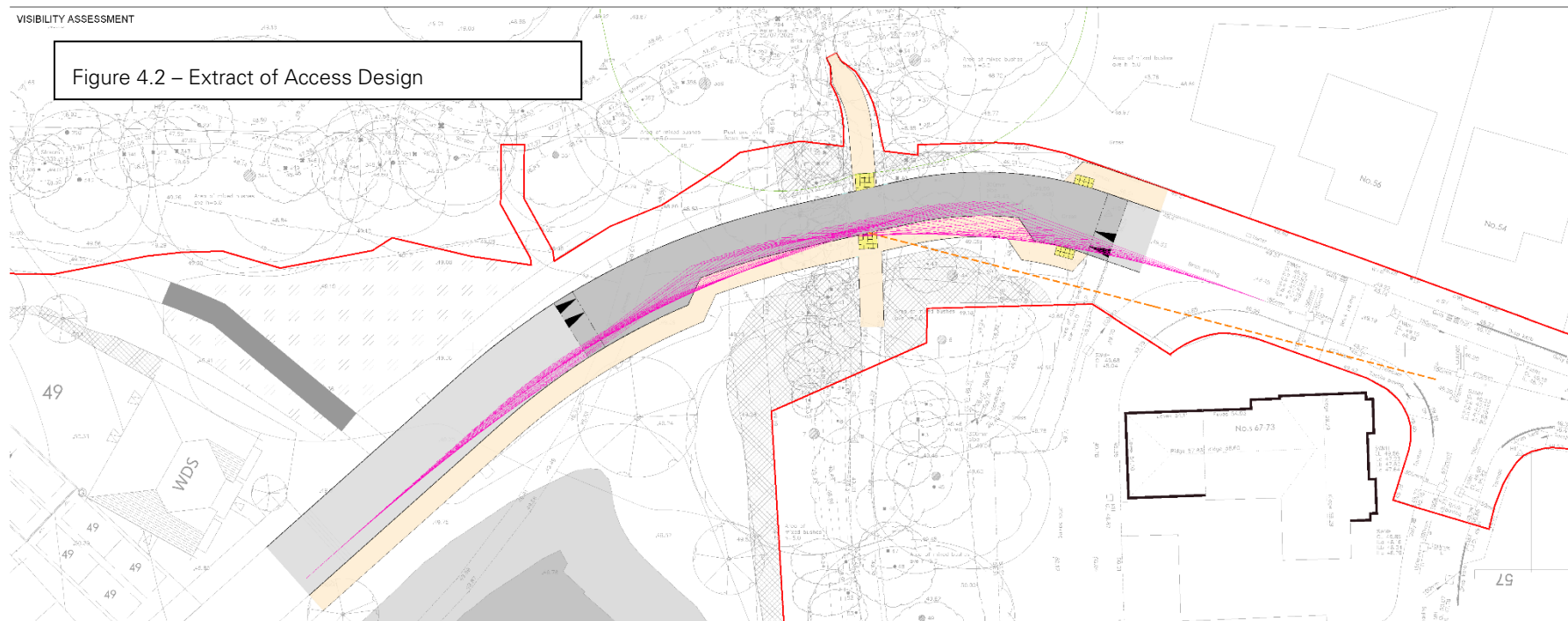


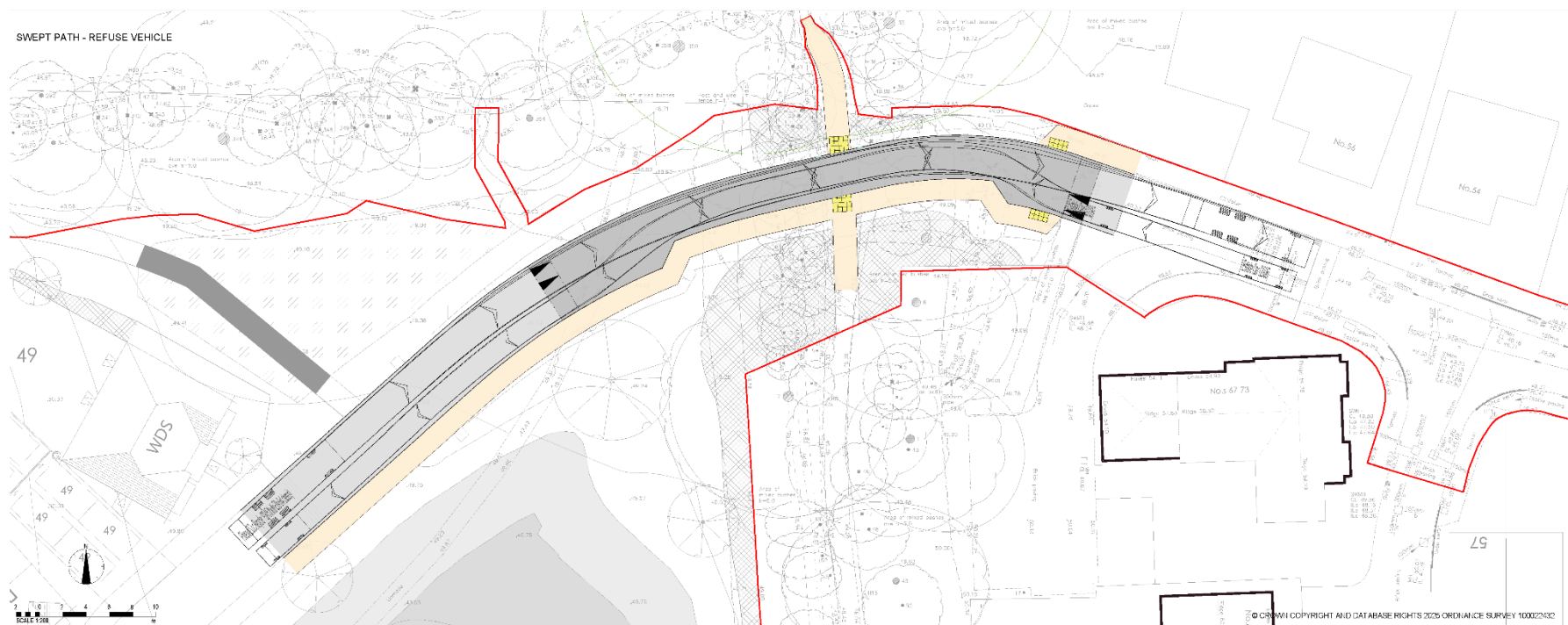
4.2 Proposed Site Access Strategy

Multi-Modal Access

- 4.2.1 Access to the site for pedestrians, cyclists, and vehicles is proposed via Gatesmead, through an extension of the existing road into the development. A priority-controlled (shuttle working) traffic calming feature is proposed at the site entrance to manage vehicle speeds and enhance safety. The position of the access relates to proximity of Ancient Woodland to the north, root protection areas, and the extents of land retained by Crest at the end of Gatesmead.
- 4.2.2 An extract of the access proposals is shown in **Figure 4.2** and is also presented in Drawing 5029426-RDG-XX-XX-DR-H-PL001-P05 in **Appendix D**.



SWEPT PATH - REFUSE VEHICLE



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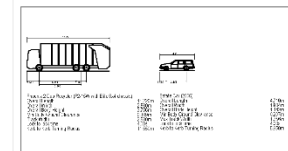
KEY

- KEY**
- APPLICATION BOUNDARY
 - PROPOSED TACTILE PAVING
 - 25m FORWARD VISIBILITY, MANUAL FOR STREETS 20MPH
 - 2.4m x 25m JUNCTION VISIBILITY

NOTES

THE ANCIENT WOODLAND BUFFER, FLOOD PLAN, AND CREST RETAINED LAND HAVE BEEN PROVIDED BY OTHER CONSULTANTS AND BEEN ESTIMATED. THIS SHOULD BE CHECKED BY THESE CONSULTANTS AND/OR LEGAL ADVISORS.

