



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

Framework Travel Plan

Client: Wates Developments Ltd

i-Transport Ref: MS/SG/ITS2100131-003B

Date: 24 February 2026

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Quality Management

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Notes\002\ITS2100131-003B Land West of Turners Hill Road and North of Huntsland, Crawley Down, West Sussex

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APPENDIX A.	Illustrative Site Layout
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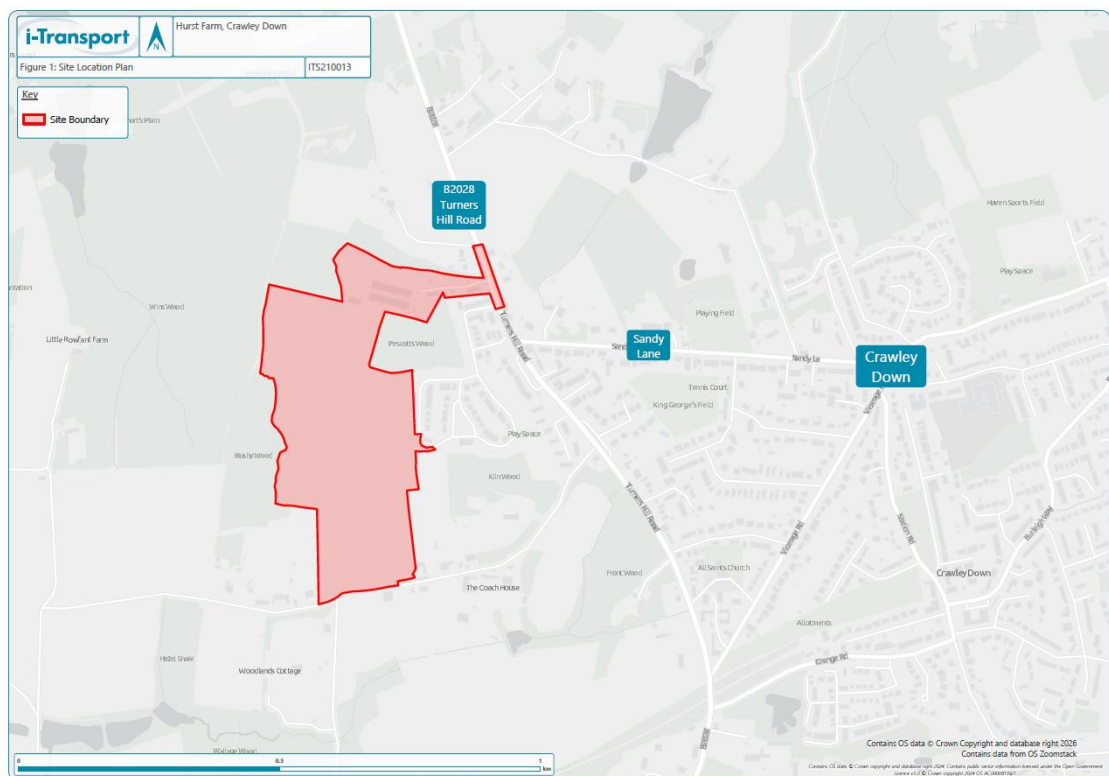
SECTION 1 Introduction

1.1 Overview

1.1.1 Wates Developments Ltd has instructed i-Transport LLP to provide highways and transport advice in respect of a residential-led development proposal comprising 230 residential units (Use Class C3), a 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.

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

Image 1.1: Site Location Plan



Source: Figure 1

1.1.3 The masterplan 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)

1.1.4 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.

- 1.1.5 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.
- 1.1.6 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.
- 1.1.7 This Framework Travel Plan relates the residential element to a further OPA for 230 homes and a 70 bed care home on land within allocation DPA9 west of Turners Hill Road north of Huntsland and within allocation DPA10 Hurst Farm

1.2 Structure of Framework Travel Plan

1.2.1 The FTP is presented with the following structure:

- **Section 2** provides background information about the proposed development.
- **Section 3** considers the existing accessibility of the site by walking, cycling and public transport.
- **Section 4** describes the existing transport characteristics of the local area.
- **Section 5** sets out the policy background and identifies the aims, objectives, and benefits of the FTP.
- **Section 6** presents targets for the FTP.
- **Section 7** describes the site layout and 'hard' measures that will be provided to encourage non-car travel to the site by sustainable modes, and to manage travel demand.
- **Section 8** describes the 'soft' measures that will be provided to encourage and incentivise non-car travel to the site by sustainable modes, and to manage travel demand.
- **Section 9** describes how the FTP will be managed and implemented.
- **Section 10** outlines how the success of the FTP will be monitored.
- **Section 11** provides a summary of the FTP.

SECTION 2 Development Proposal

2.1 Overview

2.1.1 This FTP supports an Outline Planning Applications (OPA) for a residential-led development proposal comprising 230 residential units (Use Class C3) and a 70-bed care home (Use Class C2) together with associated access, cycle/refuse storage, car parking, public open space and soft landscaping on land west of the B2028 Turners Hill Road and north of Huntsland in Crawley Down, West Sussex.

2.2 Development Mix

2.2.1 The residential-led development proposal is the subject of an OPA, and as such a future Reserved Matters (RM) application will provide greater information with regards to the size, tenure and type of residential units.

