

Project Title
**Land at Foxhole Farm,
Bolney**

Report Title
Reserved Matters
Transport Statement

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26/200 D001

Prepared For
Cala Homes

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DRAFT	Draft report	August 2026	PM	DF
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1.0 INTRODUCTION

- 1.1 Robert West has been appointed by Cala Homes to provide transport and highways advice in relation to development proposals at Land at Foxhole Farm, Bolney (the Site).
- 1.2 This Reserved Matters Transport Statement has been prepared in support of a reserved matters application for the Site.
- 1.3 The site is situated between Foxhole Lane and The Street, to the north of the A272 Cowfold Road. Mid Sussex District Council (MSDC) is the Local Planning Authority and West Sussex County Council (WSCC) is the Local Highway Authority.
- 1.4 The outline application sought consent for up to 200 dwellings and a 425 sqm community building, together with vehicular access from the A272, pedestrian and cycle connections to The Street and Public Footpath 44Bo, internal roads, footways and cycleways, open space, play areas, allotments, drainage and landscaping.
- 1.5 The purpose of this report is to demonstrate that the detailed reserved matters proposals accord with the transport and movement principles established at outline stage and provide a safe, accessible and operationally workable layout for all users.
- 1.6 The description of development for this Reserved Matters application is as follows:

“Approval Of Reserved Matters (appearance Landscaping Layout And Scale) Following Outline Approval Of Dm/25/1129 For The Erection Of 198 Dwellings (including 60 Affordable) With Associated Landscaping, Community Orchard, Public Open Space And Infrastructure.”

- 1.7 Any remaining elements approved under the Outline application (primarily including the community building and two dwellings) will be applied for and addressed in separate reserved matters applications.

Scope of this Statement

- 1.8 The Transport Statement reviews the matters that are directly affected by the detailed layout and confirms whether the proposals remain within the development and transport envelope assessed at outline stage. It addresses:
 - i. compliance with approved access, movement and sustainable transport principles;
 - ii. the internal street hierarchy and vehicle access arrangements;
 - iii. walking, wheeling, cycling and inclusive access;

- iv. car and cycle parking;
- v. servicing, refuse collection and emergency access;
- vi. Travel Plan and sustainable travel measures; and
- vii. whether any material change to the outline trip generation or highway impact assessment arises.

1.9 Strategic matters already assessed at outline stage, including the suitability of the A272 access and the wider highway network capacity assessment, are not repeated given the reserved matters proposals do not depart materially from the approved assumptions.

1.10 This Transport Statement has been informed by the information presented in the outline planning application, including the Transport Assessment, Framework Travel Plan, Decision Notice and S106 Agreement. Relevant reserved matter drawings which this report assesses are included within the appendices.

2.0 PLANNING AND TRANSPORT CONTEXT

Outline Development and Transport Assessment

- 2.1 The outline Transport Assessment was prepared for a residential-led development of up to 200 dwellings, a 425 sqm community building and associated open space and community infrastructure. The illustrative masterplan divided the development into northern and southern parcels connected by a spine road, with the community building and its parking located in the northern parcel.
- 2.2 The Transport Assessment concluded that the development would be supported by a comprehensive sustainable transport strategy, that safe and suitable access could be achieved for all users and that the residual cumulative highway impacts would not be severe.

Established Access and Movement Principles

- 2.3 The transport principles established at outline stage comprise:
- i. a single vehicular access from the A272 Cowfold Road, formed as a priority junction with a ghost-island right-turn lane;
 - ii. pedestrian and cycle provision through the A272 access, including footways on both sides of the access road;
 - iii. a direct pedestrian and cycle connection to The Street between Westmeadow and Downland;
 - iv. a connection to Public Footpath 44Bo along the northern boundary;
 - v. exploration of a further pedestrian and cycle connection to The Street in the south-central part of the site;
 - vi. a connected spine road and a network of liveable streets;
 - vii. traffic-free routes connecting development parcels, open spaces and off-site networks; and
 - viii. vehicle access directed to the A272, with The Street used for walking and cycling rather than general development traffic.

Outline Access Parameters

- 2.4 The A272 access was developed through pre-application engagement with West Sussex County Council. The outline arrangement included a 5.5m access carriageway, 6m corner radii, 2m footways on both sides, mainline widening for a ghost-island right-turn lane, relocation of the signalised crossing, anti-skid surfacing and a pedestrian refuge crossing. Visibility and road safety were considered at outline stage.
- 2.5 The reserved matters layout will tie into the approved access and will not prejudice its detailed design or delivery through the relevant highway agreement.

Conditions and Obligations

- 2.6 The transport-related conditions and obligations relevant to this application are shown in Table 2.1 below.

Requirement	Mechanism	Reserved matters response
Detailed access / highway works	Condition 38 of Outline permission	The layout safeguards and ties into the approved A272 access.
Travel Plan and monitoring	Condition 26 of Outline permission, and S106	To be discharged separately.
Off-site active travel works / contributions	S106 / S278	Reserved matters do not prejudice delivery.
Construction Environmental Traffic Management Plan	Condition 4 of Outline permission	To be discharged separately; layout allows construction access from the A272.

Table 2.1 Relevant conditions and obligations

3.0 RESERVED MATTERS PROPOSALS

3.1 The key elements of the reserved matters application are set out in Table 3.1 below.

Component	Outline envelope	Reserved matters proposal	Compliance
Residential dwellings	Up to 200	198 dwellings	YES – the reserved matters proposal is lower than the Outline envelope, so no additional impacts beyond what was approved are expected.
Vehicular access	A272 access	A272 access	YES
Active travel accesses	The Street and Footpath 44Bo; potential additional connection	Active travel accesses will be provided from two locations from The Street – one to the east of the community building plot within the northern development parcel, and a second in the centre of the site connecting to the car park to the south of properties no 19 and 20 of The Street. A new pedestrian link to PRoW Footpath 44Bo will also be provided, which runs along the site's northern boundary.	YES
Car parking	Reserved matter; WSCC standards	Parking proposed to WSCC standards	YES
Cycle parking	Reserved matter	Parking proposed to WSCC standards	YES
Car club	Car club provision on-site	One car club vehicle will be provided, with an appropriate location to be determined which will provide convenient access for the greatest number of residents.	YES

Table 3.1 Development Schedule

Layout and Street Hierarchy

3.2 The detailed layout is shown in Appendix A. The residential dwellings will be split across two parcels (northern and southern), connected by a spine road. The proposed highway design also safeguards access to a community centre and two additional dwellings both in the northern parcel, which were consented in the Outline application but are not included in this Reserved Matters application.

3.3 Details of the function, width, adoption and treatment of pedestrians and cyclists are provided below for each street type.

Street type	Function	Width	Pedestrian / cycle provision	Adoption
Primary street / spine road	Connects the A272 access with the residential parcels and safeguards access to the future community-building plot.	Generally 5.5m wide. The section between the north and south parcels will feature horizontal deflections as a form of traffic calming.	Pedestrian footways generally provided at 2m wide on both sides of the carriageway, with crossings across secondary streets. Cycling will be accommodated on-street, supported by low traffic volumes and speeds.	To be designed generally in accordance with WSCC adoptable highway standards but will remain privately managed and maintained.
Secondary street	Provides access to residential groups	Generally 4.8m wide, or 6.1m-6.8m where shared surfaces are provided.	Due to these roads accommodating very few vehicles, pedestrian and cyclist movement will take place within the carriageway	To be designed generally in accordance with WSCC adoptable highway standards but will remain privately managed and maintained.
Lane / shared surface	Low-speed access to limited dwellings	4.8m, reducing to 4.1m in selected locations	Due to these roads accommodating very few vehicles, pedestrian and cyclist movement will take place within the carriageway	To be designed generally in accordance with WSCC adoptable highway standards but will remain privately managed and maintained.
Traffic-free route	Walking, wheeling and cycling connection	2m	Pedestrian / cycle only	To be designed generally in accordance with WSCC adoptable highway standards but will remain privately managed and maintained.