ALL OPTIONS ARE SUBJECT TO AGREEMENT WITH THE
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P08	Updated Layout	13/03/2028	RC	SM
P05	Updated Layout	18/04/2028	RC	SM
P04	Updated following comment	13/04/2028	RC	SM
P03	Updated Layout	08/04/2028	RC	SM
P02	Update Layout	18/03/2028	RC	SM
P01	First issue	25/03/2028	RC	SM
REV	DESCRIPTION	DATE	BY	CHKD

ORIGINATOR: www.ridge.co.uk

RIDGE

PROJECT NUMBER 5029426

CLIENT
CREST NICHOLSON OPERATIONS LTD

IN ASSOCIATION WITH

PROJECT:
LAND WEST OF GATESMEAD
HAYWARDS HEATH

TITLE:
PROPOSED ACCESS ARRANGEMENT
VISIBILITY AND SWEEP PATH
ASSESSMENT

DRAWN BY:	RC	CHECKED BY:	SM	APPROVED BY:	SM
SCALE @ A1:	1:250	DATE OF REVIEW:	25/03/2028		
ISO 1030 STATUS:					
FOR PLANNING					

DRAWING No. 5029426-RDG-XX-XX-DR-H-PL001-P06.dwg

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5029426	RDG	XX	XX	DR	H	PL001	P06

- 4.2.3 The site access consists of a 5.5 m wide carriageway, consistent with the existing width of Gatesmead.
- 4.2.4 Traffic calming is proposed with the introduction of a build-out that narrows the carriageway to 3.75 m over a length of approximately 28 m, creating a shuttle-working arrangement for vehicular traffic. A similar traffic-calming feature is located approximately 250 m to the east along Gatesmead.
- 4.2.5 Two crossings are proposed, on a raised table, to slow vehicles and raise awareness of pedestrians, to:
- Provide for the PRoW that runs north-south along the eastern boundary of the site
 - Connect the proposed footway into the site to the footway along Gatesmead.
- 4.2.6 The forward visibility has been checked to meet Manual for Streets (MfS) stopping sight distance (SSD) requirements for a 20mph design speed (in line with the 85th percentile speeds summarised in **Table 3-4**), equating to a 25m SSD visibility splay.
- 4.2.7 Drawing 5029426-RDG-XX-XX-DR-H-PL001-P05 (**Appendix D**) confirms that the required forward visibility can be achieved within land controlled by Crest Nicholson for vehicles accessing and egressing the site.
- 4.2.8 Vehicle swept path analysis has been undertaken to demonstrate that the proposed access can accommodate a Large Refuse Vehicle (11.22 m in length, assumed to be the largest refuse vehicle operating within Mid Sussex District). The swept path analysis is presented in Drawings RDG-XX-XX-DR-H-PL001-P05, included in **Appendix D**.
- 4.2.9 Pedestrian visibility at the two proposed crossing points has been demonstrated in Drawing 5029426-RDG-XX-XX-DR-H-PL006-P03 (**Appendix D**). Visibility has been assessed using an 'x-distance' of 1.2 m and a 25 m SSD, indicating that intervisibility between pedestrians and approaching vehicles is appropriate for a 20 mph design speed.
- 4.2.10 Drawing PL005-P03 (**Appendix D**) also demonstrates that a vehicle entering the site has adequate visibility of a vehicle exiting the site along the one-way section of carriageway. Visibility is available from at least 25 m in advance of the give-way position, allowing an entering vehicle to wait safely while an exiting vehicle passes.
- 4.2.11 The designs have been developed to align with the design guidance in Manual for Streets (MfS) and WSCC Design Guidance. Engineering drawings are also included in **Appendix D**.
- 4.2.12 A Stage 1 Road Safety Audit (RSA) has been undertaken for the proposed site access. The audit was carried out in April 2025 by Traffic Management Consultants Ltd. The Road Safety Audit Brief, the Stage 1 Audit, and the Designer's Response are included within **Appendix E**. In line with WSCC guidance, prior approval of the audit brief was not required with WSCC before the audit was undertaken.

Pedestrian and Cycle Access

- 4.2.13 Pedestrian access to the site is proposed via connections to the Public Right of Way that run along the north-eastern and southern boundaries of the site. Cycle access is proposed in the north-eastern corner of the site shown in **Figure 4.3**.



4.3 Internal Site Layout

4.3.1 The masterplan shown in **Figure 4.1** includes accommodates 49 residential units with:

- 4 x 1 bed
- 11 x 2 bed
- 11 x 3 bed
- 11 x 4 bed
- 12 x 5 bed

4.3.2 Vehicle swept path analysis has been undertaken for the internal site layout to demonstrate that the largest vehicles expected to access the site can be accommodated within the proposed site layout, including:

- 11.22m long refuse collection vehicle
- 6.5m Fire tender

4.3.3 The internal site layout will be developed in line with Manual for Streets (MfS) guidance as well as WSCC Local Design Guide³ and Mid Sussex Design Guide⁴ on street geometry, including road widths, forward visibility and visibility at junctions, maximum reversing distance and turning areas.

4.3.4 Included within **Appendix F** are drawings 5029426-RDG-XX-XX-DR-H-PL002, PL003, PL004 that demonstrate the swept path and visibility assessment for the site.

4.4 Parking Provision

Cycle Parking

4.4.1 Residential cycle parking standards are outlined in the WSCC Guidance on Parking and New Developments⁵. The minimum level of cycle provision is summarised as follows:

- Houses - Up to 4 rooms (1 & 2 bed houses): 1 space
- Houses - 5+ rooms (3+ bed houses): 2 spaces

³ https://www.westsussex.gov.uk/media/14826/local_design_guide.pdf

⁴ <https://www.midsussex.gov.uk/media/5611/mid-sussex-design-guide-spd.pdf>

⁵ https://www.westsussex.gov.uk/media/1847/guidance_parking_res_dev.pdf

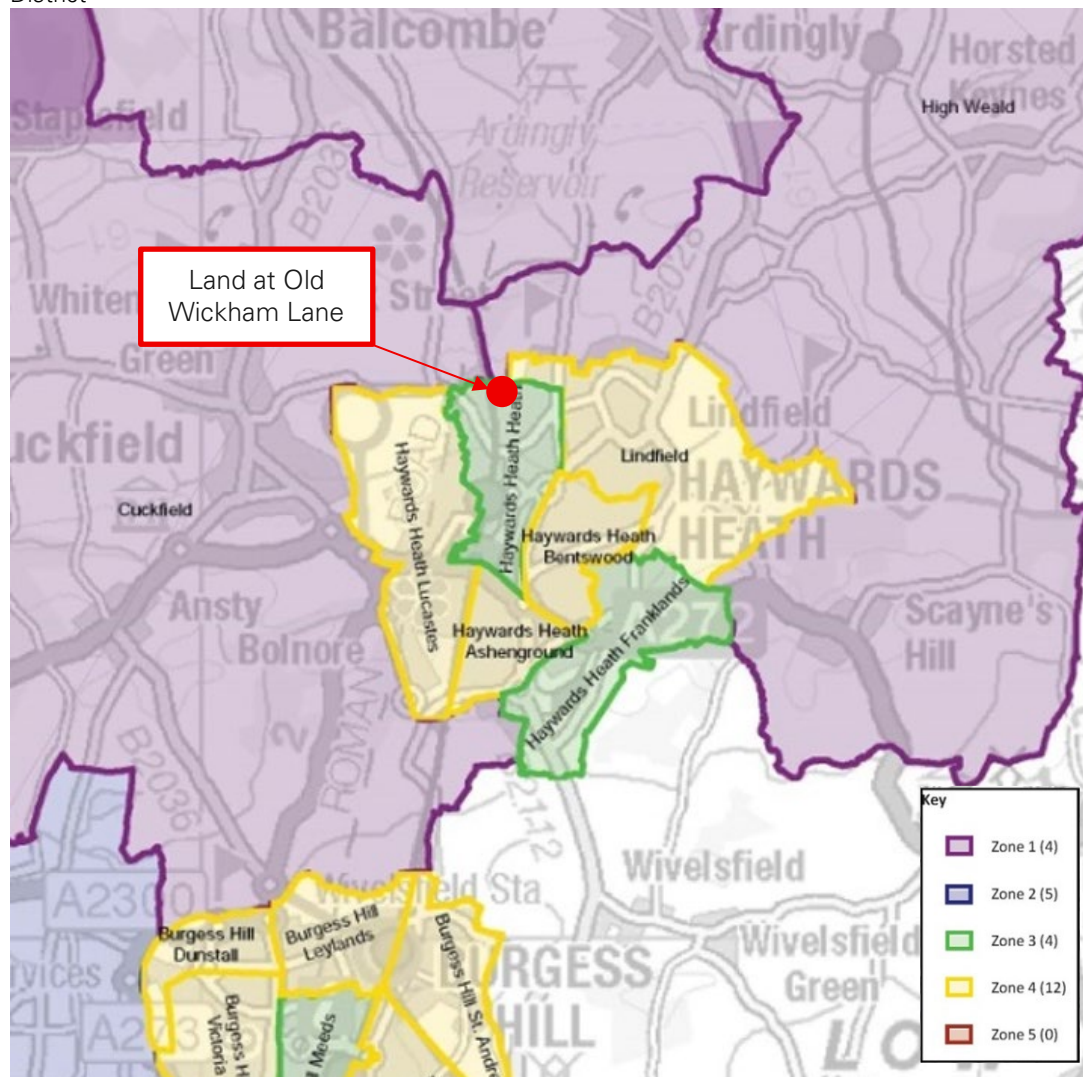
Table 4.2- Cycle parking Provision

NUMBER OF BEDROOMS	NUMBER OF UNITS OF THE TYPE	ZONE 3 CYCLE PARKING STANDARD	MIN PROPOSED CYCLE PARKING PROVISIONS
1	4	1	1
2	11	1	2
3	11	2	2
4+	23	2	2