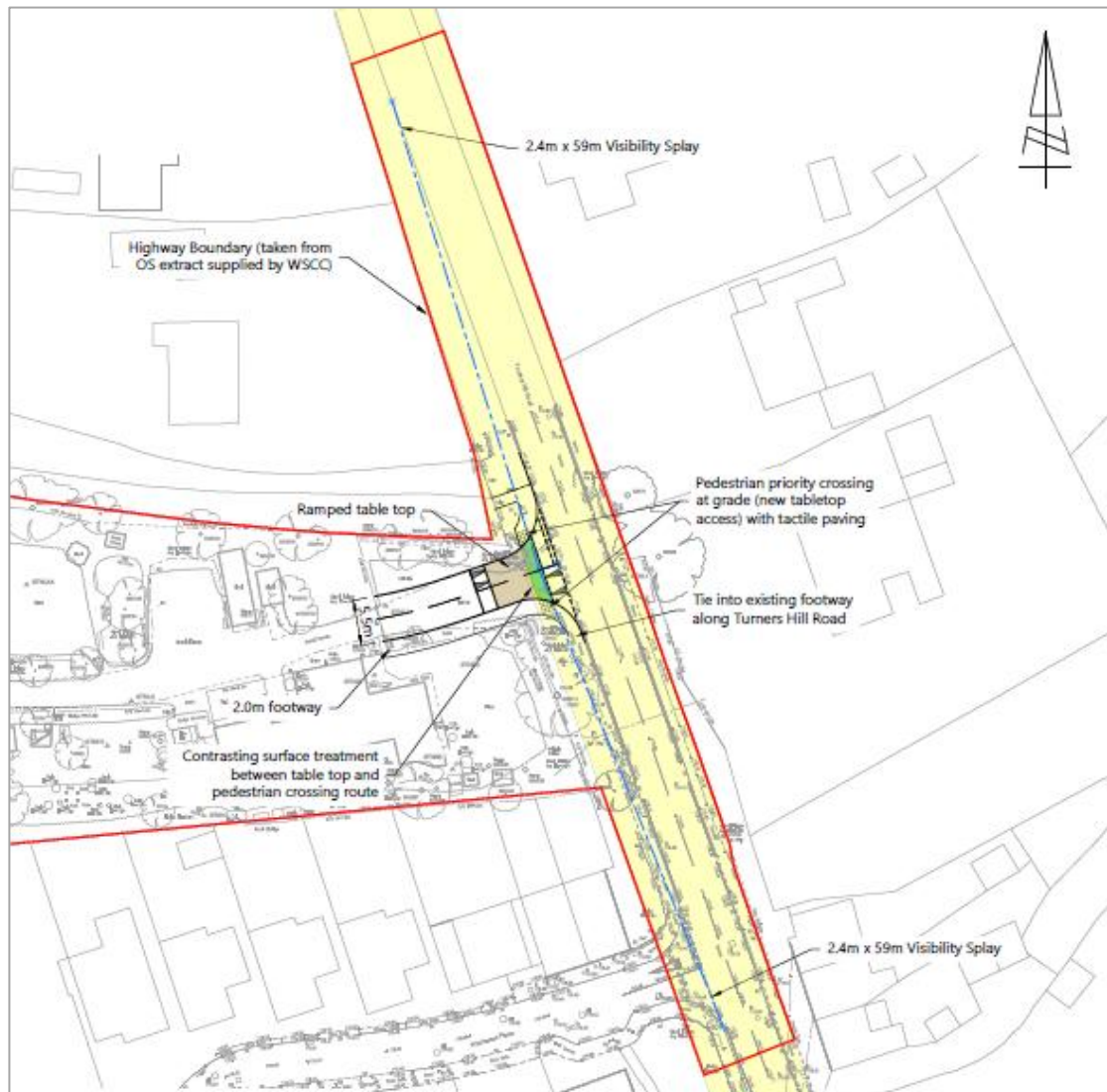
2.3 Proposed Access Arrangements

Vehicular

2.3.1 The proposed development will be served by a single access (Hurst Farm) located off the western side of the B2028 Turners Hill Road. As shown in **Drawing No. ITS210013-GA-001** (extract provided in **Image 2.1**). The access will be upgraded to form a simple priority give-way junction. The junction attributes are as follows:

- 5.5m wide access.
- 6m junction radii.
- 2m footway on southern side of access, tying in with Turners Hill Road footway.
- Pedestrian priority crossing at grade (new 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 85th percentile speeds of 37.5mph in both directions based on MfS stopping sight distance parameters).
- Ramped table top.

Image 2.1: Proposed Site Access Arrangement



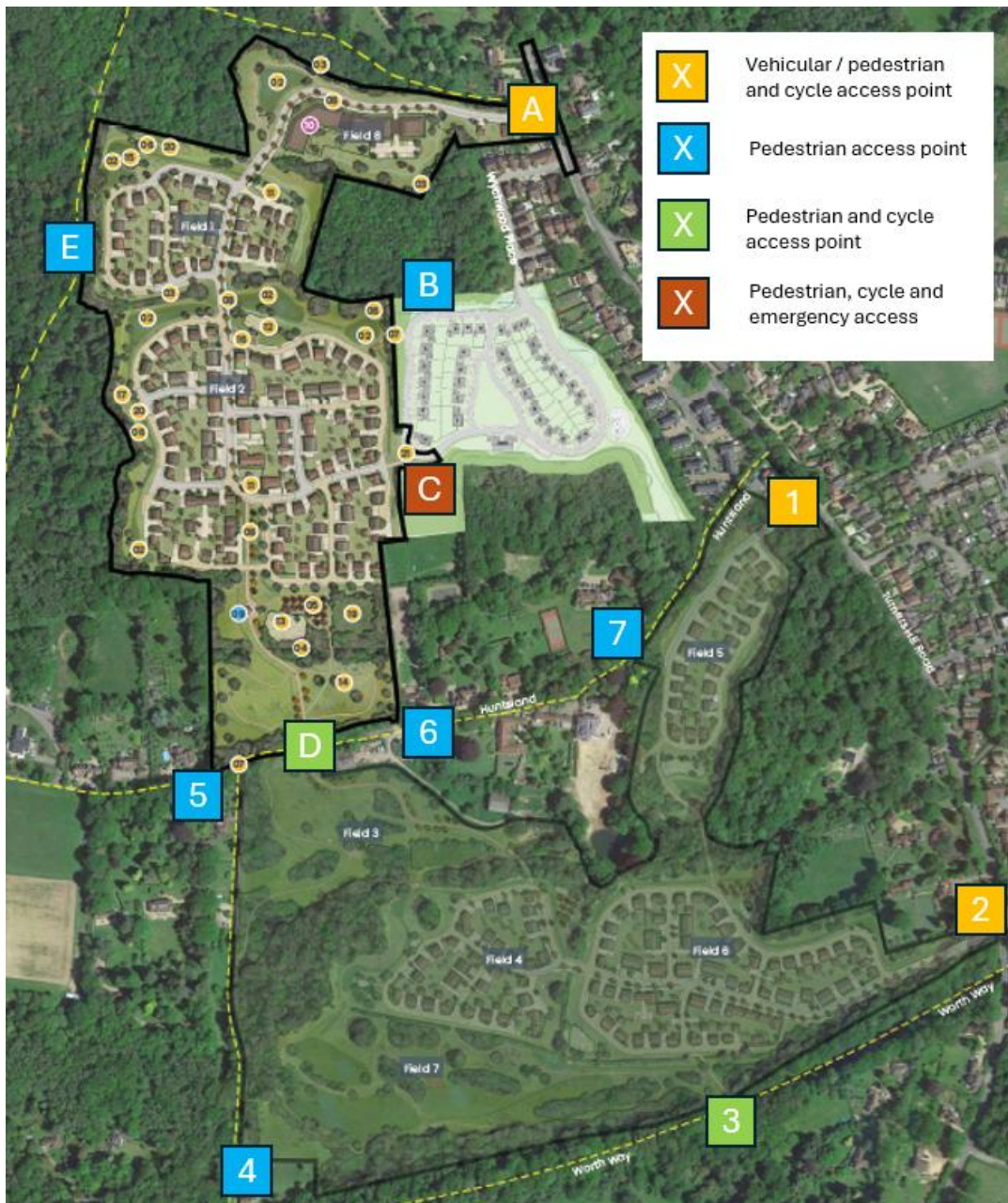
Source: i-Transport (Drawing No. ITS210013-GA-001)

2.4 Additional Pedestrian and Cycle Access

- 2.4.1 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.

2.4.2 The wider pedestrian and cycle connections are shown in **Image 2.2**. **Table 2.1** provides a summary of the type of connections which will be provided into the site and land to the south within the wider allocation DPA9.