Table 3.2 Details of each street type proposed

Compliance with the Outline Transport Strategy

3.4 Table 3.3 provides the principal compliance review.

Outline principle	Reserved matters response	Status
Vehicular access solely from A272	All general vehicle access is from A272	Complies
Direct active travel connection to The Street	A footway of minimum 2m width will be provided between the Street and the northern development parcel.	Complies
Connection to Public Footpath 44Bo	A footway of minimum 2m width will be provided between the northern development parcel and the public footpath, tying in at the north west corner of the development.	Complies
Potential additional connection to The Street	A second connection is proposed in the centre of the site connecting to the car park to the south of properties no 19 and 20 of The Street.	Complies
Connected spine road between parcels	The spine road will carry the majority of vehicle movements from the site access and provide the principal pedestrian/cycle route. It is designed to remain legible but low-speed, with continuous frontage, landscaping and access to adjoining parcels/streets.	Complies
Liveable streets with managed vehicle access and parking	The residential streets will carry lower levels of vehicles and have a high place/access function. They are intended predominantly for residents, deliveries and servicing, with limited through movement. Informal alignment and constrained geometry support very low vehicle speeds. Parking will generally be off-street within each dwelling plot.	Complies
Network of traffic-free routes	A network of traffic-free routes will provide connections between the development parcels within the site and to the existing infrastructure beyond the site boundary.	Complies
Parking to prevailing WSCC standards	Provided. See Section 7 of this TS.	Complies
Car club provision	One car club vehicle will be provided, with the proposed parking bay location to be determined.	Complies

Table 3.3 Principal Compliance review

4.0 ACCESS AND INTERNAL STREET LAYOUT

A272 Site Access

- 4.1 The principle and geometry of the A272 access were established at outline stage. The reserved matters layout retains the arrangement agreed at outline stage. This includes a 5.5m access road and 2m footways, retaining the necessary land for the approved junction and avoiding placing buildings, landscaping, drainage features, utilities or parking where they would prejudice visibility or delivery of the highway works.
- 4.2 The detailed interface is shown on the proposed scheme layout plan in Appendix A. The internal alignment accords with the approved access drawing.

Design Speeds and Street Character

- 4.3 The internal layout has been designed as a low-speed residential environment. The primary route will remain legible for servicing and emergency access, while geometry, building alignment, landscaping and parking will all discourage excessive vehicle speeds. Long uninterrupted forward views have been avoided where this can be achieved without compromising safety. Key street design decisions are discussed in Table 4.1 below.

Item	Proposed design	Assessment
Design speed	The internal highway network has been designed as a low-speed residential environment with a maximum 20 mph design speed	In accordance with relevant highway design guidance.
Speed control	Horizontal deflections & tight geometries.	In accordance with relevant highway design guidance.
Forward visibility	Primarily 25m with several locations achieving shorter distances.	A 25m stopping sight distance has been provided on the principal sections of carriageway. At specific locations, shorter forward visibility distances of 17m and 11m are shown. These occur where the horizontal alignment and local street geometry result in materially lower vehicle speeds than the maximum design speed, broadly corresponding to approximately 15 mph and 10 mph respectively under the Manual for Streets SSD methodology. The reduced visibility is therefore not being relied upon in isolation to control speed. Rather, it reflects the speed that the physical street arrangement is expected to generate, having regard to tight horizontal deflection, short lengths between changes in alignment, frontage activity, junctions and other features requiring drivers to slow.

Item	Proposed design	Assessment
Junction visibility	25m on the principal 20 mph sections, with reduced junction splays only where the local approach geometry demonstrably produces a lower operating speed.	Whilst 25m visibility is generally achieved, there are locations where only lower levels such as 18m and 22m are identified. Having reviewed these instances, it is noted that they occur in locations where the approach alignment and street geometry are expected to result in operating speeds materially below 20 mph. It is therefore considered that these instances are acceptable.
Adoption standard	The internal road network will be designed generally in accordance with WSCC adoptable highway standards, notwithstanding that the roads are proposed to remain privately managed and maintained.	The proposed arrangements are considered acceptable in highway and operational terms.

Table 4.1 Street Design Decisions

Junctions, Parking and Visibility

- 4.4 Parking has been located so that it does not obstruct junction visibility, pedestrian crossing points, turning areas, refuse collection points or access to cycle stores.
- 4.5 The detailed visibility review is shown in the drawings in Appendix B. The local design speed varies according to street function. A design speed of up to 20 mph is adopted on the principal residential streets, while lower-order streets and locally constrained sections are designed to operate at approximately 10–15 mph through horizontal deflection, short link lengths and constrained residential geometry. Forward visibility has accordingly been assessed against the anticipated local design speed. A particular constrained location occurs on the bend adjacent to Plot 28. The available forward visibility at this location is close to the stopping sight distance associated with a 20 mph design speed; however, a 20 mph approach represents a conservative worst-case assumption given the constrained geometry of the bend. The physical alignment will require vehicles to negotiate the corner at a materially lower speed. At an approach speed of approximately 15 mph, Manual for Streets indicates a stopping sight distance of approximately 17 m, which can be comfortably accommodated at this location. The proposed visibility is therefore considered appropriate for the operating speed that the street geometry is expected to generate.

Vehicle Tracking

- 4.6 Swept path analysis has been provided for the largest vehicles that will routinely or necessarily access the site. The drawings are provided in Appendix B and demonstrate that refuse vehicles, fire appliances, delivery vehicles and coaches can access and egress all relevant parts of the site. Note that while the community building is not part of this Reserved Matters application, this

tracking demonstrates the highway network for accessing the community building is suitably designed to accommodate relevant vehicles.

- 4.7 The swept path assessments have also been reviewed alongside the forward visibility requirements shown on the visibility drawings in Appendix B. Particular consideration has been given to bends and changes in alignment along the spine road where larger vehicles, including refuse vehicles, fire appliances and large rigid delivery vehicles, may temporarily occupy a greater proportion of the carriageway. The tracking and visibility assessments demonstrate that the geometry provides an appropriate low-speed environment and that adequate forward visibility is maintained for vehicles approaching these locations.

5.0 WALKING, WHEELING AND INCLUSIVE DESIGN

Pedestrian Network

- 5.1 The outline strategy prioritised walking and cycling by providing direct connections to The Street and Footpath 44Bo and a network of traffic-free routes through the site. The reserved matters layout maintains these as continuous, overlooked and legible routes between homes, the community building, play areas, open space and off-site connections.
- 5.2 The principal pedestrian routes will be provided with footways on both sides of the carriageway, generally with a minimum width of 2 m. On lower-order secondary streets and cul-de-sacs, where traffic volumes and vehicle speeds will be very low, a shared-surface arrangement is proposed so that pedestrians, wheelchair users, cyclists and vehicles can move within the same space in a low-speed environment. The layout, surfacing and street furniture will be designed to maintain clear, step-free and legible routes for all users, with particular regard to the needs of people with reduced mobility and visual impairments.

Crossings and Priority

- 5.3 Crossing locations have been designed to follow pedestrian desire lines and will provide dropped kerbs, appropriate tactile paving and clear visibility. Crossings of the spine road will be identifiable through geometry, level treatment or materials as appropriate. Vehicle crossings over footways will retain pedestrian continuity and will not create excessive crossfalls.

Inclusive Access

- 5.4 The detailed design will provide step-free routes to every dwelling entrance, accessible parking, open spaces and the principal off-site connections. Gradients, crossfalls, resting opportunities, surface materials, lighting and street furniture will be coordinated to meet the needs of wheelchair users, people with limited mobility and people with visual or cognitive impairments.

6.0 CYCLING AND CYCLE PARKING

Cycle Network

- 6.1 Cyclists will enter the site from the A272 and from the active travel links to The Street and Footpath 44Bo. Within the site, cycling will be accommodated through low-speed streets and several traffic-free links.

Residential Cycle Parking

- 6.2 Residential cycle parking will be provided in accordance with WSCC's Guidance on Parking at New Developments (2020). The provision comprises a mixture of on-plot stores / communal stores (for the maisonettes) and cycle parking within garages.
- 6.3 Cycle storage will be secure, covered, accessible and capable of accommodating the required number of cycles in practical use. Cycle storage will be provided via a mixture of external sheds, communal cycle stores and within garages across the site.

Dwelling / use	Standard	Units / floorspace	Required	Provided	Compliance
1-bed	Flats: 0.5 cycle space per dwelling where communal storage is provided; otherwise 1 space per dwelling	16 dwellings	8 spaces*	8	Yes
2-bed	Houses: 1 cycle space per dwelling	57 dwellings	57 spaces	57	Yes
3+ bed	Houses: 2 cycle spaces per dwelling	125 dwellings	250 spaces	250	Yes
Visitor cycle parking	No separate numerical residential visitor-cycle standard specified by WSCC	198 dwellings	No separate requirement	0	Yes

*Note that the 16 one-bed maisonettes will use communal secure cycle storage.

