface treatment for pedestrian route
- Coloured surface treatment for tabletop (contrasting colour from pedestrian route)

SCALE BAR @ 1:500



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CLIENT:

WATES DEVELOPMENTS

B	03.02.26	JCB	SURFACE TREATMENTS ADDED FOLLOWING COMMENTS FROM STAGE 1 RSA	TW	MS
A	13.01.26	JCB	DRAWING ORIENTATION AND REDLINE AMENDED	MS	MS
REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: **FOR INFORMATION**



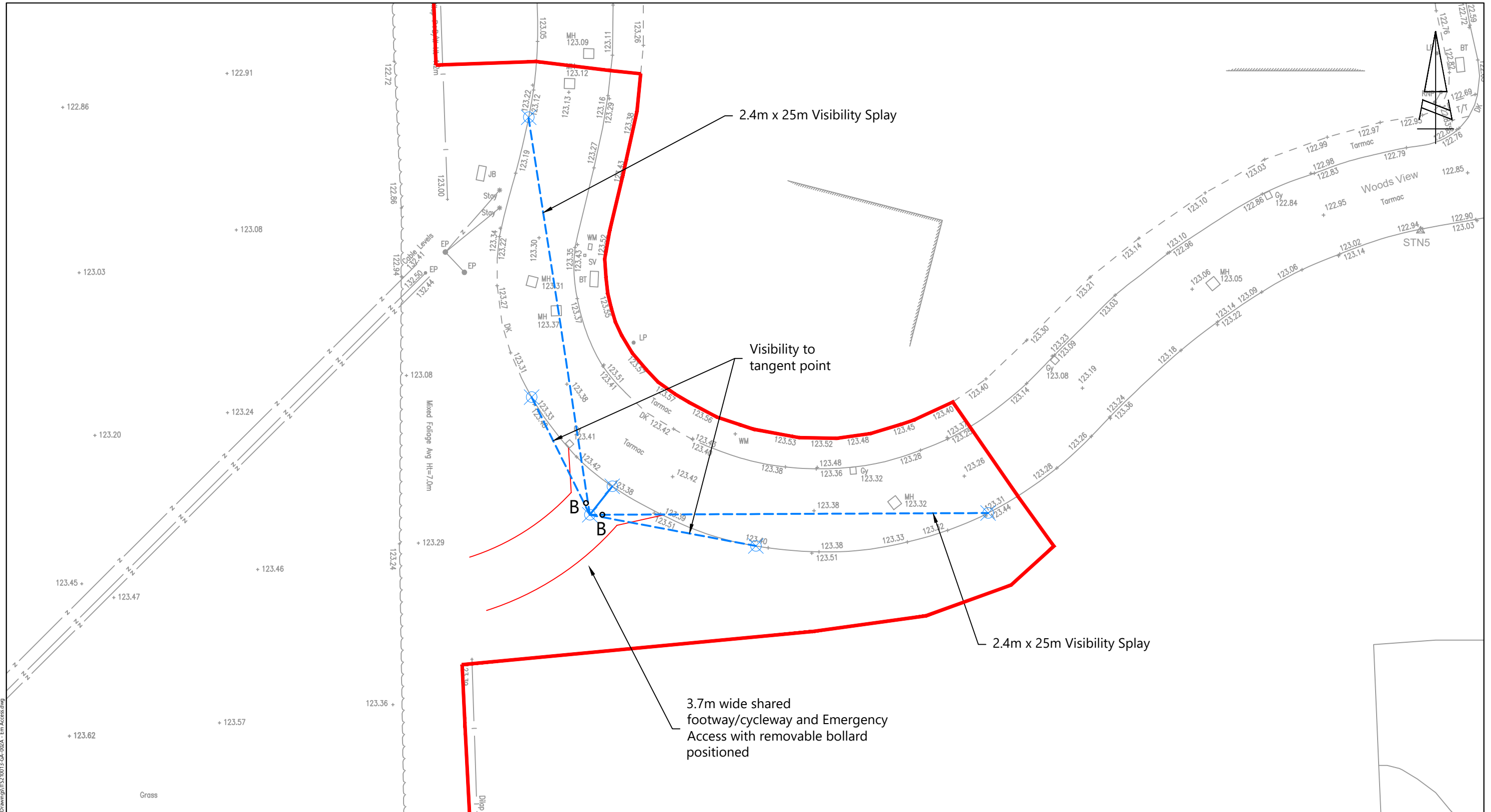
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North Harbour Western Road, Portsmouth,  
Hampshire, PO6 3EZ  
www.i-transport.co.uk