Image 2.2: Proposed Pedestrian and Cycle Strategy



Source: Illustrative Masterplan [Mosaic]

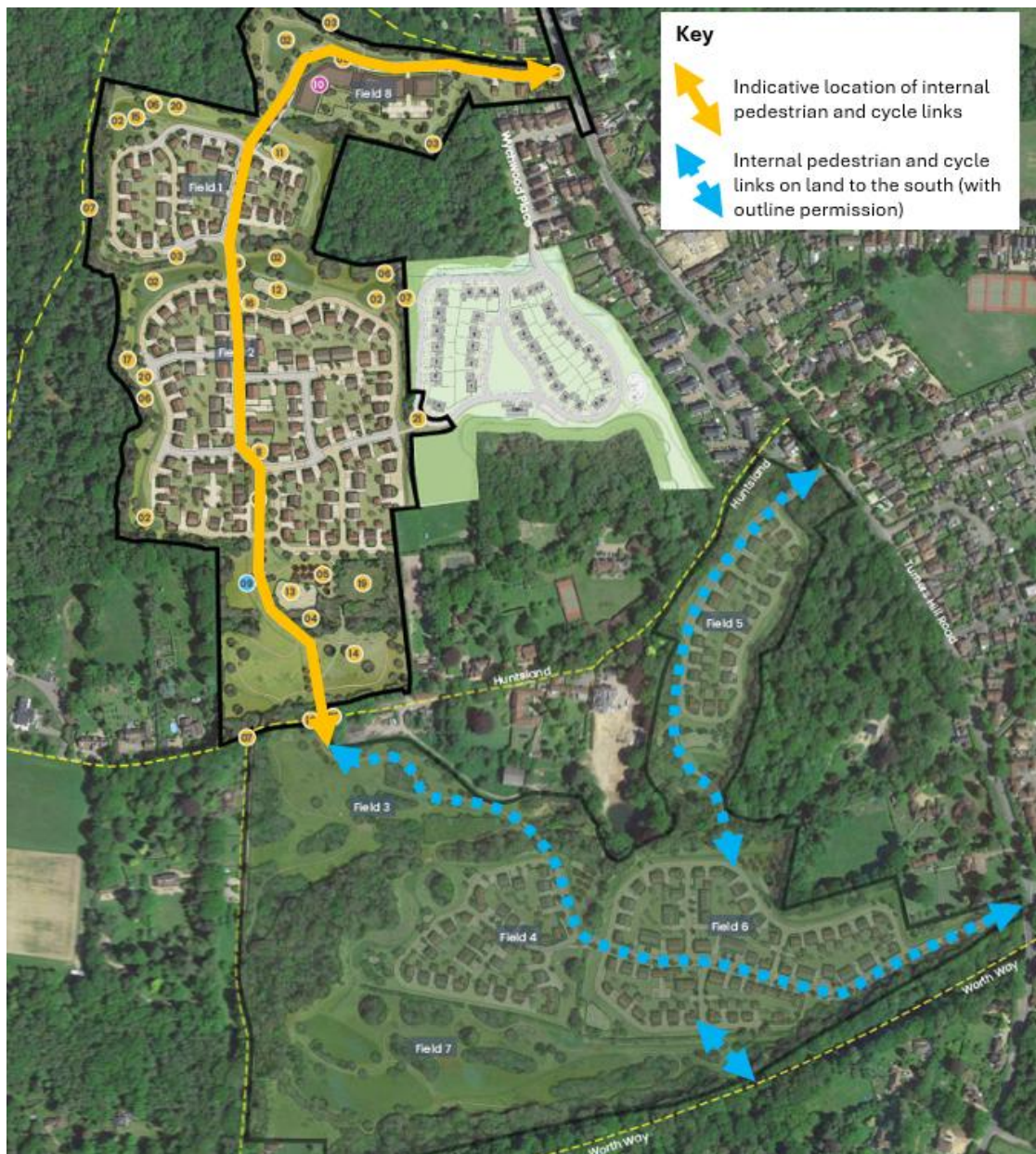
Table 2.1: On-site Pedestrian / Cycle Connections

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).

2.5 Pedestrian and cycle links

2.5.1 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 below.

Image 2.3: Indicative Location of Internal Pedestrian and Cycle Links



Source: Illustrative Masterplan

2.6 Summary

- 2.6.1 The proposed development comprises 230 residential units (Use Class C3), a community facility and a 70-bed care home (Use Class C2) together with associated infrastructure on land at Hurst Farm and west of the B2028 Turners Hill Road and north of Huntsland in Crawley Down, West Sussex.
- 2.6.2 The proposed development will be served by a single vehicular access at Hurst Farm located off the western side of the B2028 Turners Hill Road. The existing access will be upgraded and take the form of a give-way priority junction.
- 2.6.3 A number of pedestrian and cycle connections are provided across the site and will connect to existing infrastructure, encouraging the take up of sustainable travel modes. The internal layout of the site will be permeable to pedestrians and cyclists, encouraging active travel.
- 2.6.4 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.

SECTION 3 Existing Transport Conditions

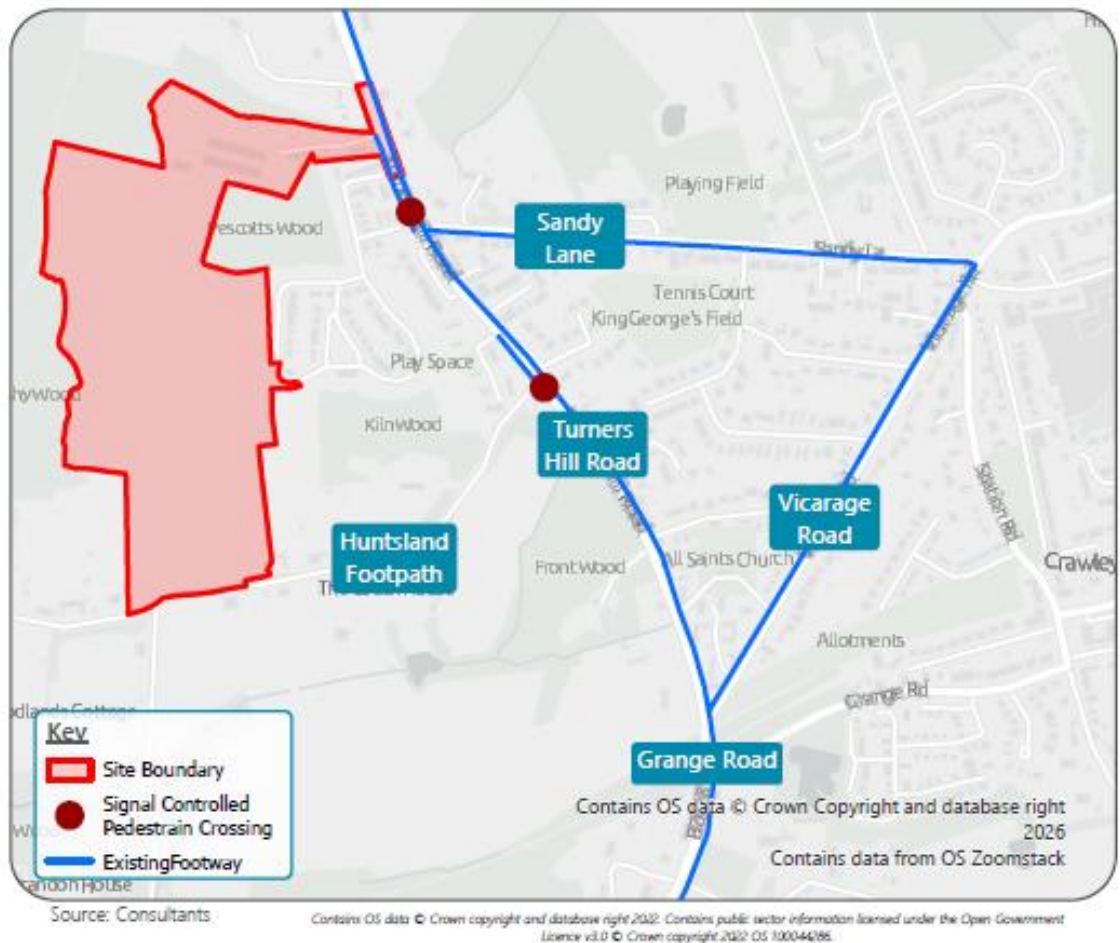
3.1.1 This section of the FTP describes the existing accessibility of the site by walking, cycling and public transport and considers the existing travel characteristics of the local area.