Table 6.1 Cycle Parking Proposals

Public Cycle Facilities

- 6.4 No general residential visitor cycle parking is proposed as part of this application, given the likelihood that residents will generally prefer to park cycles within secure dwelling cycle parking stores. This is considered acceptable as WSCC has no separate numerical requirement for residential visitor cycle parking, as noted above. It is noted that some public stands could be provided as part of the community building which will form part of a separate Reserved Matters application.

7.0 PARKING STANDARDS AND CALCULATION

- 7.1 At outline stage, car, cycle and motorcycle parking and electric vehicle charging were reserved matters. Residential parking was to be provided in accordance with the prevailing West Sussex County Council guidance, currently set out in WSCC's *Guidance on Parking at New Developments* (2020).
- 7.2 The Reserved Matters proposals comprise 198 dwellings and provide a total of 519 physical residential parking spaces, including standard allocated spaces, M4(2) spaces, garages, integral parking spaces and visitor/unallocated spaces. The parking allocation plan in Appendix C identifies 343 standard allocated spaces, 93 garage spaces, 42 M4(2) spaces, 28 integral parking spaces, 14 visitor spaces and 3 unallocated spaces across the wider layout. It is noted that, for the Reserved Matters application, Plots 181 and 182 are excluded. This results in 502 physical plot-associated spaces and a further 17 visitor/unallocated spaces, giving 519 physical residential parking spaces overall.
- 7.3 For the purposes of the WSCC parking assessment, garages and integral parking spaces are treated as 0.5 of a space for parking-demand calculations.
- 7.4 On this basis, the equivalent parking provision for the Reserved Matters scheme is set out below in Table 7.1. The requirements are calculated based on the relevant Parking Behaviour Zone location of the site (PBZ1).

Number of bedrooms	Dwellings	PBZ1 standards (spaces per dwelling)	WSCC-expected demand	Proposed provision based on WSCC standards (garages and integral spaces counted at 0.5 spaces)
1	16	1.5	24.0	16.0
2	57	1.7	96.9	118.5
3	54	2.2	118.8	121.5
4+	71	2.7	191.7	185.5
Total	198		431.4	441.5

Table 7.1 – Vehicle Parking – Provision calculated based on WSCC demand expectations

- 7.5 As shown above, the Reserved Matters scheme generates an expected residential parking demand of 431.4 spaces in accordance with the WSCC PBZ1 standards. The proposals provide the equivalent of 441.5 residential parking spaces. This represents a surplus of approximately 10 spaces against the calculated residential demand. Visitor parking is provided separately and provides additional flexible capacity within the development.
- 7.6 It is noted that Paragraph 5.8 of WSCC's guidance states that where at least half of the parking provision is unallocated no special visitor provision should be made, while in other circumstances it "may be appropriate" to allow additional visitor demand of 0.2 spaces per dwelling. The

additional visitor allowance is therefore not expressed as an absolute minimum standard in every case.

- 7.7 The Reserved Matters scheme provides 17 specifically identified visitor/unallocated spaces, comprising 14 designated visitor spaces and 3 unallocated spaces. These spaces are distributed throughout the residential layout and provide flexible parking opportunities for visitors without obstructing junction visibility, pedestrian routes, servicing areas or refuse collection points.
- 7.8 It is also relevant that the scheme provides an equivalent allocated parking provision of 441.5 spaces against the WSCC expected residential demand of 431.4 spaces, representing an overprovision of approximately 10 spaces. Whilst this allocated surplus is not treated as a direct substitute for dedicated visitor parking, the comparatively high level of plot-specific parking reduces the likelihood of residents needing to rely on visitor or unallocated spaces for their own vehicles. This provides additional flexibility within the overall parking strategy and supports the proposed lower level of dedicated visitor parking.
- 7.9 In physical terms, the development provides 519 residential parking spaces for 198 dwellings, equivalent to approximately 2.62 physical spaces per dwelling. Local 2021 Census car-availability data for MSOA Mid Sussex 007 indicates that 6.8% of households have no car or van, 37.1% have one, 37.9% have two and 18.2% have three or more. Applying a conservative assumption of three vehicles to the latter category gives an indicative average of approximately 1.68 vehicles per household, equivalent to approximately 332 resident vehicles across the 198 dwellings. The actual figure may be somewhat higher because some households within the “three or more” category will own more than three vehicles.
- 7.10 The proposed physical parking provision is therefore above the level of resident vehicle ownership suggested by the local Census profile. In addition, the high level of plot-specific parking reduces the likelihood of residents relying upon visitor or unallocated spaces for routine parking.

Overall Parking Provision

- 7.11 Having regard to elements set out below, the proposed parking provision is considered sufficient to accommodate the anticipated resident and visitor parking demand without resulting in unacceptable overspill parking or adverse effects on highway safety or operation:
- i. the 519 physical residential parking spaces provided;
 - ii. the provision of 441.5 equivalent allocated residential parking spaces against an expected WSCC demand of 431.4 spaces;
 - iii. the provision of 17 dedicated visitor/unallocated spaces;

- iv. the discretionary wording of paragraph 5.8 of the WSCC guidance;
- v. the distribution of visitor parking throughout the development; and
- vi. local car-ownership levels.

Parking Layout and Operation

7.12 Parking will be integrated into the street and landscape design without dominating the public realm. Bay dimensions, access aisles and garage dimensions will comply with the relevant guidance, set out in *Manual for Streets* and WSCC's *Guidance on Parking for New Developments*. Tandem spaces will only serve the same dwelling. Standard parking spaces will measure 5.0m x 2.5m. Garages will be provided, sized to accommodate vehicles in line with WSCC requirements. Several proposed dwellings will have additional integrated parking spaces which will be a covered parking space built into the unit, rather than having a separate garage. Visitor spaces have been distributed across the site, measuring 6.0m x 2.5m, and will not obstruct refuse collection or visibility.

Accessible Parking

7.13 As noted on the Parking Allocation Plan, 42 of the proposed parking spaces will be designated as accessible parking bays. This amounts to approximately 8% of the total provision (519 physical spaces). This exceeds the 5% required by WSCC's parking guidance, and is therefore considered acceptable.

Electric Vehicle Charging

7.14 Electric vehicle charging will be provided for each dwelling, with the exact provision to be determined at detailed design stage in line with Part S of the Building Regulations. For the 198-dwelling development, a minimum of 198 associated parking spaces will be provided with electric vehicle charge points, subject to the provisions of Regulation 44D, with cable routes provided to additional associated parking spaces where required.

7.15 A mixture of wall-mounted and freestanding podium charging points will be provided, depending on the dwelling type. Infrastructure will be positioned so that cables do not cross footways and the installations do not reduce footway width, obstruct visibility or create a collision risk.

8.0 SERVICING, REFUSE AND EMERGENCY ACCESS

Residential Deliveries and Servicing

- 8.1 Routine residential deliveries will take place from the internal streets and private drives. The layout allows for short-duration stopping without blocking the principal route or pedestrian crossings. Larger delivery and removal vehicles will be able to reach practical locations close to dwellings, subject to appropriate management during occupation.

Refuse Collection

- 8.2 The refuse strategy has been developed having regard to MSDC's *"Waste Storage and Collection Guidance for New Developments"*. The majority of dwellings accord with the recommended refuse storage and collection distances. A limited number of properties have resident horizontal carry distances marginally in excess of the recommended 30m, with maximum distances of approximately 32m, 35m, 37m and 39m.
- 8.3 These departures are localised and are considered acceptable in operational terms. The affected routes are direct, step-free and will be provided with suitable hard, level or appropriately graded surfaces, allowing wheeled refuse containers to be moved safely and conveniently. The maximum exceedance is approximately 9m above the recommended distance and does not result in an unduly onerous route for residents.
- 8.4 At a small number of locations, the distance between the designated bin collection point and the position accessible to the refuse vehicle is approximately 13m, 15m, 17m and, in the most constrained location, 22m. These distances exceed the 10 m distance identified in Section 6.1.4 of MSDC's guidance for designated collection points serving housing developments where direct refuse vehicle access is not available. They nevertheless remain below the general 25 m maximum distance identified in Section 6.1.2 for the movement of two-wheeled containers by collection operatives. The proposed departures are therefore limited in extent and are considered operationally workable, subject to agreement with MSDC Waste Services.
- 8.5 The proposed arrangements help to avoid excessive vehicle reversing or enlarged turning areas within lower-order residential streets. The collection routes will be unobstructed, suitably surfaced and appropriately graded, and the refuse vehicle will be able to stop in safe locations without adversely affecting highway operation or pedestrian movement.
- 8.6 Accordingly, the limited departures from the Council's preferred carry and collection distances are considered to remain operationally workable and proportionate in the context of the overall layout. The detailed refuse collection arrangements will be subject to agreement with MSDC's Waste Services team.