Car Parking

- 4.4.2 Residential car parking standards are outlined in the WSCC Guidance on Parking and New Developments Guidance. WSCC car parking standards are dependent on the location (or behaviour zone). The figure 'Parking Behaviour Zones: Mid Sussex District' included in Appendix A of WSCC's parking guidance indicates the Land at Old Wickham Lane site is located between Behaviour Zone 1, 3 and 4 with zone 3 applied. An extract of the WSCC figure is provided below in **Figure 4.4**.

Figure 4.4 – Extract from WSCC Parking Standards figure 'Parking Behaviour Zones: Mid Sussex District'



4.4.3 Given the sites location in respect to local facilities and amenities within both Haywards Heath and Lindfield, it is assumed that the appropriate Parking Behaviour Zone is Zone 3. The car parking standards for zone 3 are as follows:

- 1 bed houses: 0.9 spaces per unit
- 2 bed houses: 1.3 spaces per unit
- 3 bed houses: 1.8 spaces per unit
- 4+ bed houses+: 2.5 spaces per unit

4.4.4 In addition to the above, WSCC parking guidance indicates that visitor parking should be provided at a ratio of 0.2 spaces dwelling across the site, equating to 12 across the development.

4.4.5 One electric vehicle (EV) charging point per dwelling will be provided, in line with The Building Regulations 2010 Part S Infrastructure for charging electric vehicles.

4.4.6 The proposed car parking provision is as outlined below:

- 1 bed houses: 0.9 spaces per unit
- 2 bed houses: 1.3 spaces per unit
- 3 bed houses: 1.8 spaces per unit
- 4+ bed houses+: 2.5 spaces per unit

Table 4.1- Parking Provision

NUMBER OF BEDROOMS	NUMBER OF UNITS OF THE TYPE	ZONE 3 PARKING STANDARD	MIN PROPOSED PARKING PROVISIONS
1	4	0.9	1
2	11	1.3	2
3	11	1.8	2
4+	23	2.5	2.5

4.5 Improvements to Infrastructure

- 4.5.1 The development will deliver several off-site enhancements in response to WSCC's pre-application advice, aimed at improving pedestrian safety, accessibility and wider connectivity:

Pedestrian Route Enhancements

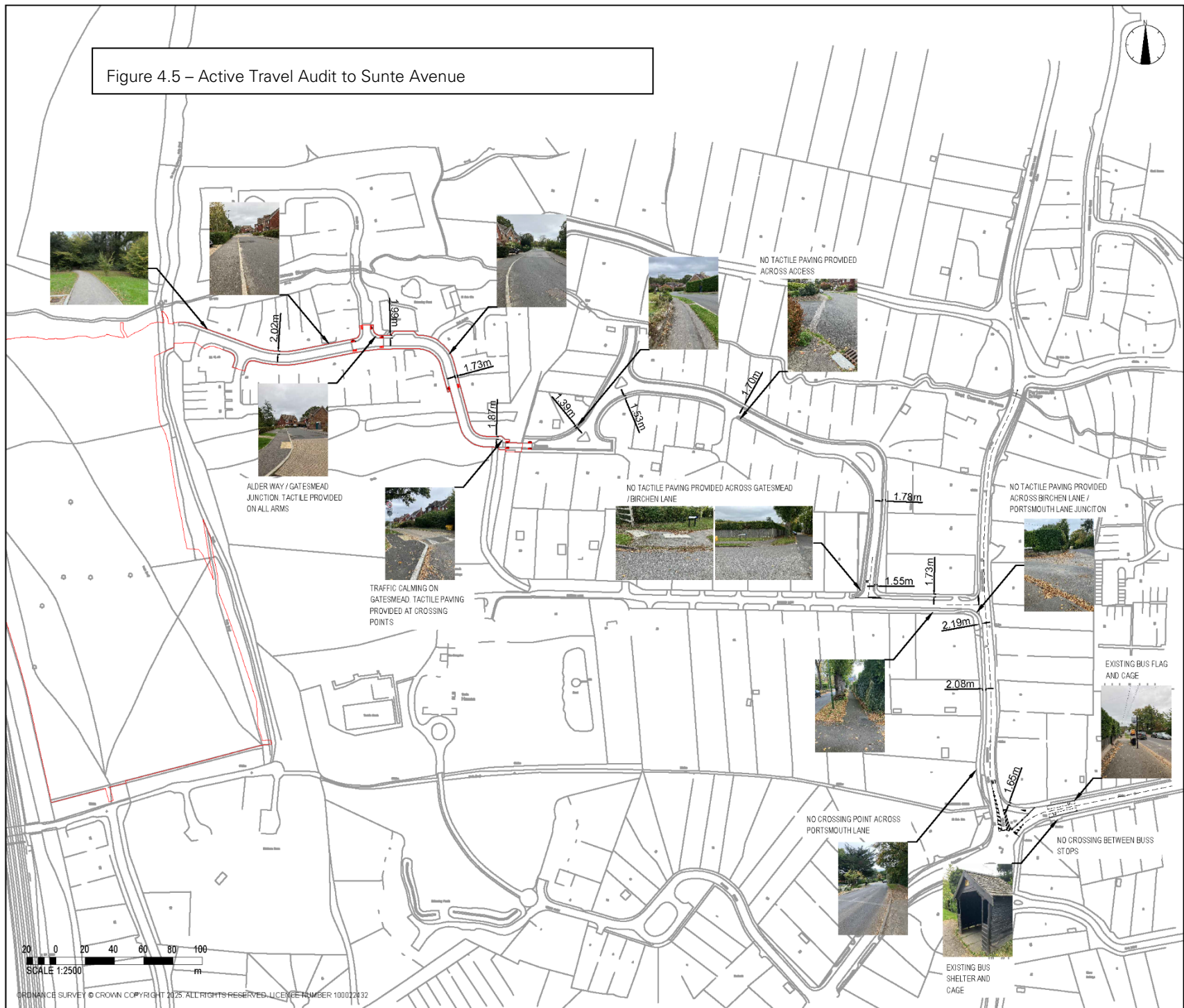
- 4.5.2 An audit of the following routes was undertaken from the site to:

- Sunte Avenue Bus Stops
- College Road Bus Stops and to the railway station

- 4.5.3 The audit findings are shown in **Figures 4.5** and **4.6** and included in **Appendix G**

- 4.5.4 This identified dropped kerbs and tactile paving upgrades, which have been proposed, as shown in **Figures 4.7** and **4.8** and included in **Appendix H**, along the along Gatesmead, Birchen Lane, Portsmouth Lane, Sunte Avenue, and College Road, creating continuous, safe walking routes to nearby bus stops and the railway station.

Figure 4.5 – Active Travel Audit to Sunte Avenue



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NOTES

1. THE LOCATION OF THE EXISTING ACTIVE TRAVEL FACILITIES HAVE BEEN ESTIMATED BASED UPON A SITE VISIT ON 15/10/2025.
2. FOOTWAY WIDTH MEASUREMENTS ARE ESTIMATED FROM THE OS MAPPING.