3.2 Walking and Cycling

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

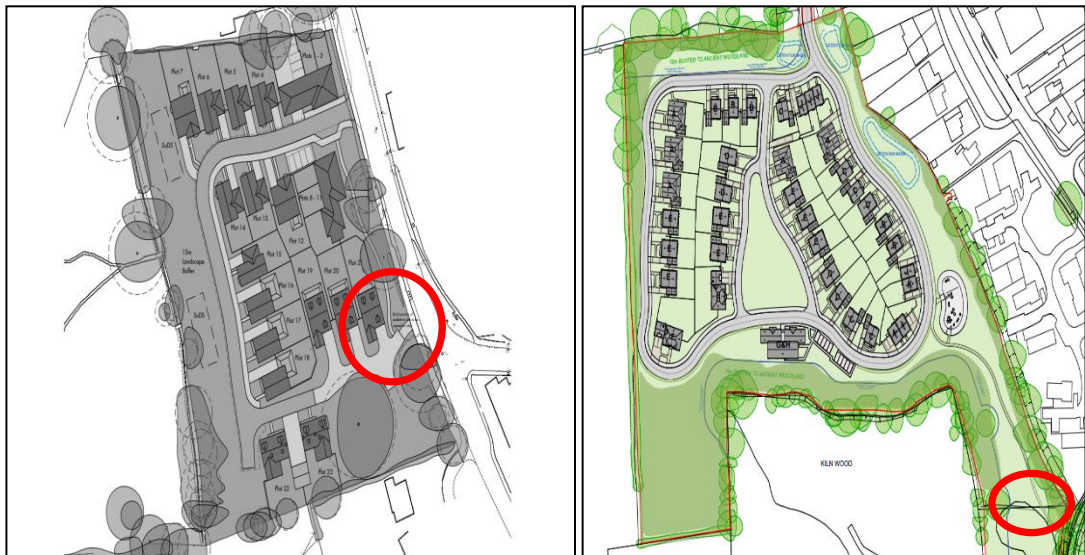
3.2.3 Sandy Lane is around 6.0m wide and has a continuous footway on the southern side of the carriageway and provides a route from the B2028 Turners Hill Road to Crawley Down village centre. The street features street lighting at regular intervals.

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 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.

Image 3.4: Public Rights of Way in relation to the Wider Area



Source: Mosaic

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. 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

- 3.3.3 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.
- 3.3.4 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.
- 3.3.5 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

- 3.3.6 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.
- 3.3.7 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).
- 3.3.8 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

SECTION 4 Existing Travel Characteristics

4.1 Introduction

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

4.2 Existing Travel Patterns

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

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

Table 4.1: Method of Travel to Work

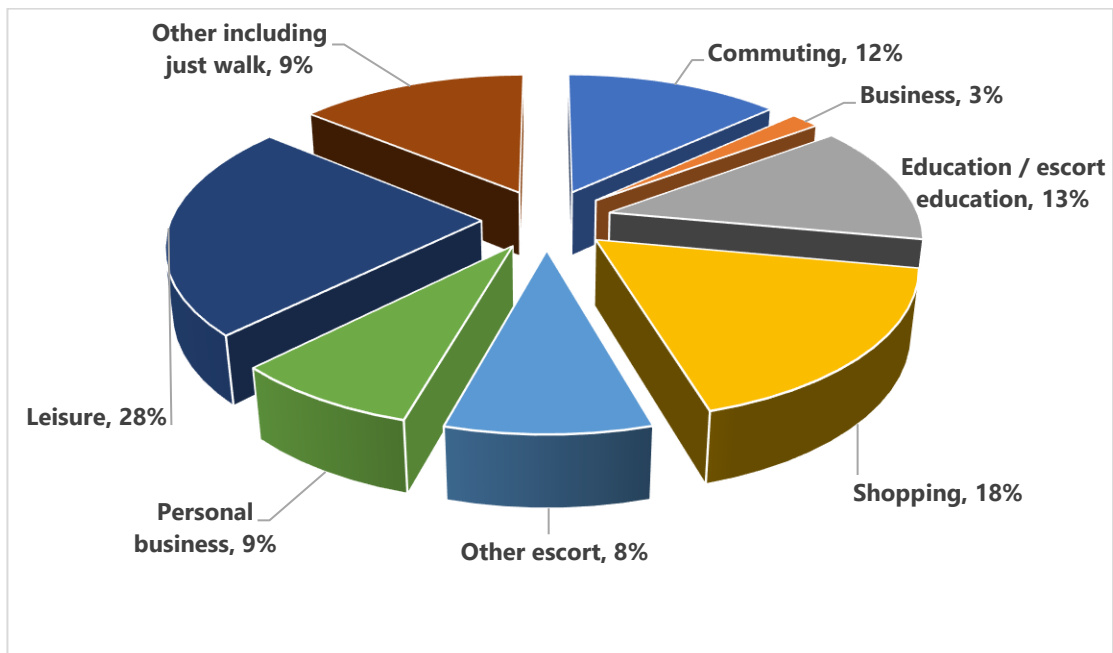
Method of Travel	Proportion of Trips (Census 2011)	Proportion of Trips (Census 2021)
Driving a car or van	80%	82%
Train	7%	3%
On Foot	5%	5%
Passenger in a car or van	3%	5%
Bus, minibus, or coach	2%	2%
Bicycle	1%	1%
Motorcycle, scooter or moped	1%	1%
Other method of travel to work	1%	1%
Total	100%	100%

Source: Census 2011 and 2021 – MSOA Mid Sussex 005

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

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

Image 4.1: Proportion of Trips per Year by Journey Purpose – 2024



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

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

4.3 Walking and Cycling Distances

Walking

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

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

Cycling

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

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

4.3.4 For the purposes of the TA:

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

4.4 Access to Local Facilities and Services

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

4.4.2 Distances from the site to the local facilities and services have been measured based on actual walking routes.

Table 4.2: Local Services and Facilities

Destination	Application Site		
	Total Distance (m)	Walking Journey Time (mins)	Cycling Journey Time (mins)
Employment			
Rowfant Business Centre	3,020	36	11
Barns Court	1,720	20	6
Local Businesses, Sandy Lane	1,520	18	6
Leisure			
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

Destination	Application Site		
	Total Distance (m)	Walking Journey Time (mins)	Cycling Journey Time (mins)
Prizefighters Fish and Chips	1,250	15	5
Retail			
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
Education			
Crawley Down Village CofE Primary School	1,300	16	5
Donkey Field Pre-School	1,350	16	5
Health			
Crawley Down Health Centre	1,400	17	5
Elm House Dental Practice	1,000	12	4
Crawley Down Pharmacy	850	10	3
Crawley Down Dental	1,120	13	4