Emergency Access

- 8.7 The proposed reserved matters layout provides carriageways of at least 3.7m in width to accommodate emergency vehicles. Vehicle tracking has been provided in Appendix B to demonstrate vehicle access.
- 8.8 Gates, removable bollards, street trees, parking spaces and traffic-calming features will be coordinated so that the fire appliance route and operating areas remain available at all times.

9.0 SUSTAINABLE TRANSPORT MEASURES AND TRAVEL PLANNING

Travel Plan

- 9.1 The Framework Travel Plan submitted at outline stage has been reviewed alongside the detailed layout. The reserved matters proposals do not prevent delivery of the Travel Plan measures, monitoring programme or remedial actions. The final Travel Plan Coordinator arrangements, resident travel information, incentives and monitoring requirements will be confirmed through the relevant condition and S106 obligation.

Off-site Measures

- 9.2 The reserved matters proposals do not alter the principle of the off-site active travel improvements and sustainable transport contributions identified at outline stage. The detailed layout will connect directly and legibly to the approved or secured off-site works and safeguards land required for their delivery.

10.0 TRANSPORT IMPACT REVIEW

Development Quantum and Trip Generation

- 10.1 The outline Transport Assessment assessed 200 dwellings and a 425 sqm community building. The residential component was forecast to generate 91 two-way vehicle trips in the AM peak and 89 in the PM peak. As the reserved matters development (198 dwellings) remains below the outline quantum, uses the approved A272 access and does not introduce a materially different land use, the detailed proposals remain within the trip generation and highway capacity envelope already assessed. The reserved matters proposals remain within the outline assessment envelope, and there is therefore no need to repeat or undertake additional junction capacity modelling.

11.0 SUMMARY AND CONCLUSIONS

11.1 This Reserved Matters Transport Statement has reviewed the detailed proposals against the transport strategy established through the outline Transport Assessment for Land at Foxhole Farm, Bolney.

11.2 The application proposes 198 dwellings and retains the approved principle of vehicular access from the A272, with direct walking and cycling connections to The Street and Public Footpath 44Bo.

11.3 This TS has demonstrated that:

- i. the reserved matters proposals accord with the approved access and movement principles;
- ii. the internal streets provide safe and suitable access for residents, visitors, servicing, refuse and emergency vehicles;
- iii. walking, wheeling and cycling are prioritised through direct and connected routes;
- iv. car, cycle, accessible and electric vehicle parking are provided at appropriate levels, with the residential parking strategy justified having regard to WSCC guidance, local car ownership and the operational characteristics of the development;
- v. the detailed layout enables delivery of the Travel Plan and sustainable travel measures; and
- vi. the development remains within the trip generation and highway impact envelope assessed at outline stage.

11.4 Accordingly, it is concluded that the reserved matters proposals provide a safe, accessible and operationally workable transport layout and that there are no transport or highway reasons why the reserved matters application should not be approved.

Appendix A – Proposed Reserved Matters Site Layout



A1

Romsey T:01794 367703
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London T:01794 367703

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Rev Description
A Planning issue.

Date Au Ch
28.07.26 WWM

Project Foxhole Farm, Bolney

Drawing Site Layout
- Coloured

Client CALA HOMES (SOUTH HOME COUNTIES)

Job no. CALA250729

Dwg no. CSL01

Author MK

Checked

Status PLANNING

Client ref.

Date July 2026

Rev. A

Scale 1:500 at A1

Office Romsey



Appendix B – Vehicle Tracking Drawings and Visibility Splays



For continuation refer to drawing 5968-003-012

DO NOT SCALE OFF THIS DRAWING

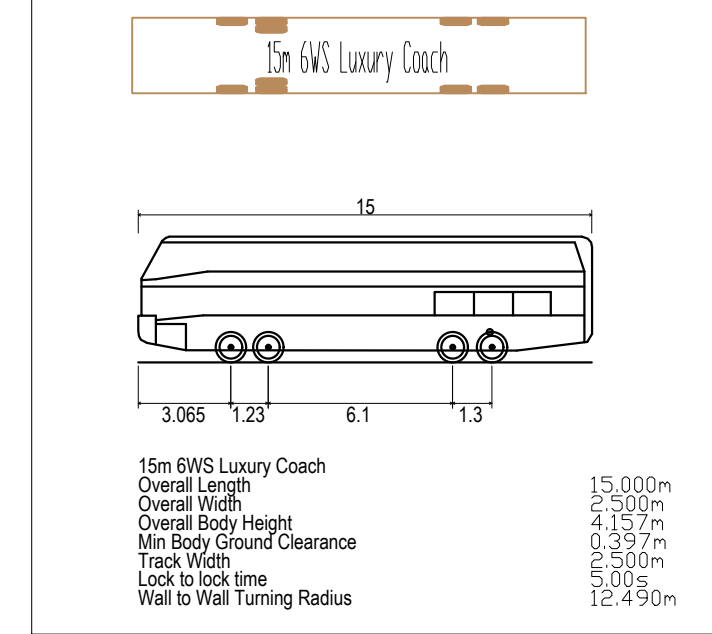
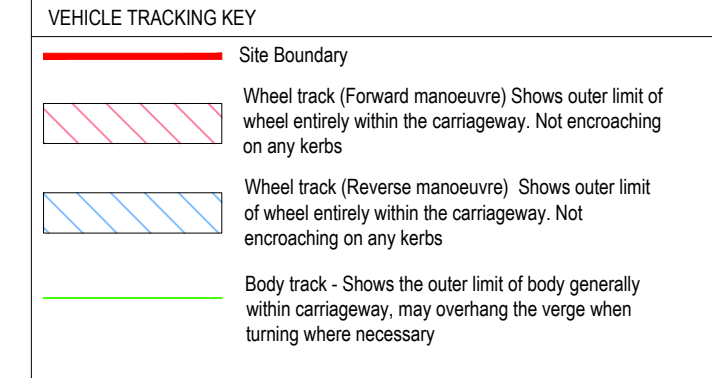
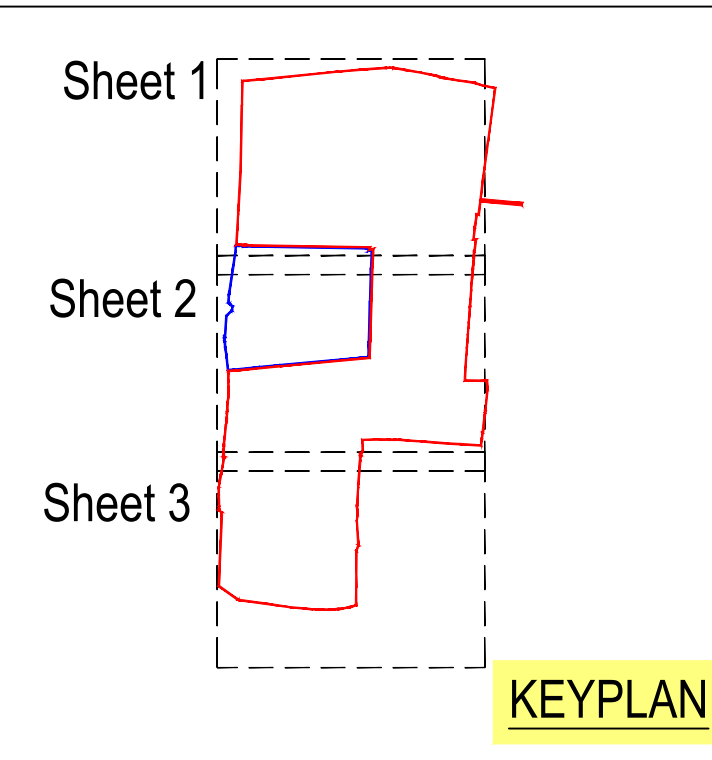
GENERAL NOTES:

1. All dimensions to be checked on site. All details and dimensions relating to sub-Contractors work must be checked and agreed between the sub-Contractor or supplier and the general Contractor.
2. This drawing is to be read in conjunction with all relevant Architect's and Engineer's drawings and specification.
3. The main Contractor is responsible for ensuring the stability of the structure whilst the works are in progress.
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A01	ISSUED FOR APPROVAL	VD	PJ	SB	23/07/2026
P01	ISSUED FOR INFORMATION	NS	SB	SB	19/05/2026
Rev	Comment	By	Chkd	Appr	Date