- NOTES
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RIDGE

PROJECT NUMBER: 5029426

CLIENT:  **CREST**
NICHOLSON



IN ASSOCIATION WITH:

PROJECT:
LAND WEST OF GATESMEAD
HAYWARDS HEATH

PROJECT:
LAND WEST OF GATESMEAD
HAYWARDS HEATH

TITLE: ACTIVE TRAVEL FACILITIES REVIEW
EXISTING CONDITIONS
ROUTE TO SUNTE AVENUE BUS STOPS

TITLE: ACTIVE TRAVEL FACILITIES REVIEW
EXISTING CONDITIONS
ROUTE TO SUNTE AVENUE BUS STOPS

DRAWN BY: JD CHECKED BY: SM APPROVED BY: SM

SCALE @ A3: 1:2500 DATE OF REVIEW: 24/02/2025

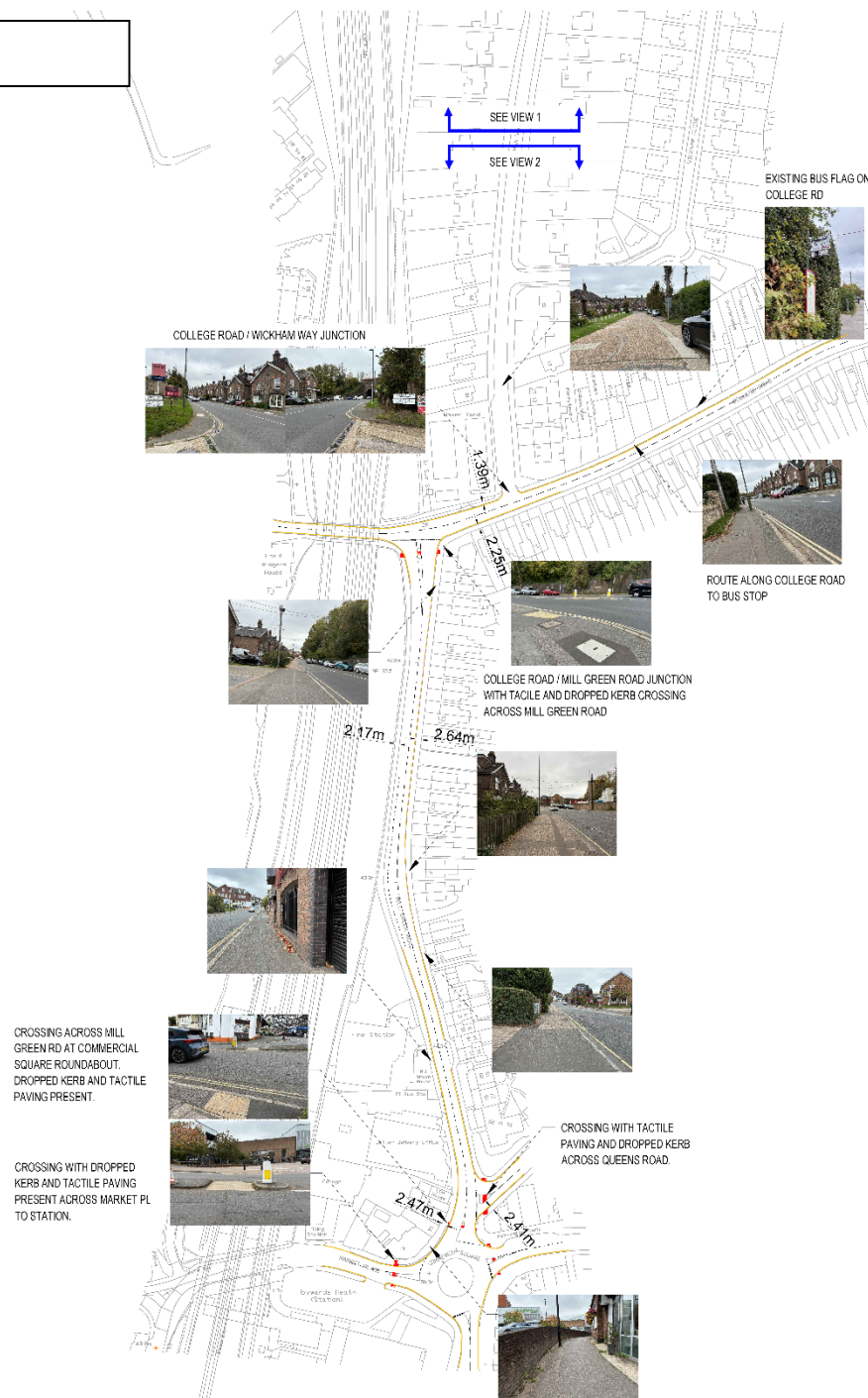
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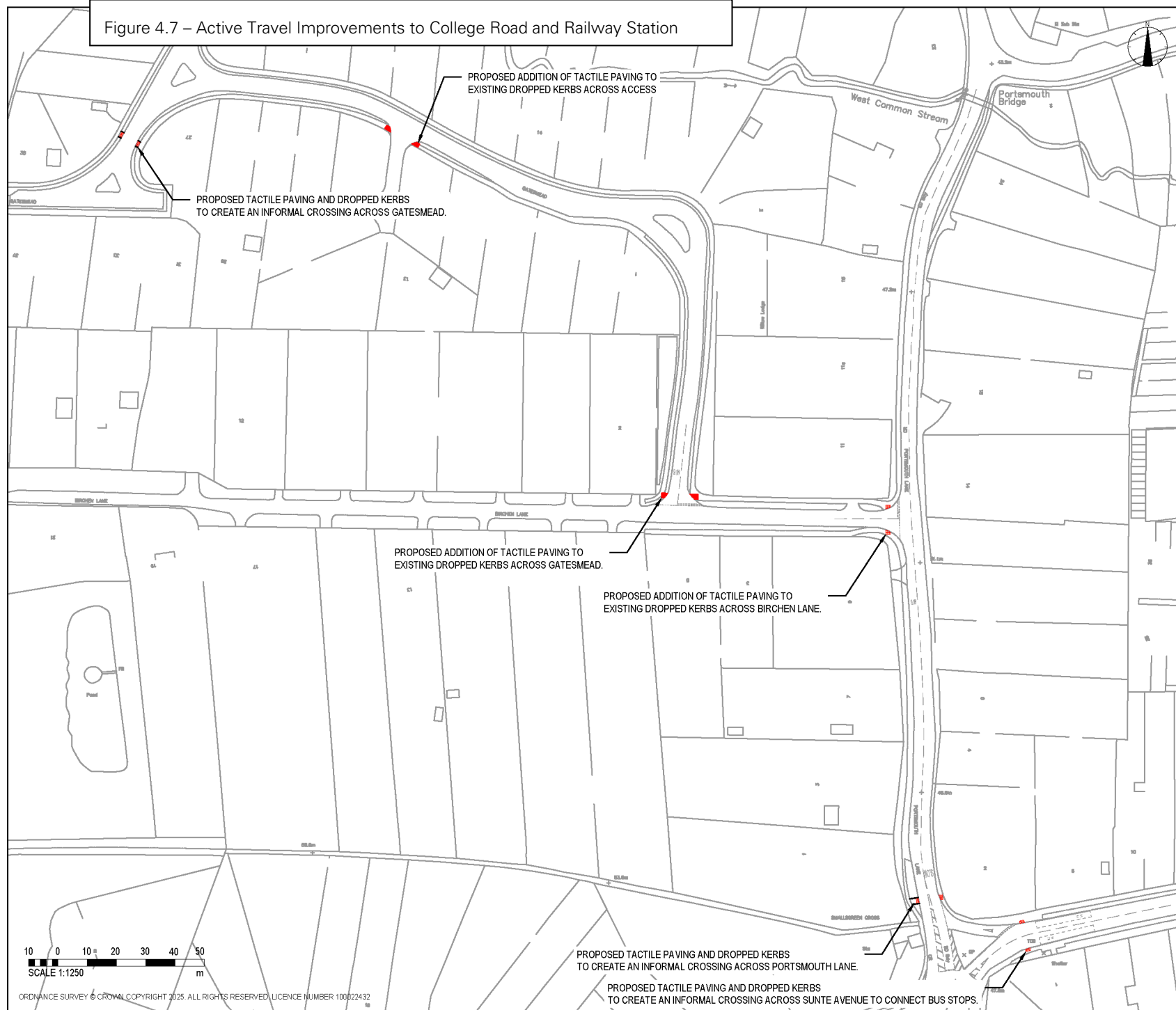
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Figure 4.6 – Active Travel Audit to College Road and Railway Station