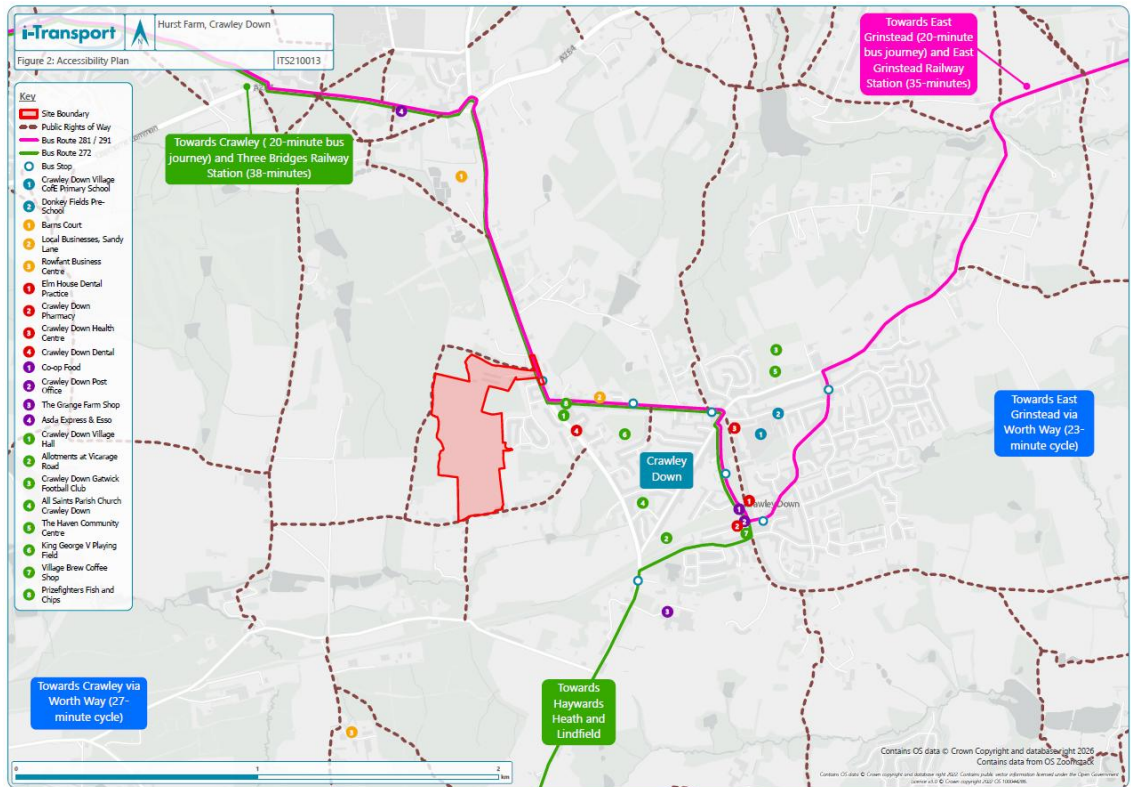
Key:

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

Source: Consultants Estimates

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

Image 4.2: Local Accessibility Plan



SECTION 5 Policy, Objectives and Benefits

5.1 National Policy

National Planning Policy Framework (December 2024)

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

Draft National Planning Policy Framework (December 2025)

- 5.1.5 National Planning Policy Framework (December 2024) Policy TR6 on assessing transport impacts states:

“Development proposals that are likely to generate significant amounts of movement should be supported by:

b) A travel plan, indicating how sustainable transport objectives will be delivered, monitored and managed over time.

Transport assessments and statements, and travel plans, should reflect the transport vision for the development and how it is intended to be achieved (including, in the case of Travel Plans, identifying fallback options if initial measures do not deliver the expected outcomes)”

Planning Practice Guidance

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

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

5.2 **Local Policy**

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

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

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

"Development which generates significant amounts of movements is supported by a Transport Assessment / Statement and a Travel Plan that is effective and demonstrably deliverable including setting out how schemes will be funded..."

West Sussex Local Transport Plan 4 (2022-2036)

- 5.2.4 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

- 5.2.5 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

- 5.2.6 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.”

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

5.2.8 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.”***

5.2.9 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.”***

5.2.10 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)

5.2.11 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.

5.2.12 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.

5.2.13 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.

5.2.14 Hurst Farm also forms part of an allocation in the Plan under Policy DPA10: Hurst Farm, Turners Hill Road, Crawley Down. 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.

5.2.15 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.”

5.2.16 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.”

5.2.17 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.

5.3 **Position Statement 1: Delivering Sustainable Development in Mid Sussex**

5.3.1 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.

5.3.2 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.

5.3.3 Crawley Down Neighbourhood Plan (January 2016)

5.3.4 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.

5.3.5 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.

5.3.6 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.”***

5.4 Principles and Objectives

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

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

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

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

5.5 Benefits

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

Residents

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

Local Community and Environment

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

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

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

SECTION 6 Targets

6.1 Overview

6.1.1 The key aim of the FTP is to reduce single occupancy car use for travel to/from the proposed development, and the use of targets will enable the appointed Travel Plan Co-ordinator to monitor progress against the headline aim and objectives.

6.1.2 Whilst Census data has been noted to indicate a typical mode share, the actual mode shares that will occur will not be fully understood until the first travel surveys have been reviewed. However, it is sensible to set provisional mode share targets which can then be reviewed to ensure that they are SMART¹ following the first round of travel surveys. The mode shares should be achievable and reflect the transport vision for the site

6.2 Development Vision

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

- 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.

¹ Specific, Measurable, Achievable, Realistic, Time-bound

- Improved transport infrastructure.
- Provision of vouchers for discounted travel by bus or cycle / cycling equipment purchase.
- Trip minimisation and containment.

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

6.3 Interim Targets

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

Table 6.1: Target Mode Share (Vision-led)

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

Source: Consultant

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

6.4 First Phase Targets

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

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

- Appoint Travel Plan Coordinator prior to sales and marketing phase.
- Travel Plan Coordinator to become familiarised with the agreed monitoring process.
- Undertake first phase of monitoring one year after 1st occupation including the residential travel surveys.
- Review measures to ensure that they remain appropriate.
- Once agreed with West Sussex County Council, update Travel Plan with any necessary revisions to measures.

SECTION 7 Site Layout and Infrastructure Measures

7.1 Introduction

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

7.1.2 The site has been identified in the Mid Sussex District Plan (2021-2039) as being suitable for development and will deliver/provide the infrastructure, contributions and off-site provisions (in line with the permitted development on land at Turners Hill Road).

7.1.3 This allows for a greater number of opportunities for both future and existing residents of Crawley Down to make more local journeys.

7.2 Site Layout

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

7.2.2 The site layout will prioritise pedestrians and cyclists by providing traffic calming and limiting vehicle speeds. Pedestrian and / or cycle routes will connect to the existing infrastructure and Public Rights of Way. The aim will be to deliver a genuinely permeable site with four points of access (b, c, d and e in **Image 2.2**).

7.3 On Site Infrastructure Measures

7.3.1 A Sustainable Transport Strategy has been agreed with WSCC, as part of the previous OPA (Planning Ref: DM/25/0016). This details how the proposal will secure the take up of sustainable travel in accordance with the NPPF. A summary of the 'hard' measures proposed in the Sustainable Transport Strategy is outlined below.