APPROVAL

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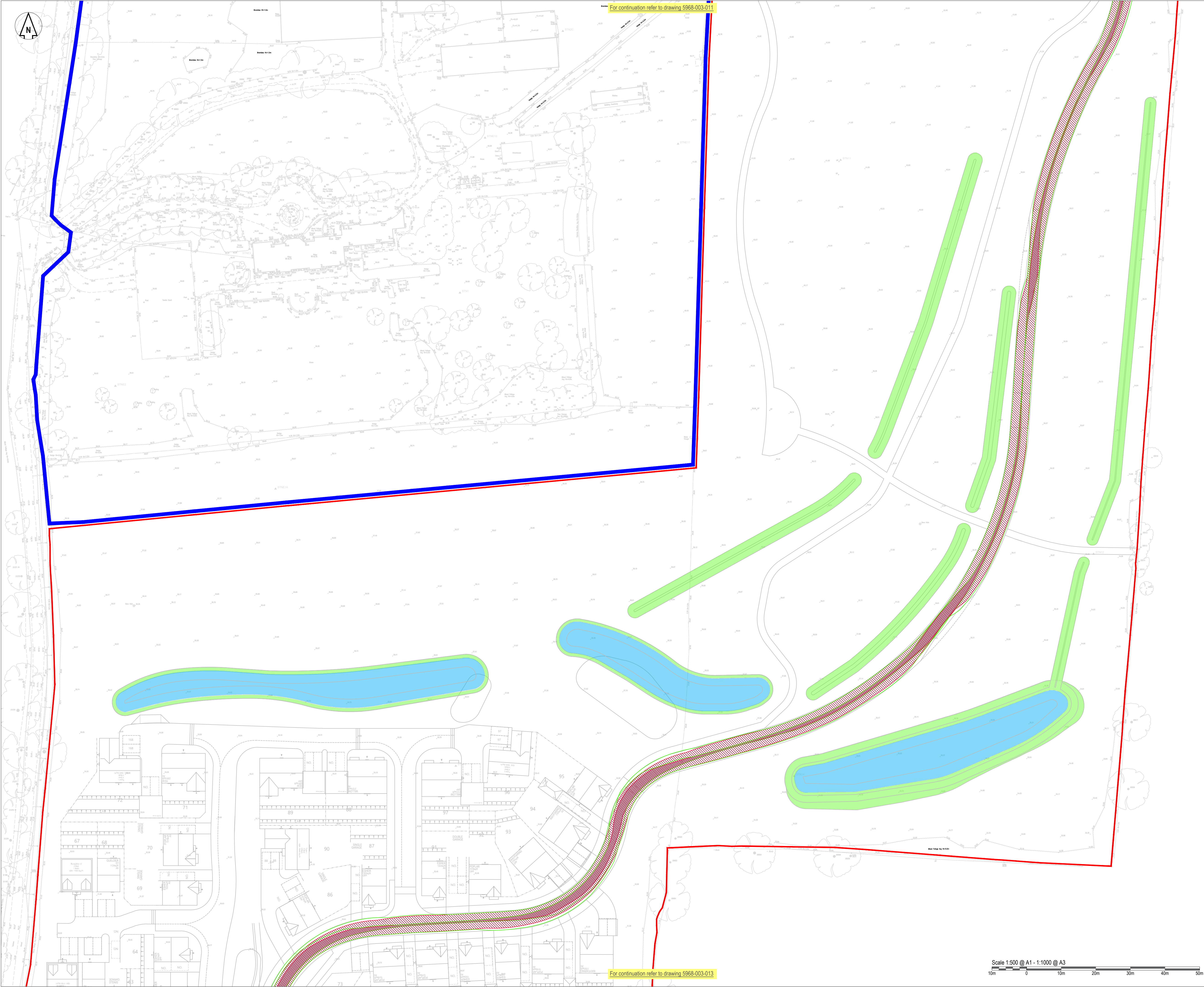
Project
FOXHOLE FARMS
BOLNEY

Drawing Title
VEHICLE TRACKING
COACH
SHEET 3 OF 3

RVCL Internal Register reference: 5968-003

Scales @ A1

013-A01



For continuation refer to drawing 5968-003-011

For continuation refer to drawing 5968-003-013

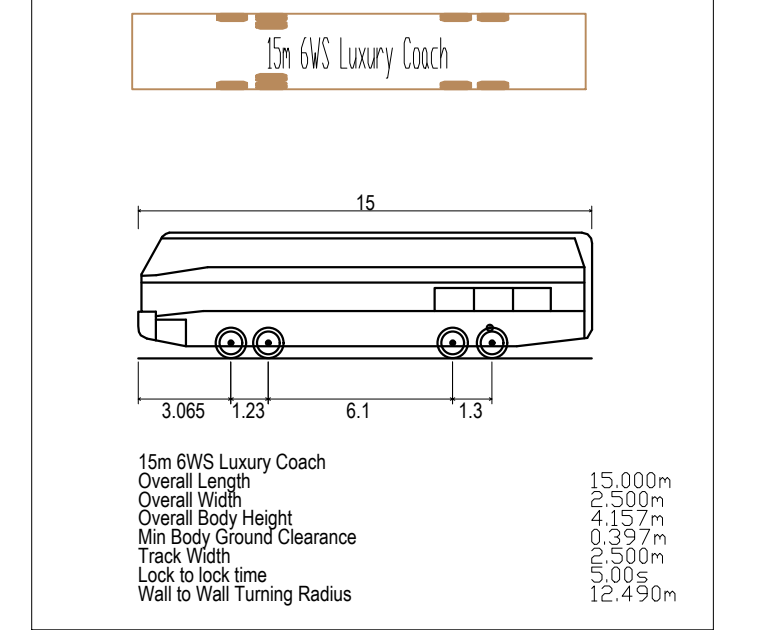
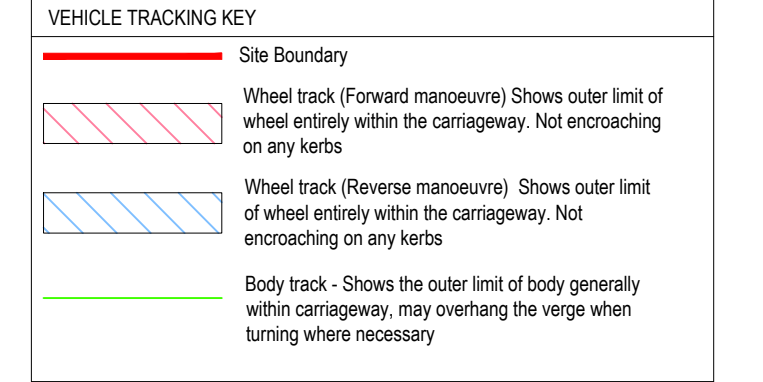
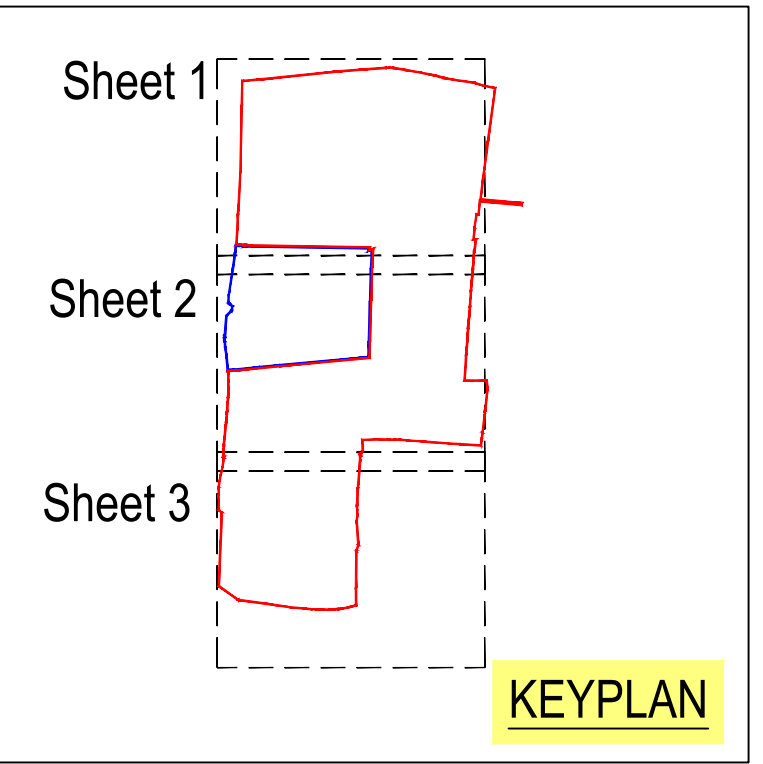
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Revision History					