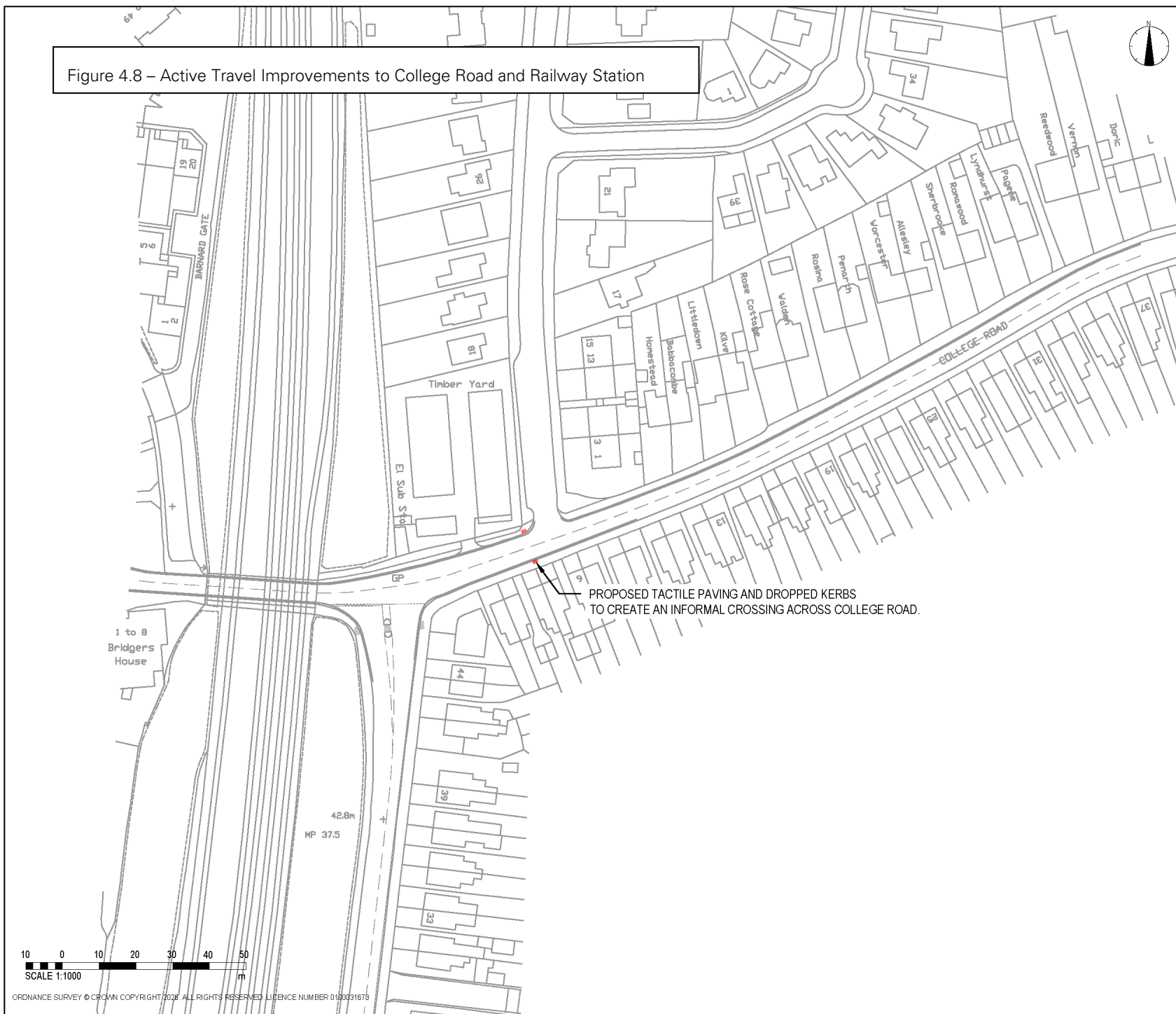
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PROJECT	CDG FUNCTION	SERIAL	REV	DATE	REV
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Figure 4.7 – Active Travel Improvements to College Road and Railway Station



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P01 First issue	24/02/2026 JD SM		
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PROJECT NUMBER: 5029426			
CLIENT:			
 CREST NICHOLSON			
IN ASSOCIATION WITH:			
PROJECT:			
LAND WEST OF GATESMEAD HAYWARDS HEATH			
TITLE:			
ACTIVE TRAVEL FACILITIES REVIEW PROPOSED IMPROVEMENTS ROUTE TO SUNTE AVENUE BUS STOPS			
DRAWN BY:	JD	CHECKED BY:	SM APPROVED BY: SM
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Figure 4.8 – Active Travel Improvements to College Road and Railway Station



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RIDGE			
PROJECT NUMBER: 5029426			
CLIENT: CREST NICHOLSON			
IN ASSOCIATION WITH:			
PROJECT: LAND WEST OF GATESMEAD HAYWARDS HEATH			
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PROJECT:	RDG	FUNCTION:	XX
SPATIAL:	XX	FORM:	SK
DISCIPLINE:	H	NUMBER:	0007
REV:	P02		

Public Rights of Way (PRoW) Improvements

4.5.5 The scheme provides:

- A crossing of FP47bCU at the site access with raised surface, tactiles signage, and graded ramps (max. 1:20).
- A financial contribution will made support WSCC's proposed resurfacing of FP46cCU (approx. 500m) to improve wider east-west pedestrian connectivity.

Access and Highway Safety

4.5.6 The new site access on Gatesmead will incorporate traffic calming (build-out and raised table), 20mph design, and visibility to 25m SSD, improving safety for pedestrians, cyclists and vehicles, as outlined in **section 4.2**.

Cycle Connections

- 4.5.7 MSDC identifies Old Wickham Lane and Wickham Way as a priority cycling route. These are private roads and currently designated as footpaths. Only if this route is upgraded to a bridleway or cycle route in the future by MSDC would the connections from the site south be promoted for cycle use.
- 4.5.8 Gatesmead provides an alternative route from the site to Portsmouth Lane to connect to Gander Hill which is identified as an LCWIP to connect to route 6.
- 4.5.9 These routes are shown in **Figure 4.9** along with the LCWIP preferred network and the local cycle routes designated by MSDC previously shown in **Figures 3.2** and **3.3**.