Car Club

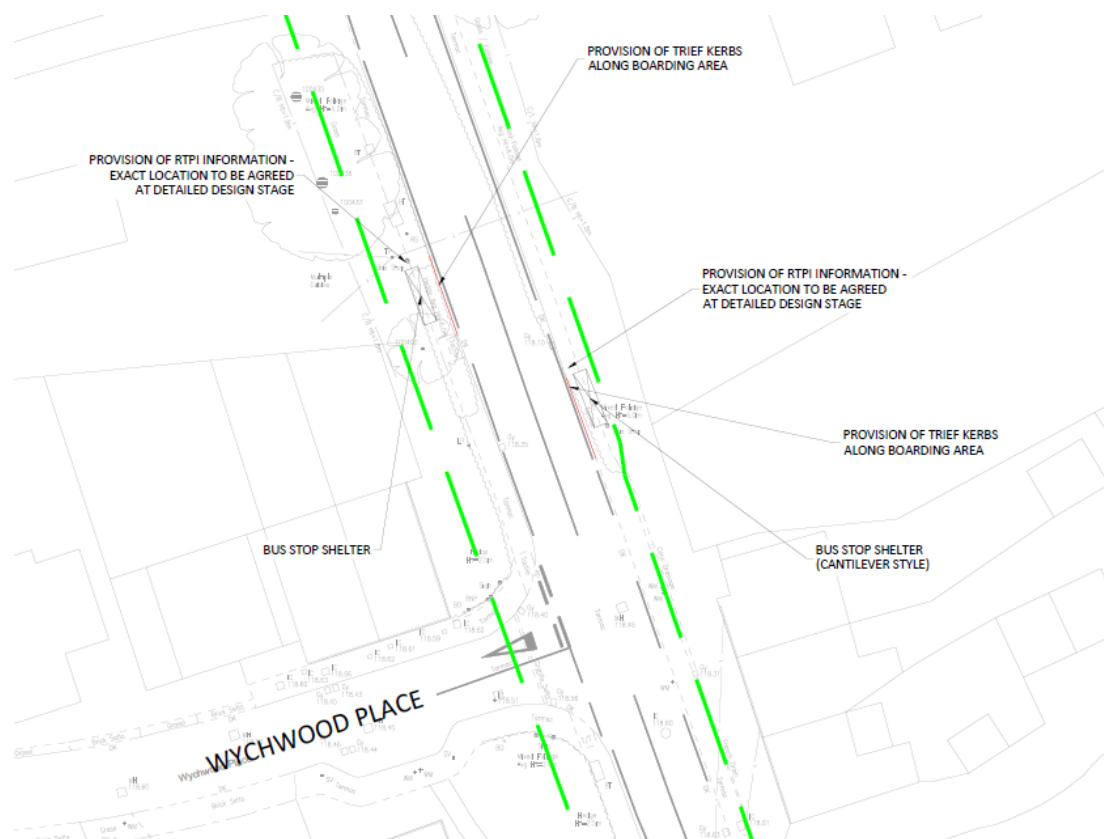
7.3.2 There is an agreement in principle to provide a single car club vehicle for three years, with three years free membership for new residents (limited to first occupier) of the proposed development. The car club will be secured by S106 Agreement, as it was for the previous planning application at the site. The location of the car club space will be agreed at the Reserved Matters stage.

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

7.4 Bus Stop Improvements

7.4.1 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 shown in **Image 7.1**.

Image 7.1: Proposed Bus Stop Improvements



7.5 Off-site Improvements

Highways Improvements

7.5.1 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).

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

Public Transport

7.5.3 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 – see below) to encourage modal shift towards the bus for new residents.

7.5.4 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.

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

SECTION 8 Soft Measures

8.1 Introduction

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

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

8.2 Promotion of Walking and Cycling

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

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

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

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

8.3 Promotion of Public Transport

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

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

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

8.4 **Home Deliveries**

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

8.5 **Car Sharing Scheme**

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

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

HomeRun

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

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

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

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

8.6 **Electric Vehicle Charging**

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

8.7 **Travel Voucher**

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

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

8.8 **Welcome Packs**

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

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

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

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

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

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

SECTION 9 Management and Implementation

9.1 Travel Plan Management

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

9.2 Role of Travel Plan Co-ordinator

9.2.1 The role of the TPC will be as follows:

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

9.3 Framework for Implementation

9.3.1 The TPC will be nominated three months before the first occupation of the proposed development, in order to commence preparation of the initial FTP measures in time for the first occupations. **Table 9.1** sets out an action plan:

Table 9.1: Action Plan

Measure		Timescale	Responsibility
Infrastructure Measures as per Section 7		To be phased in line with the development.	Developer
Travel Plan Co-ordinator		Will be appointed three months prior to occupation	Developer
Framework Travel Plan		Operational During Life of Plan	TPC
Information Development and Provision	Training of Sales Team about the Travel Plan / Sustainable Travel	Training as part of induction process.	TPC
	Creation of Travel Plan Website	Available to residents upon occupation	TPC
	Production of Residents' Travel Information Packs	Available to residents upon occupation	TPC
Sustainable Travel Voucher		Available to residents upon occupation.	TPC
Promote car share schemes		With Residents' Travel Information Pack and on website/community notice boards.	TPC
Set Up Bicycle User Group		During Year 1	TPC
Walking / cycling / local facilities / rail maps and journey planning services		With Residents' Travel Information Pack and on website/community notice boards.	TPC

9.4 Funding

9.4.1 The Developer will fund the following items:

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

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

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

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

SECTION 10 Monitoring and Review

10.1 Monitoring

10.1.1 The monitoring and review of the FTP will be undertaken over a 5-year period. Monitoring will be primarily undertaken in the following ways:

- Feedback to and through the TPC and engagement through the travel website managed by the TPC.
- Direct resident correspondence with the TPC.
- Through TRICS SAM Surveys to be undertaken via all access points to/from the site.

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

Table 10.1 Monitoring Plan

	Baseline (Year 1)	Year 3	Year 5
Monitoring	TRICS SAM Survey	TRICS SAM Survey	TRICS SAM Survey
Level of Report	Results used to form new targets. Prepare full monitoring report.	Full Monitoring Report.	Full Monitoring Report.

10.2 TRICS SAM Survey

10.2.1 Formal monitoring will be undertaken in line with TRICS Standard Assessment Methodology. The surveys will include all access points (vehicular or otherwise) by all modes. This information will allow an overall mode share for travel to the site to be established. The surveys will be undertaken one year after first occupation and then two and four years afterwards. The initial surveys will trigger a review of the initial targets set out in this report and confirm whether they are realistic.

10.3 Results

10.3.1 The results of the SAM Survey will be included in the first monitoring reports, with the interim targets revised or updated accordingly.

10.3.2 The results of these surveys and statistical analysis will form the basis of discussions with WSCC's Travel Plan Officer to assess the performance of the FTP in achieving set aims/objectives and targets (i.e. influencing households to travel by alternative modes to the private car for various journey purposes). This will also provide an opportunity to discuss alternative measures that could be incorporated within the plan to achieve further success.

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

10.4 Reporting

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

- Recap of the site FTP's objective and agreed targets.
- Monitoring methodology.
- Summary of monitoring results, presented in relation to agreed or updated targets.
- Progress against agreed measures.
- Corrective measures to get the plan back on track, if targets are not being met.
- Proposals to further develop the FTP for the future.

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

10.5 Remedial Measures

10.5.1 Should the travel plan targets not be met by the end of the monitoring periods outlined above, the TPC will identify suitable improvements and actions to get the travel plan back on track, as well as place greater attention on the measures that are achieving success.

10.5.2 A commitment to implementing further measures to get the travel plan back on track will be provided by the applicant and could include personalised travel planning offered to all residents, further travel vouchers, and on-site initiatives to encourage walking and cycling (e.g. bicycle maintenance clinics). These measures will be identified as part of the development of a full Travel Plan and in consultation with WSCC.