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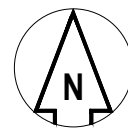
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Drawing Title
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COACH
SHEET 2 OF 3

RWCL Internal Register reference: 5968-003

Scales @ A1



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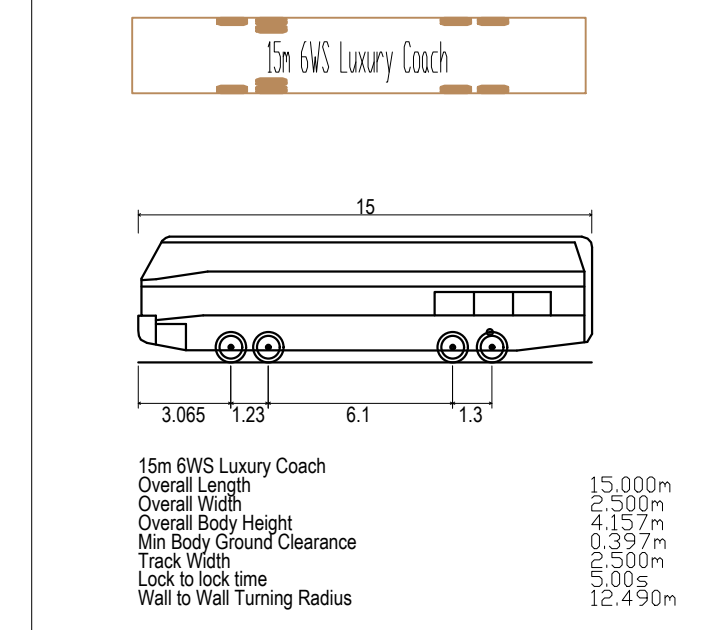
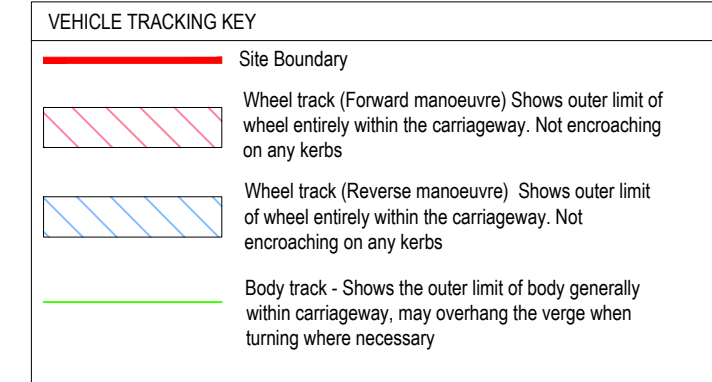
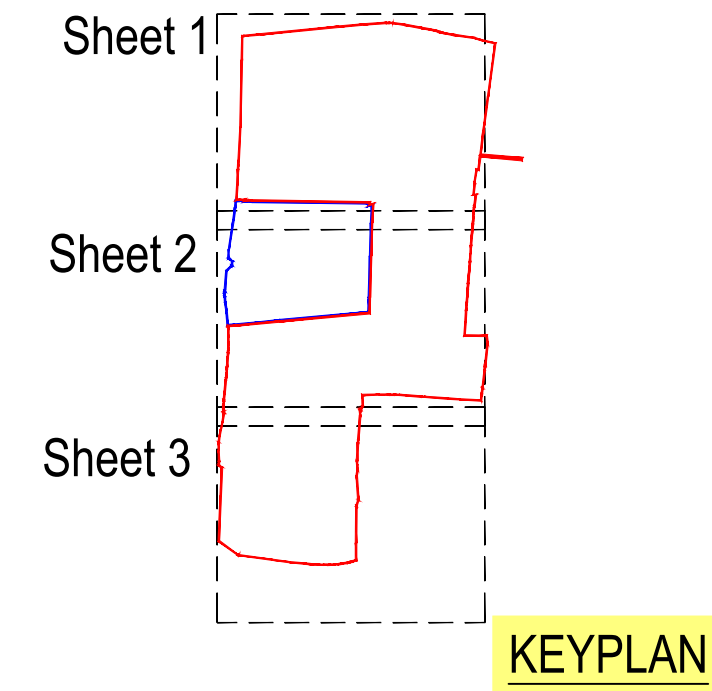
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SHEET 1 OF 3

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Scales @ A1

011-A01

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Scale 1:500 @ A1 - 1:1000 @ A3

10m 0 10m 20m 30m 40m 50m

For continuation refer to drawing 5968-003-012



For continuation refer to drawing 5968-003-104

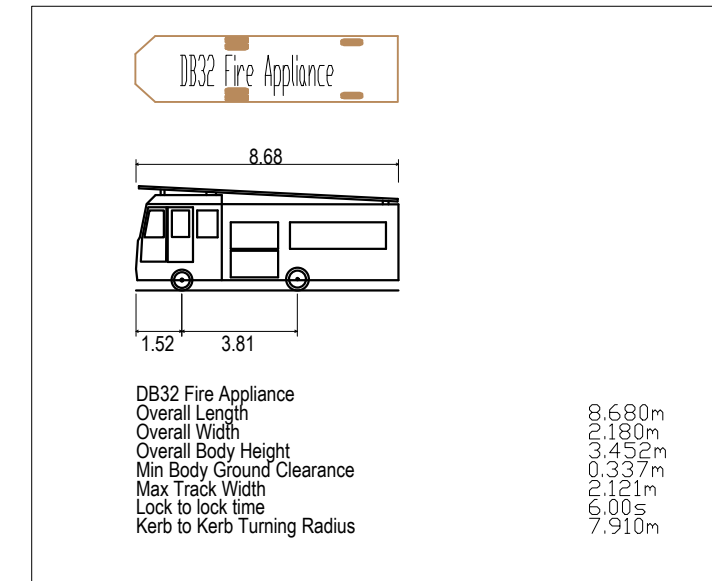
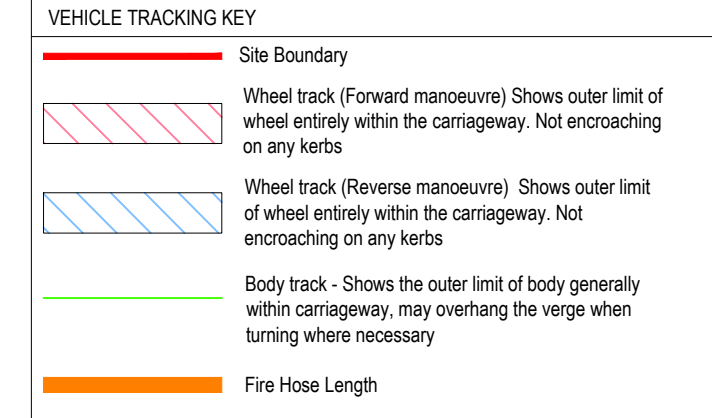
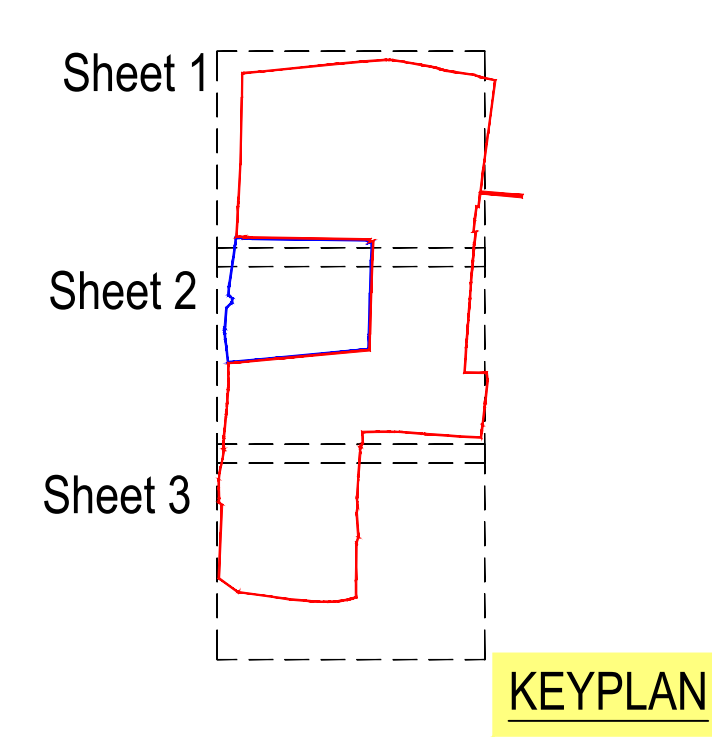
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Drawing Title
VEHICLE TRACKING
FIRE TENDER
SHEET 3 OF 3