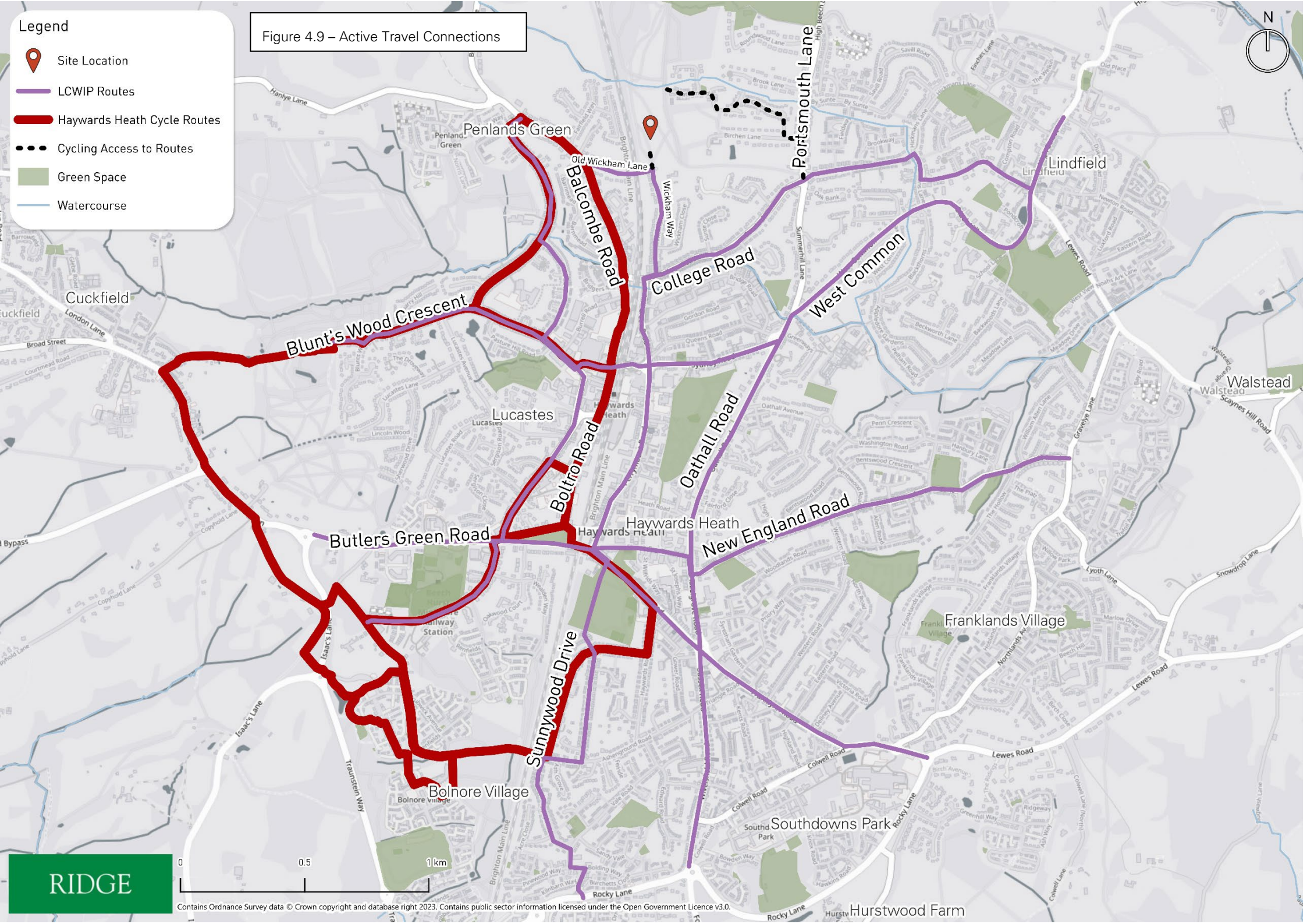
Travel Plan

- 4.5.10 Travel Plan has been prepared to seek to manage and reduce the transport impacts of new housing by encouraging more sustainable travel choices from the outset. This document has been submitted with the planning application.

Legend

- Site Location
- LCWIP Routes
- Haywards Heath Cycle Routes
- Cycling Access to Routes
- Green Space
- Watercourse

Figure 4.9 – Active Travel Connections



5 TRAVEL DEMAND ASSESSMENT

5.1 Overview

- 5.1.1 This section of the TA provides outlines the four-step methodology used to estimate travel demand for the development, covering trip generation, distribution, mode share, and vehicle assignment.
- 5.1.2 The travel demand methodology presented in this section aligns to that within the Transport Scoping Report shared with WSCC at pre-application discussions. Further details have been provided where amendments to the methodology were requested by WSCC.

5.2 Overview of Methodology

- 5.2.1 The following 4-step methodology has been utilised to estimate the travel demand of the development:
- Step 1: People Trip Generation
 - Step 2: People Trip Distribution
 - Step 3: Mode Share
 - Step 4: Highway Assignment
- 5.2.2 The assessment has been undertaken on the basis of 55 residential dwellings, noting that the proposals comprise of 49 residential units and therefore this assessment reflects a slightly higher travel demands as a result.
- 5.2.3 The assessment considers both a 'Business as Usual' scenario (BaU) and 'Vision-led / Decide & Provide' scenario (D&P). A summary of the methodology and adjustments made for each scenario is outlined in **Table 5.1**.

Table 5.1 – Summary of Travel Demand Methodology for Business as Usual and Decide & Provide Scenarios

TRAVEL DEMAND METHODOLOGY STEP	BUSINESS AS USUAL SCENARIO	DECIDE AND PROVIDE SCENARIO
Step 1: People Trip Generation	People trip rates estimated through TRICS Database	TRICS Decide & Provide methodology (i.e reduction of people trip rates based upon TRICS historical data review)
Step 2: People Trip Distribution	People trips distributed based upon 2011 Census Travel to Work Data	As per BaU scenario
Step 3: Mode Share	Mode share to each destination estimated based upon 2011 Census Travel to Work Data	Same mode shares as BaU with the following adjustments: • 13.0% increase in Active Travel (13.0% reduction in car) trips to Haywards Heath • 12.0% increase in Public Transport (12.0% reduction in car) trips to Burgess Hill and Crawley • 17.7% increase in Public Transport (17.7% reduction in car) trips to London
Step 4: Highway Assignment	Vehicle trips distributed through highway study area using online journey planner	As per BaU scenario

5.2.4 Trip generation values are rounded to the nearest integer, and therefore zero values shown may represent figures greater than 0 but less than 0.5. Minor differences between the contents of tables compared to the corresponding totals arise from this rounding process.

5.3 Step 1: People Trip Generation

Business as Usual Scenario

5.3.1 The total people trip generation of the proposed development for the BaU scenario has been estimated using people trip rates from survey sites included in the TRICS database (v. 8). The criteria for selecting sites is summarised as follows:

- Main Land Use: 03 - Residential
- Sub Land Use: M - Mixed Private/ Affordable Housing
- Survey type: Multi-modal trip rates
- Parameter Range: No. of Dwellings 30 – 250
- Date range: 01/01/14 to 07/10/24 (10-year range)
- Location Types: Suburban Area and Edge of Town
- Survey Days: Weekdays only

5.3.2 A total of 56 surveys/sites were selected applying the aforementioned criteria. It should be noted a total of 11 surveys/sites are located in Greater London (Bromley, Barnet, Brent, Ealing, Enfield and Richmond); however these sites are defined still as being located in a Suburban Area or Edge of Town.

5.3.3 The resulting people trip rates are presented in **Table 5.2** and the full TRICS output is included in **Appendix I**. The people trip rates and generation presented in **Table 5.2** are in line with the figures presented in the pre-application scoping report.

Table 5.2 – People Trip Rates and Estimated Vehicle Trip Generation (55 Dwellings) – Greater London Sites Included

TIME PERIOD	PEOPLE TRIP RATES (PER DWELLING)		PEOPLE TRIP GENERATION (55 DWELLINGS)	
	AM Peak (08:00 – 09:00)	PM Peak (17:00 – 18:00)	AM Peak (08:00 – 09:00)	PM Peak (17:00 – 18:00)
Arrival	0.201	0.509	11	28
Departure	0.790	0.261	43	14
Total	0.991	0.770	54	42

5.3.4 Pre-application feedback from WSCC requested the removal of Greater London sites from the TRICS assessment on the basis that the region is not considered representative of typical vehicle and active travel trip rates.

- 5.3.5 The TRICS Good Practice User Guide 2025⁶ states that sites should not be excluded solely because they fall within a particular region. TRICS' evidence indicates that location type (e.g. Suburban Area, Edge of Town) has a significantly stronger correlation with trip rates than regional geography. Current TRICS guidance therefore advises that regional filtering should not be a primary determinant when deriving trip rates.
- 5.3.6 WSCC's feedback also notes the expected differences in car-driver and active travel mode shares in Greater London compared with the rest of the UK. This is accepted; however, for the assessment of this site, the TRICS database is used only to estimate person trips, not mode share. While modal split in Greater London is expected to be different to outside London due to public transport accessibility and availability of local facilities, it is not expected to have a material difference on overall person trips generated per hour.
- 5.3.7 In order to provide reassurance and to understand the influence of Greater London sites on the resultant person trip rates, a sensitivity test was undertaken in which the Greater London sites were removed and new trip rates calculated. The resulting person trip rates are presented in **Table 5.3**, with full TRICS outputs provided in **Appendix J**.

Table 5.3 – People Trip Rates and Estimated Vehicle Trip Generation (55 Dwellings) – Greater London Sites Excluded

TIME PERIOD	PEOPLE TRIP RATES (PER DWELLING)		PEOPLE TRIP GENERATION (55 DWELLINGS)	
	AM Peak (08:00 – 09:00)	PM Peak (17:00 – 18:00)	AM Peak (08:00 – 09:00)	PM Peak (17:00 – 18:00)
Arrival	0.209	0.525	11	29
Departure	0.793	0.267	44	15
Total	1.002	0.792	55	44

- 5.3.8 The results show excluding Greater London sites results in a very small increase in person trip rates:
- +0.011 and +0.022 two-way person trips per dwelling in the AM and PM peak hours respectively.
 - For the 55 dwelling site, equates to an increase of +1 and +2 two-way person trips in the AM and PM peak hours respectively.
- 5.3.9 For robustness, uplifted trip generation to reflect that set out in **Table 5.3** has been used for the Business as Usual scenario.

Decide & Provide Scenario

- 5.3.10 A historic trend analysis of the TRICS database has been undertaken in line with the methodology outlined in the 'TRICS Guidance Note on the Practical Implementation of the

⁶ <https://trics.org/wp-content/uploads/2024/12/TRICS-Good-Practice-Guide-2025.pdf>

Decide & Provide Approach⁷ to forecast an appropriate Decide and Provide person trip rate for the development.