SECTION 11 Summary

- 11.1 Wates Developments has appointed i-Transport LLP to prepare a Framework Travel Plan in respect of a residential-led development on Land West of Turners Hill Road and North of Huntsland, including Land at Hurst Farm, Crawley Down, West Sussex.
- 11.2 The site forms part of two District Plan allocations (DPA9 for 350 homes on land at Turners Hill Road and DPA10 for 37 homes at Hurst Farm) and has outline planning permission for 150 homes within land west of Turners Hill Road and north of Huntsland (DM/25/0016), with the land to the south having outline planning permission for 200 homes. This Framework Travel Plan accompanies an OPA for 230 homes and a 70 bed care home on land within allocation DPA9 to the north of Huntsland and at Hurst Farm.
- 11.3 The FTP aims to promote sustainable lifestyles amongst new residents, through reducing the need for travel by private car and, in particular, reducing single occupancy car journeys; providing non-car mode travel options for local journeys; and influencing modal choice.
- 11.4 There is a good range of everyday services and facilities accessible to residents of the development within a reasonable walking or cycling distance. Furthermore, the site offers the opportunity for residents to access frequent and direct bus services from Turners Hill Road or regular rail services from either Crawley or Three Bridges railway station.
- 11.5 A package of 'hard' and 'soft' measures has been designed to encourage and support residents to consider sustainable travel opportunities.
- 11.6 A comprehensive programme of monitoring and reporting is proposed to assess the progress of the Travel Plan. The surveys will provide an opportunity to review the initial vision-led targets presented in this report to ensure that they fulfil SMART criteria

FIGURES



Figure 1: Site Location Plan

ITS210013

Key

- Site Boundary

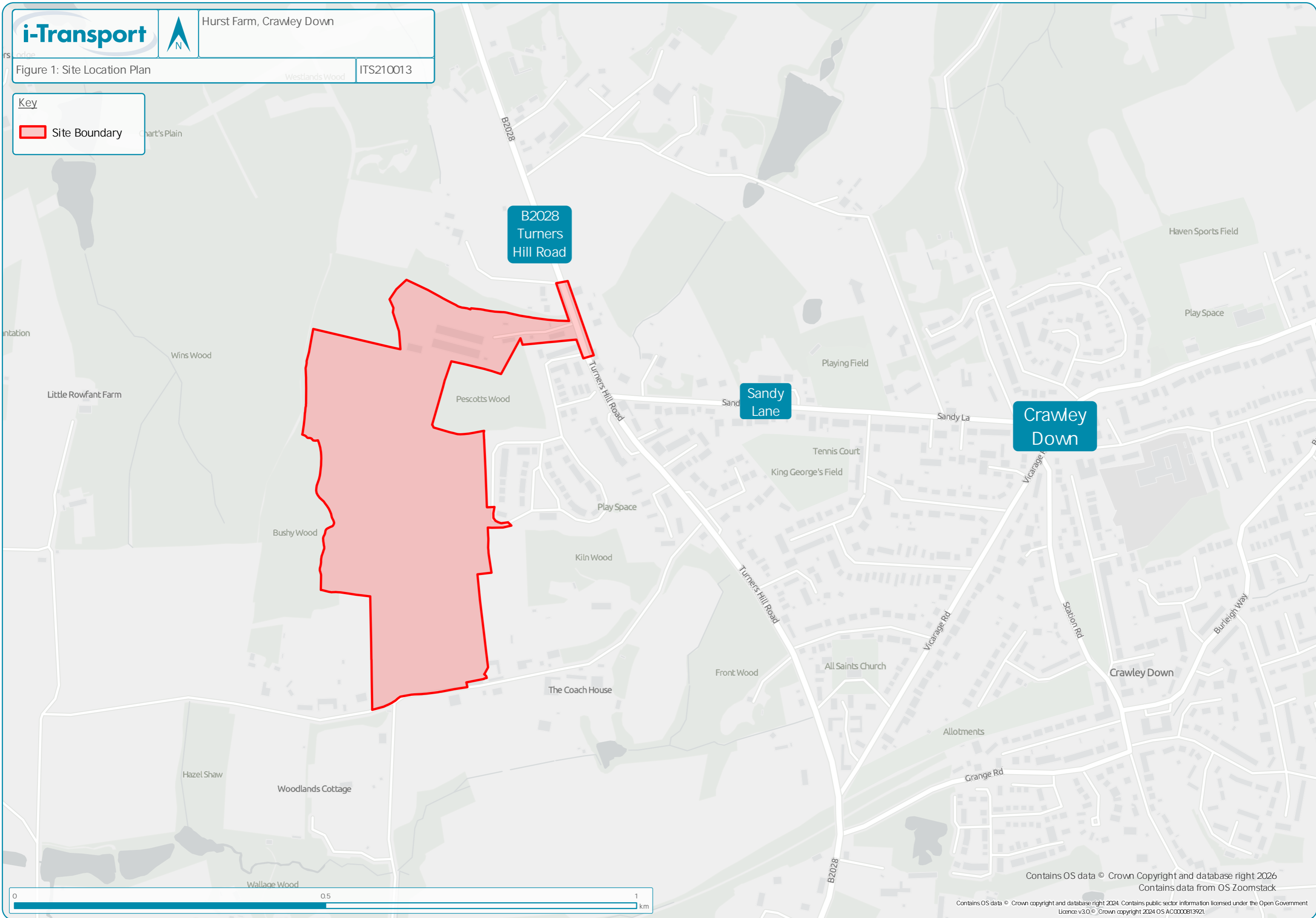




Figure 2: Accessibility Plan

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)

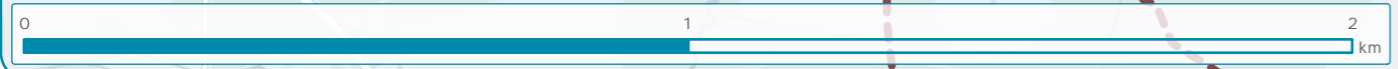
Towards East Grinstead via Worth Way (23-minute cycle)

Towards Crawley via Worth Way (27-minute cycle)