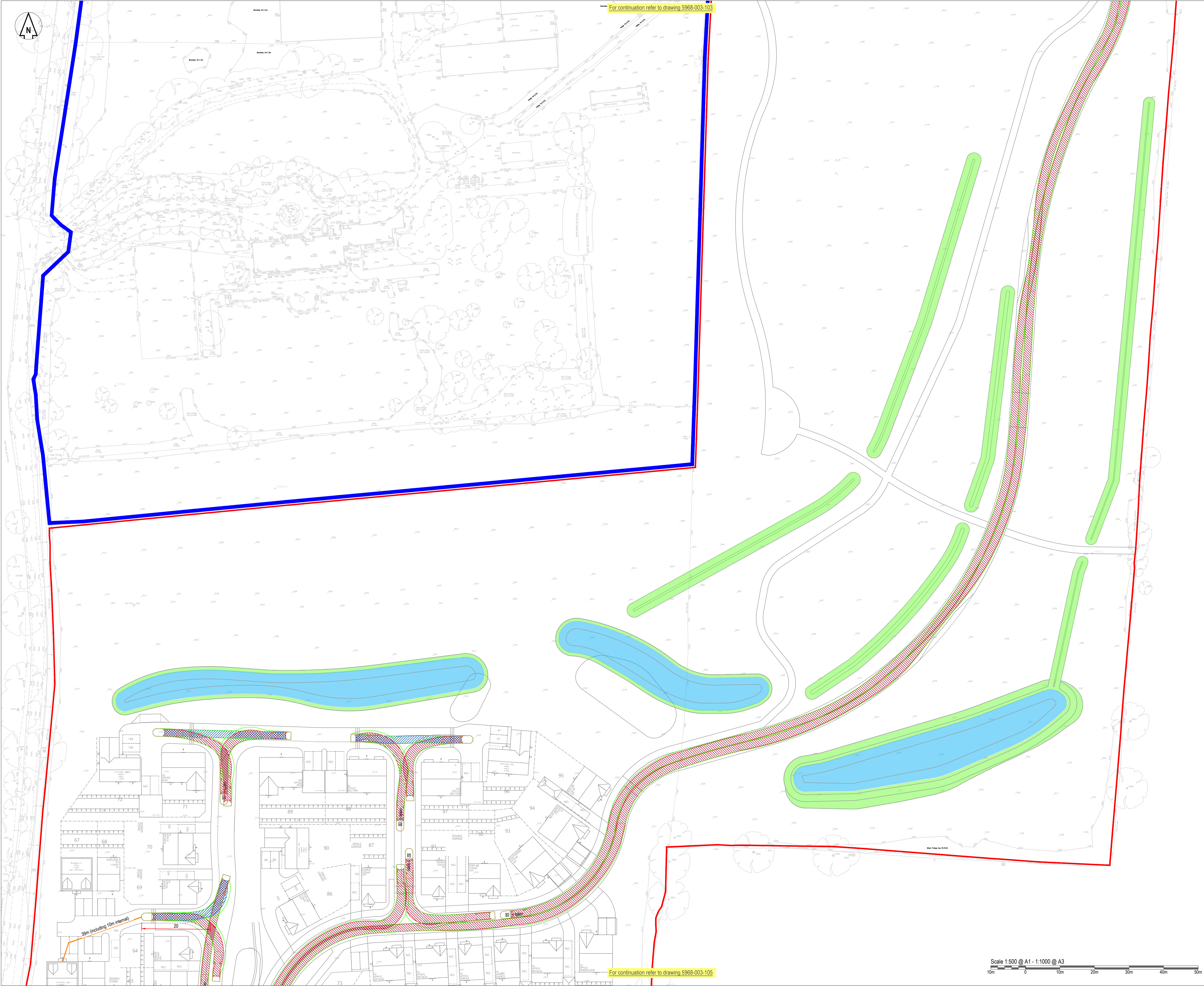
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Scales @ A1

023-A01

Scale 1:500 @ A1 - 1:1000 @ A3





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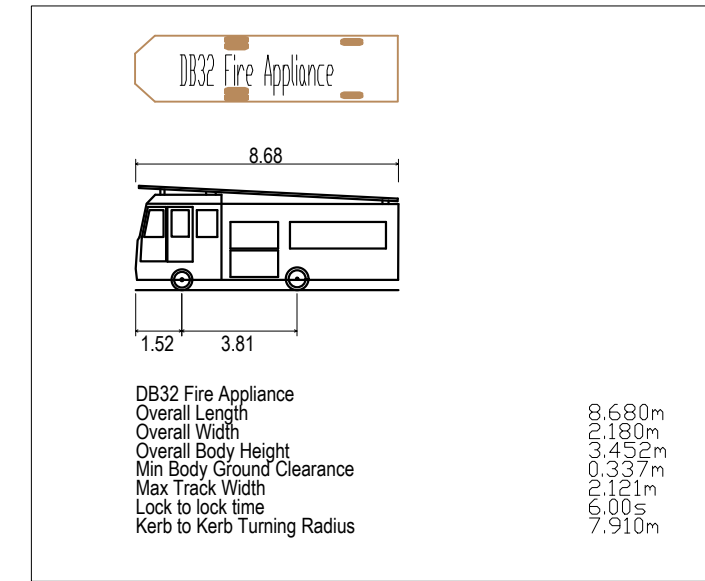
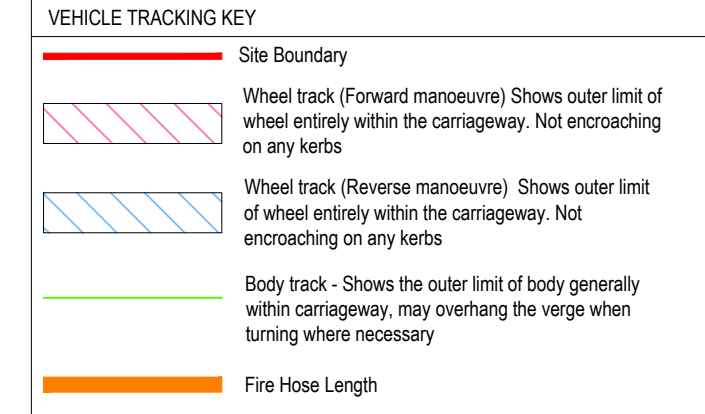
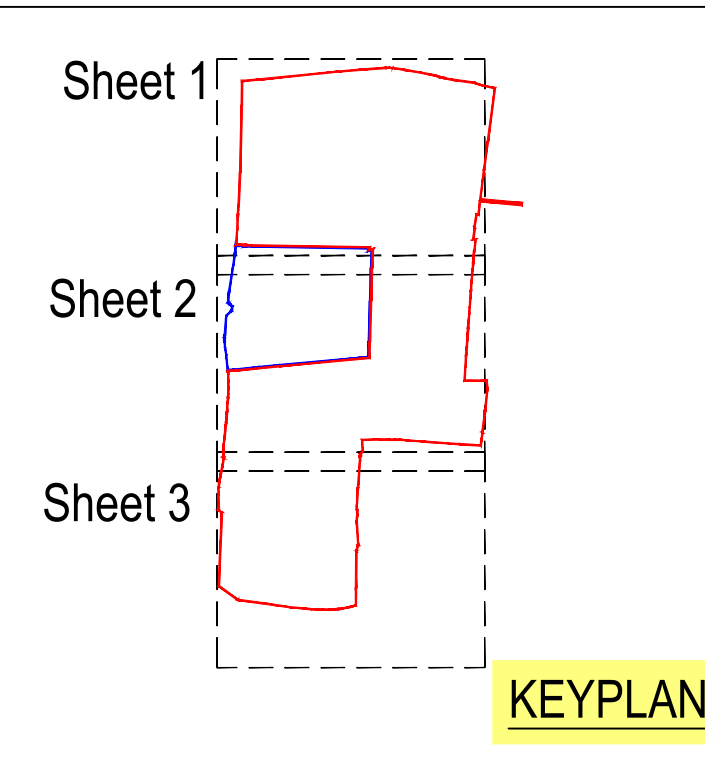
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Revision History