- 5.3.11 The graphs presented in **Figures 5.1** and **5.2** overleaf show the historic trend analysis undertaken for the AM and PM peak hours, respectively. These graphs demonstrate a trend that total people trips generated per dwelling in the peak hours are reducing. Further details of the historic trend analysis undertaken is provided in **Appendix K**.
- 5.3.12 Applying the forecasted trends to person trips, the people trip rates and trip generation for the D&P scenario is shown in **Table 5.4**. Note, the percentage change in person trip rates for the Decide & Provide scenario have been applied to the trip generation assessment excluding Greater London (presented in **Table 5.3**).

⁷ <https://trics.co.uk/decide-and-provide/>

Table 5.3 – People Trip Rates and Estimated Vehicle Trip Generation (55 Dwellings) for Decide and Provide Scenario

TIME PERIOD	PEOPLE TRIP RATES (PER DWELLING)		PEOPLE TRIP GENERATION (55 DWELLINGS)	
	AM Peak (08:00 – 09:00)	PM Peak (17:00 – 18:00)	AM Peak (08:00 – 09:00)	PM Peak (17:00 – 18:00)
Arrival	0.234	0.387	12	19
Departure	0.590	0.138	30	7
Total	0.822	0.525	42	26

Figure 5.1 - TRICS Decide & Provide Graphs for Total AM Peak Hour Trips

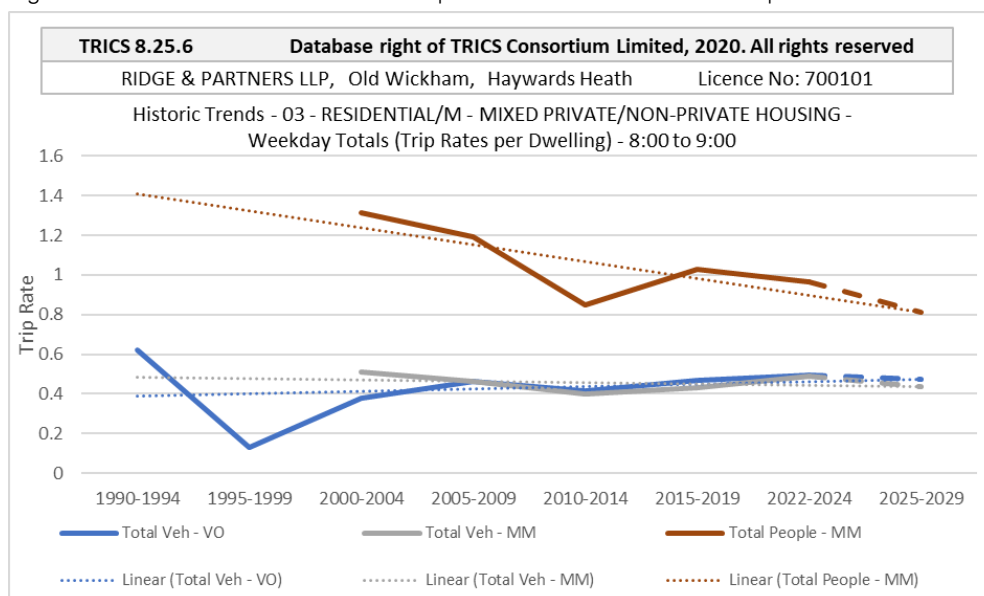
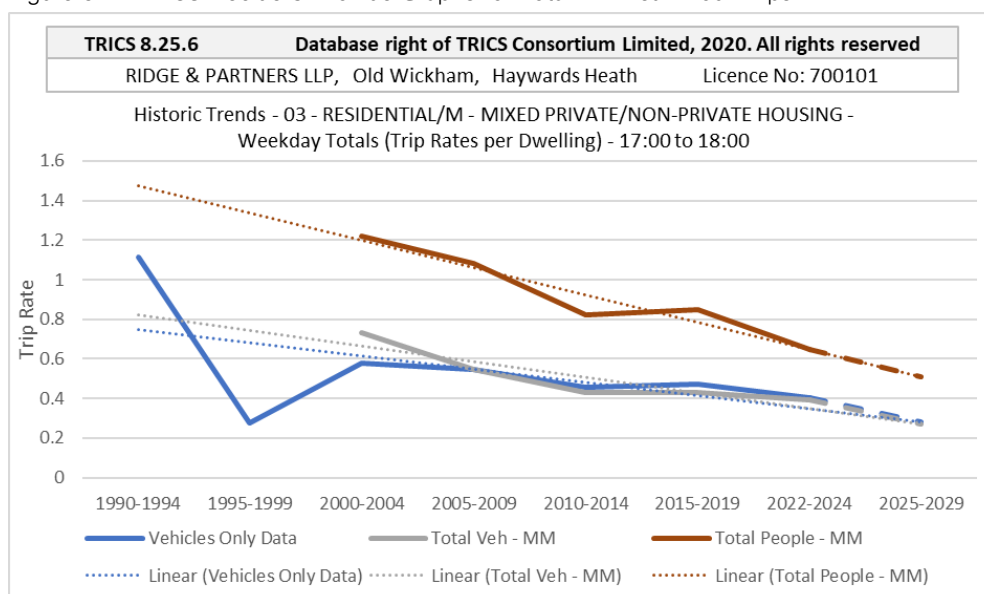


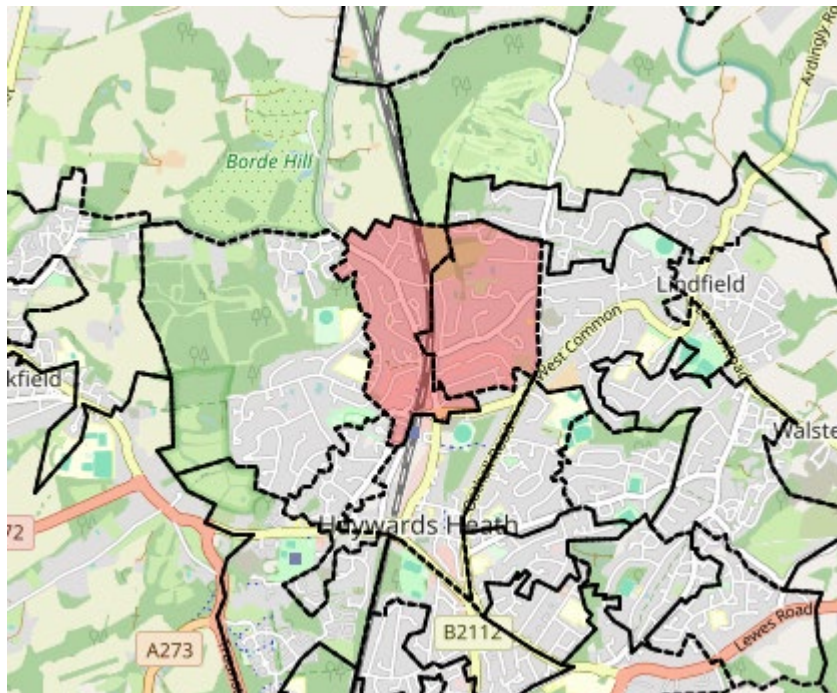
Figure 5.2 - TRICS Decide & Provide Graphs for Total AM Peak Hour Trips



5.4 Step 2: Trip Distribution

- 5.4.1 The distribution of person trips will be estimated using 'Origin Destination' data derived from the 'Location of usual residence and place of work' at the Output Area level (Census Reference: WF01BEW). Although the 2021 Census is the most recent, the 2011 Census data has been used for this assessment. This is due to the atypical travel patterns recorded during the 2021 Census period, which coincided with COVID-19 lockdown restrictions in England and Wales.
- 5.4.2 This method is considered a conservative approach to trip distribution, as person trips generated by the development, regardless of their purpose, are assigned using travel to work data. In practice, a proportion of peak hour trips will relate to non-commuting purposes such as education, shopping, and leisure which may be more local in nature. As a result, the approach is likely to overestimate the distance and dispersion of actual travel patterns.
- 5.4.3 The site is located across two Lower Super Output Areas (LSOA) E01031760: Mid Sussex 008B and E01031759: Mid Sussex 009B as shown in **Figure 5.3**.