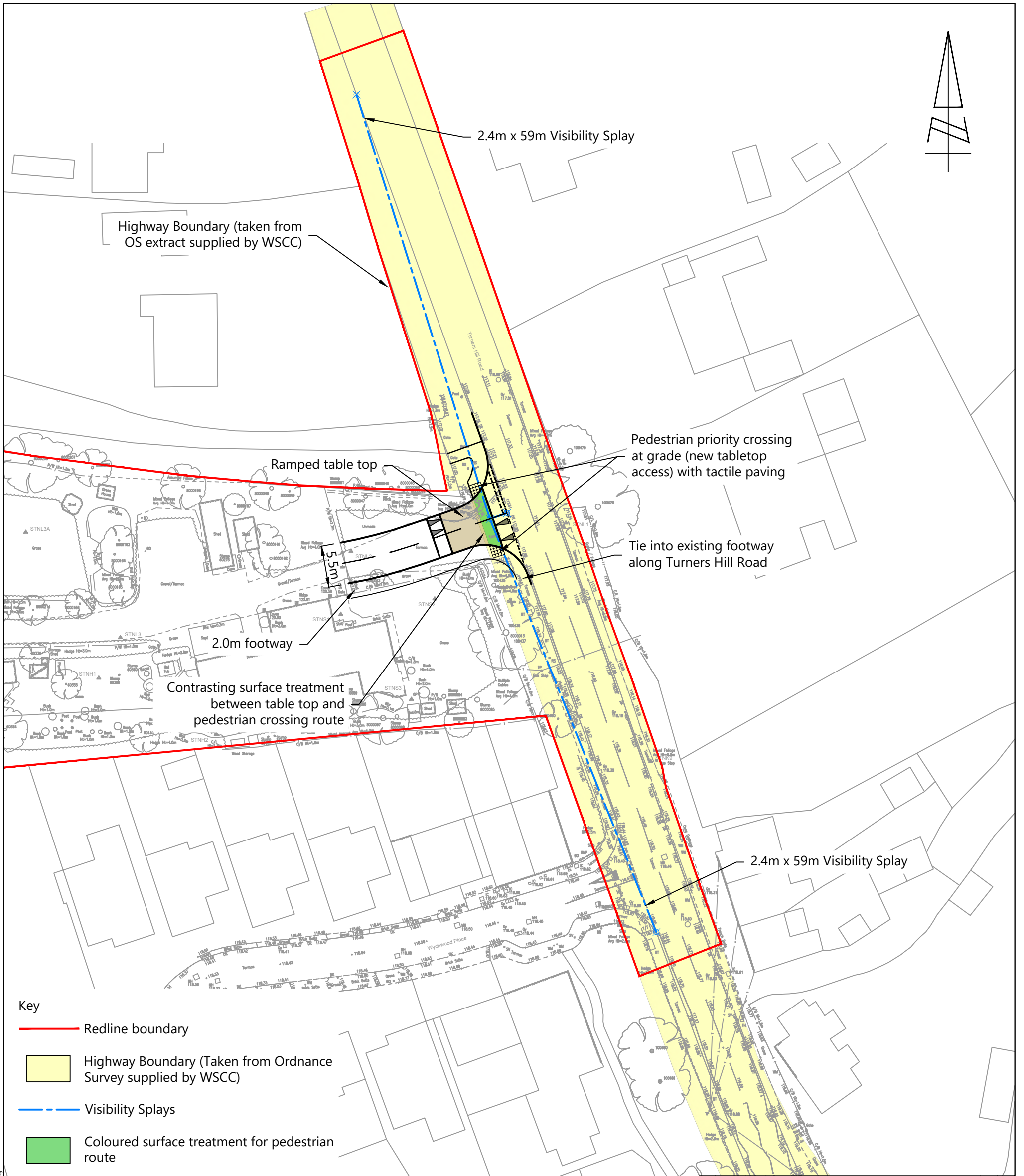
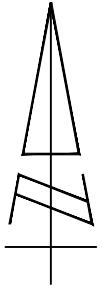
Towards Haywards Heath and Lindfield

Crawley Down

Crawley Down



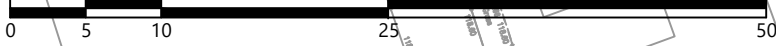
DRAWINGS



Key

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

SCALE BAR @ 1:500



DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPTS NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM. © CROWN COPYRIGHT 2024 OS LICENCE No. AC0000813921

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**

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



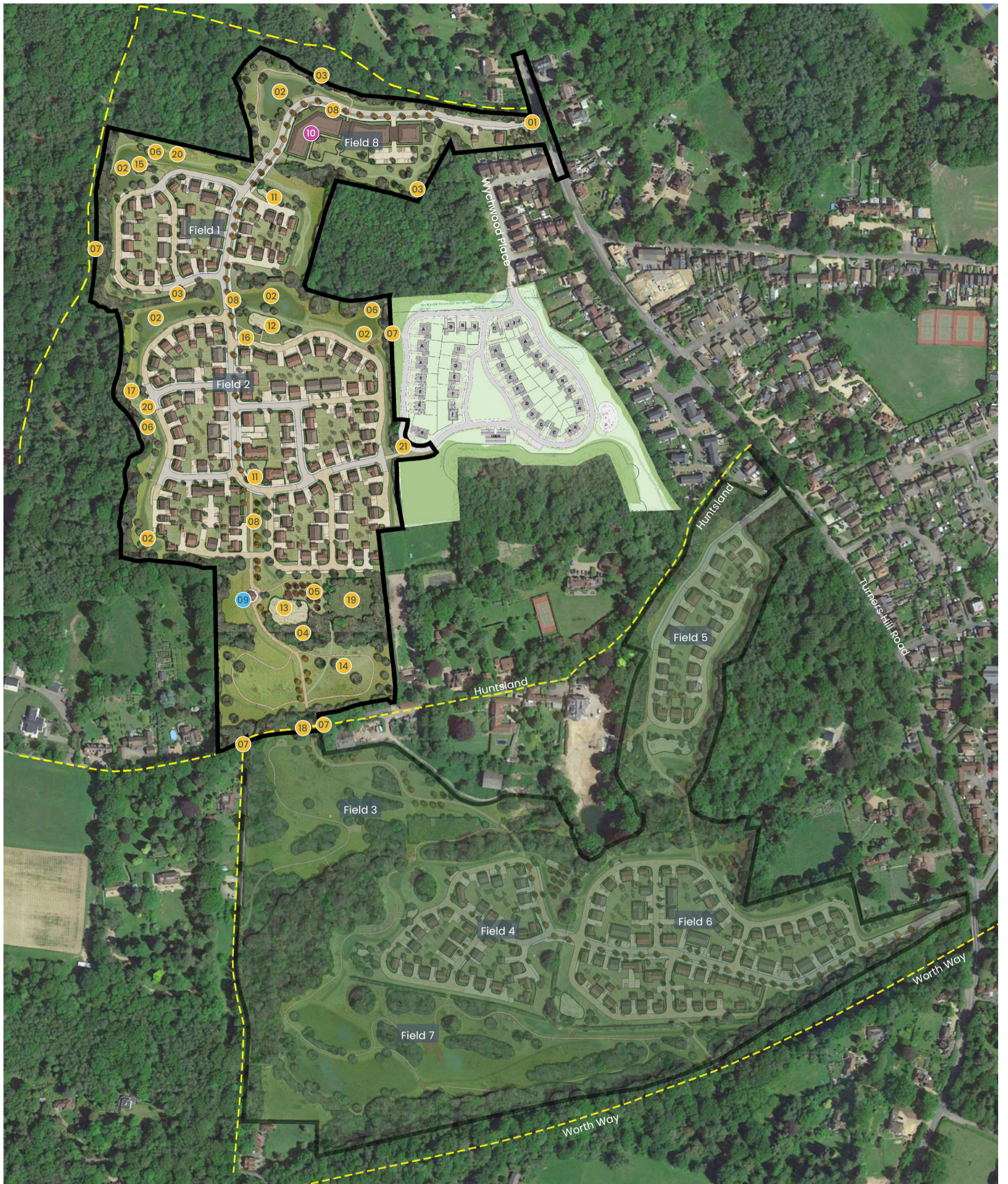
Lakeside North Harbour, Building 1000, Lakeside Tel: 03316 300366
 North Harbour Western Road, Portsmouth,
 Hampshire, PO6 3EZ
 www.i-transport.co.uk

TITLE:
PROPOSED ACCESS ARRANGEMENT ONTO TURNERS HILL ROAD

PROJECT:
LAND WEST OF TURNERS HILL ROAD, CRAWLEY DOWN

S:\Projects\210000 Series\210013\ITS - Hunt Farm Crawley Down\Tech\Acad\Working Drawings\ITS210013-GA-001B - Access.dwg

APPENDIX A. Illustrative Site Layout



- 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