TITLE:  
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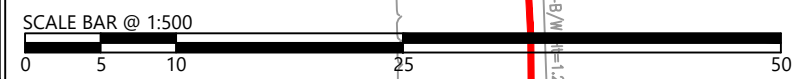
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**LAND WEST OF TURNERS HILL ROAD, CRAWLEY DOWN**

DRAWN:	CHECKED:	APPROVED:
JCB	MS	MS
PROJECT No:	SCALE @ A3:	DATE:
ITS210013	1:500	13.01.26
DRAWING No:	REV:	
ITS210013-GA-001	B	

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**KEY:**  
——— SITE BOUNDARY

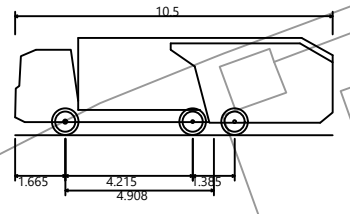
**i-Transport**  
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STATUS: FOR INFORMATION					

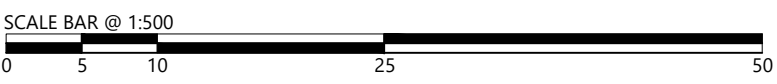
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PROJECT: LAND WEST OF TURNERS HILL ROAD CRAWLEY DOWN	CLIENT: WATES DEVELOPMENTS

DRAWN: JCB	CHECKED: MS	APPROVED: MS
PROJECT No: ITS210036	SCALE @ A3: 1:500	DATE: 13.01.26
DRAWING No: ITS210013-GA-002		REV: A

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**Dennis Eagle Elite 2**  
 Overall Length 10.500m  
 Overall Width 2.600m  
 Overall Body Height 3.211m  
 Min Body Ground Clearance 0.416m  
 Track Width 2.530m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 9.950m



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CLIENT: **WATES DEVELOPMENTS**

REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					

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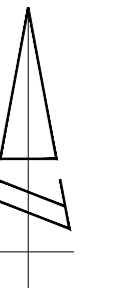


Lakeside North Harbour, Building 1000, Lakeside North Harbour Western Road, Portsmouth, Hampshire, PO6 3EZ  
 Tel: 03316 300366  
 www.i-transport.co.uk

TITLE: **VEHICLE TRACKING ANALYSIS  
 MID SUSSEX REFUSE VEHICLE**

PROJECT: **LAND WEST OF TURNERS HILL ROAD, CRAWLEY DOWN**

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		<b>OFF-SITE IMPROVEMENTS ON TURNERS HILL ROAD</b>		DRAWN: SH CHECKED: LJ APPROVED: MS
The Square, Basing View, Basingstoke, Hampshire, RG21 4EB Tel: 01256 898366 www.i-transport.co.uk		CLIENT: WATES DEVELOPMENTS		PROJECT No: ITB9155 SCALE @ A1: 1:250 DATE: 10.04.25
STATUS: FOR INFORMATION		PROJECT: WYCHWOOD, TURNERS HILL ROAD, CRAWLEY DOWN		DRAWING No: ITB9155-GA-103 REV: A

## **APPENDIX A.** Illustrative Masterplan



- Application site
- 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 Up to 70 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 Mown paths

- 18 Cycle and pedestrian connection point
- 19 Community allotments
- 20 Play on the way
- 21 Emergency, cycle and pedestrian connection point
- Public right of way: Footpath



Not to scale

CLIENT: WATES DEVELOPMENTS

PROJECT: LAND WEST OF CRAWLEY DOWN

DRAWING: ILLUSTRATIVE MASTERPLAN NORTH & HURST FARM

PROJECT NUMBER: 1314

DRAWING NUMBER: SK001-08

REVISION: V5

DATE: 17.02.2026