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Scales @ A1

022-A01



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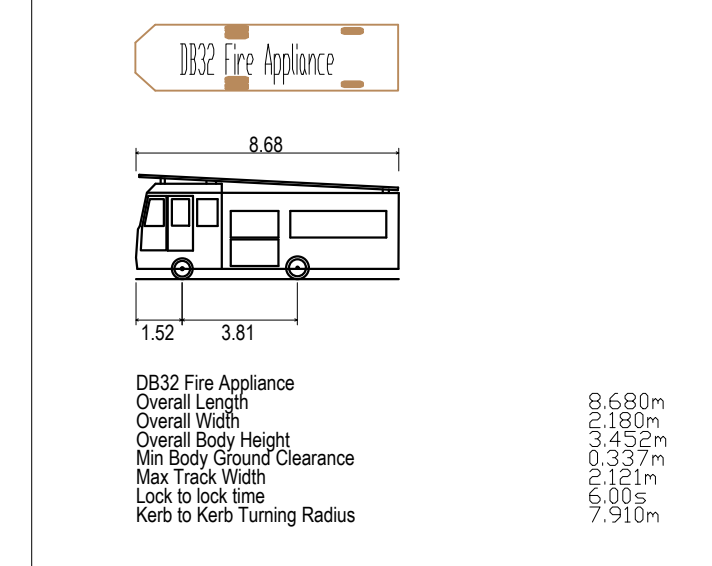
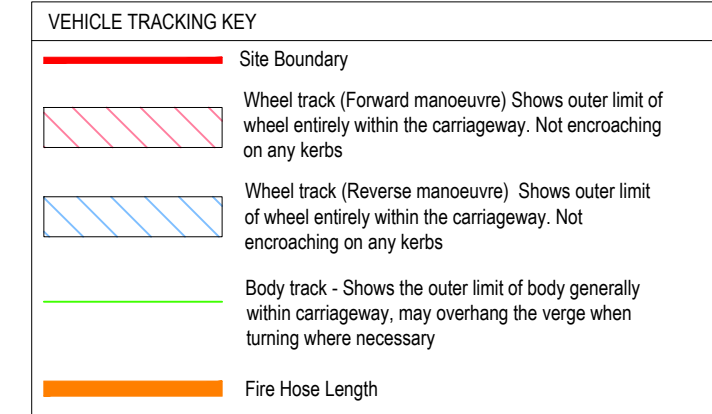
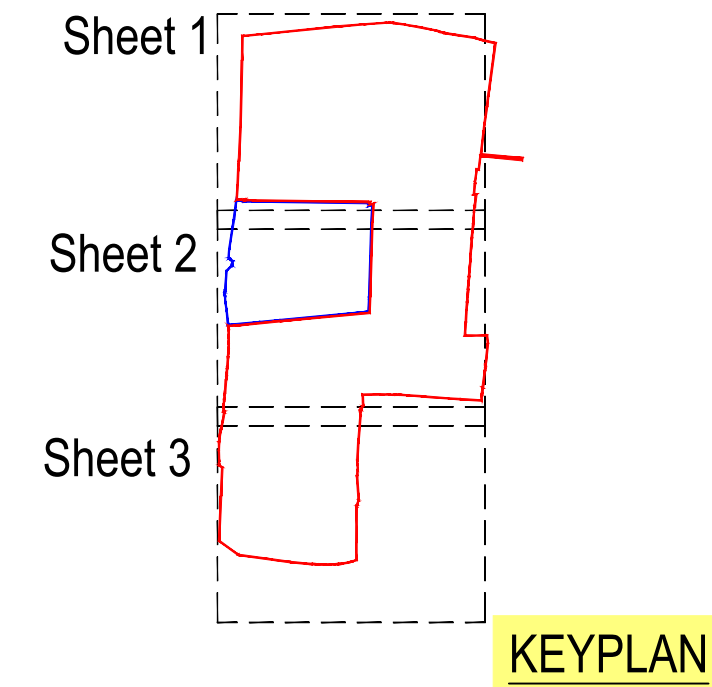
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Rev	Comment	By	Chkd	Appr	Date

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Scales @ A1

021-A01

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Scale 1:500 @ A1 - 1:1000 @ A3

For continuation refer to drawing 5968-003-104



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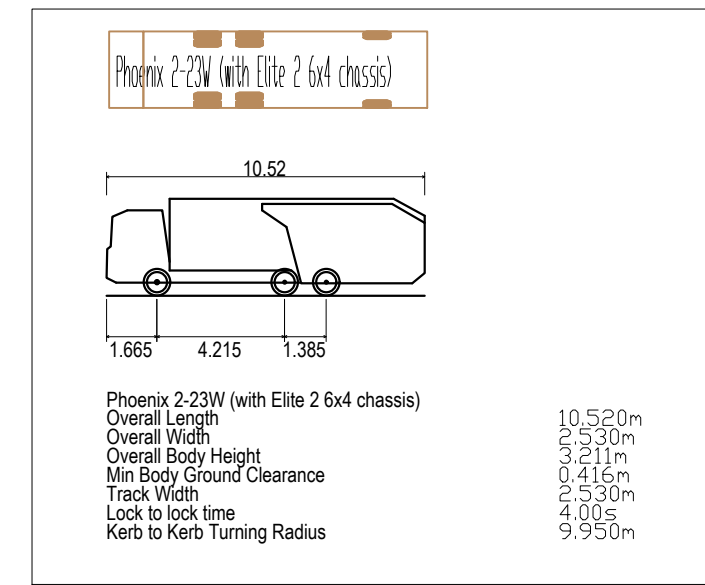
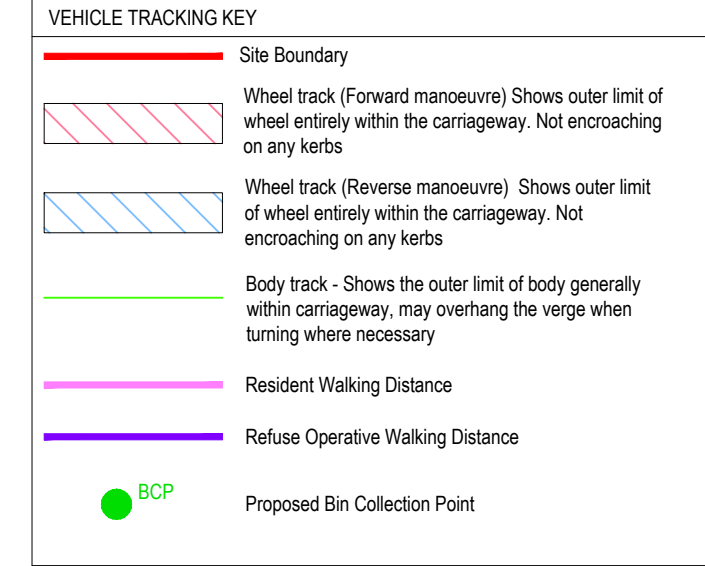
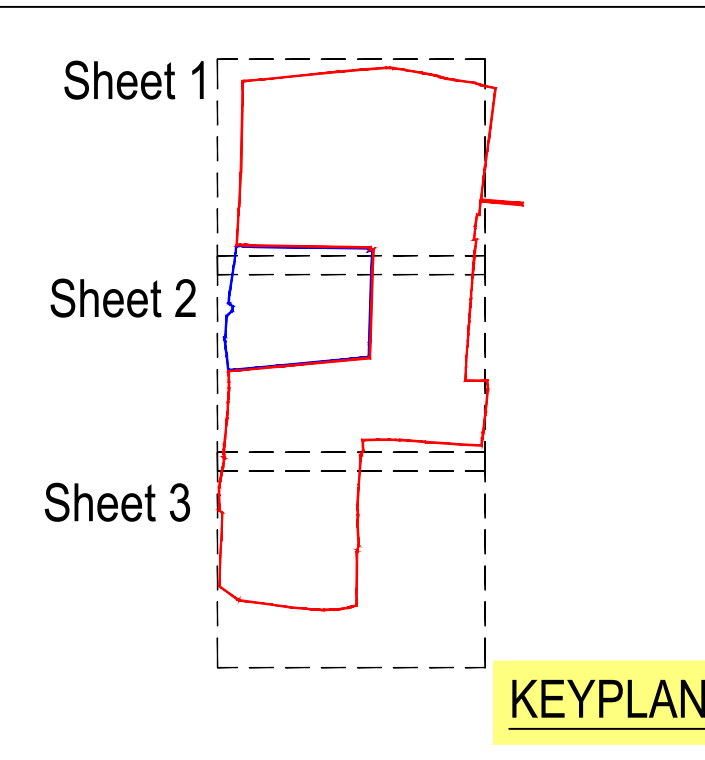
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A01	UPDATED TO NEW BCP LOCATIONS	AA	TZ	SB	23/07/2026
P01	ISSUED FOR INFORMATION	NS	SB	SB	19/05/2026
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033-A01