Figure 5.3 – Usual Residence LSOA Used for People Distribution



- 5.4.4 These two LSOA's have been used as the area of 'Usual Residence'. The detail of the 'Place of Work' areas has been selected based upon its proximity of relevance to the site and has been applied as follows:
- Lower Super Output Area (LSOA) level
 - Mid Sussex
 - Middle Super Output Area (MSOA) level
 - Horsham
 - Crawley
 - Lewes
 - Wealden
 - Tandridge

- Local Authority District Level
 - The South East (exc. Mid Sussex, Horsham, Crawley, Lewes, Wealden, Tandridge)
- Region level
 - East
 - East Midlands
 - London
 - North East
 - North West
 - South West
 - Wales
 - West Midlands
 - Yorkshire and The Humber

5.4.5 The estimated distribution of the development, as percentages, based upon the Census 2011 'Origin Destination' data is summarised in **Table 5.4**.

Table 5.4 - People Distribution Percentage (2011 Census 'Origin Destination' Data) for Business as Usual and Decide & Provide Scenarios

LOCATION	AREAS INCLUDED	DISTRIBUTION %
Haywards Heath	LSOA: Mid Sussex 009 & 010	17.3%
Burgess Hill	LSOA: Mid Sussex 012, 013, 014 & 015	4.9%
Remainder of Mid Sussex District	MOSA: Mid Sussex 001, 002, 003, 004, 005, 006, 007, 008, 011, 016, 017	19.3%
Horsham	MOSA: Horsham 004 & 006	1.1%
Remainder of Horsham District	MOSA: Horsham 001, 002, 003, 005, 007, 008, 009, 010, 011, 012, 013, 014, 015, 016	1.6%
Crawley District	MOSA: Crawley 001, 002, 003, 004, 005, 006, 007, 008, 009, 010, 011, 012, 013	10.6%
Lewes District	MOSA: Lewes 001, 002, 003, 004, 005, 006, 007, 008, 009, 010, 011, 012, 013	2.9%
Wealden District	MOSA: Wealden 001, 002, 003, 004, 005, 006, 007, 008, 009, 010, 011, 012, 013, 014, 015, 016, 017, 018, 019, 020, 021	1.4%
Tandridge District	MOSA: Tandridge 001, 002, 003, 004, 005, 006, 007, 008, 009, 010, 011, 012	0.7%
Remainder of The South East	All Local Authorities in South East excluding Mid Sussex, Horsham, Crawley, Lewes, Wealden, Tandridge	13.9%
The East		0.5%
East Midlands		0.1%
London		25.2%
The North East		0.1%
The North West		0.3%
The South West		0.1%
Wales		0.0%
West Midlands		0.0%
Yorkshire and the Humber		0.0%

5.4.6 The distribution presented in **Table 5.4** has been applied for both the BaU and D&P scenarios. The two-way people trip generation for both scenarios to each location is shown in **Table 5.5**.

Table 5.5 - People Trips to Each Destination for Business as Usual and Decide & Provide Scenarios

LOCATION	BUSINESS AS USUAL		DECIDE & PROVIDE	
	AM (08:00-09:00)	PM (17:00 – 18:00)	AM (08:00-09:00)	PM (17:00 – 18:00)
Haywards Heath	10	8	8	5
Burgess Hill	3	2	2	1
Remainder of Mid Sussex District	11	8	9	6
Horsham	1	1	1	0
Remainder of Horsham District	1	1	1	0
Crawley District	6	5	5	3
Lewes District	2	1	1	1
Wealden District	1	1	1	0
Tandridge District	0	0	0	0
Remainder of The South East	8	6	6	4
The East	0	0	0	0
East Midlands	0	0	0	0
London	14	11	11	7
The North East	0	0	0	0
The North West	0	0	0	0
The South West	0	0	0	0
Wales	0	0	0	0
West Midlands	0	0	0	0
Yorkshire and the Humber	0	0	0	0

LOCATION	BUSINESS AS USUAL		DECIDE & PROVIDE	
	AM (08:00-09:00)	PM (17:00 – 18:00)	AM (08:00-09:00)	PM (17:00 – 18:00)
Total	55	44	45	29

5.5 Step 3: Mode Share

Business as Usual Scenario

- 5.5.1 For the 'Business as Usual' scenario, the mode share of people trips has been estimated using 'Location of usual residence and place of work by method of travel to work' at an MOSA level (Census Reference: WU03EW). As outlined previously, the 2011 Census data will be used for this assessment. The proportion of trips to each region has been calculated for the following modes of travel:
- Active Travel
 - Public Transport
 - Car Driver
 - Other
- 5.5.2 The MSOA's 'E02006611 : Mid Sussex 008' and 'E02006612 : Mid Sussex 009' have been selected used as the area of 'Usual Residence'. Similar to trip distribution, the detail of the 'Place of Work' areas has been selected based upon its proximity to the site.
- 5.5.3 The estimated mode share percentage for each person trip from the 2011 Census, based upon the 'Origin Destination' data is presented in **Table 5.6**. This reflects mode share for the BaU scenario.

Table 5.6 - Mode Share Percentages (2011 Census Origin Destination data) for Business as Usual Scenario

LOCATION	ACTIVE TRAVEL	PUBLIC TRANSPORT	CAR DRIVER	OTHER (INC. CAR PASSENGER)
Haywards Heath	45%	4%	46%	5%
Burgess Hill	4%	14%	76%	6%
Remainder of Mid Sussex District	15%	5%	72%	8%
Horsham	10%	0%	87%	3%
Remainder of Horsham District	0%	1%	95%	3%
Crawley District	0%	7%	90%	3%
Lewes District	1%	9%	86%	4%
Wealden District	0%	2%	96%	2%
Tandridge District	2%	8%	88%	1%
Remainder of The South East	3%	12%	83%	2%
The East	7%	35%	57%	1%
East Midlands	0%	0%	100%	0%
London	2%	69%	27%	2%
The North East	0%	67%	33%	0%
The North West	0%	31%	36%	33%
The South West	0%	0%	100%	0%
Wales	No trips to Wales			
West Midlands	No trips to West Midlands			
Yorkshire and the Humber	No trips to Yorkshire and the Humber			

5.5.4 Applying the BaU mode shares percentages, the two-way estimated trip generation by mode for the AM and PM peak is presented in **Table 5.7** and **5.8**, respectively.

Table 5.7 – Trips by Mode for Business as Usual Scenario – AM Peak Hour

LOCATION	ACTIVE TRAVEL	PUBLIC TRANSPORT	CAR DRIVER	OTHER (INC. CAR PASSENGER)
AM (08:00 to 09:00) Two-Way Trips				
Haywards Heath	4	0	4	1
Burgess Hill	0	0	2	0
Remainder of Mid Sussex District	2	1	8	1
Horsham	0	0	1	0
Remainder of Horsham District	0	0	1	0
Crawley District	0	0	5	0
Lewes District	0	0	1	0
Wealden District	0	0	1	0
Tandridge District	0	0	0	0
Remainder of The South East	0	1	6	0
The East	0	0	0	0
East Midlands	0	0	0	0
London	0	10	4	0
The North East	0	0	0	0
The North West	0	0	0	0
The South West	0	0	0	0
Wales	0	0	0	0
West Midlands	0	0	0	0
Yorkshire and the Humber	0	0	0	0
Total	7	13	34	2

Table 5.8 – Trips by Mode for Business as Usual Scenario – PM Peak Hour

LOCATION	ACTIVE TRAVEL	PUBLIC TRANSPORT	CAR DRIVER	OTHER (INC. CAR PASSENGER)
PM (17:00 to 18:00) Two-Way Trips				
Haywards Heath	3	0	3	0
Burgess Hill	0	0	2	0
Remainder of Mid Sussex District	1	0	6	1
Horsham	0	0	0	0
Remainder of Horsham District	0	0	1	0
Crawley District	0	0	4	0
Lewes District	0	0	1	0
Wealden District	0	0	1	0
Tandridge District	0	0	0	0
Remainder of The South East	0	1	5	0
The East	0	0	0	0
East Midlands	0	0	0	0
London	0	8	3	0
The North East	0	0	0	0
The North West	0	0	0	0
The South West	0	0	0	0
Wales	0	0	0	0
West Midlands	0	0	0	0
Yorkshire and the Humber	0	0	0	0
Total	5	10	27	2

Decide & Provide

- 5.5.5 For the 'Decide and Provide' scenario, adjustments to the mode share calculated in the BaU Scenario have been made. The following adjustments have been made to reflect the sustainable travel opportunities available to key destinations:

- 13% increase in active travel in trips to Haywards Heath (12% reduction in car driver trips)
 - Evidence set out in Living Locally Accessibility Study demonstrates that a 10-minute walk catchment as the typical threshold for local sustainable trips.
 - Programmes such as Sustainable Travel Towns, Cycling Demonstration Towns/Cycling City & Towns, LSTF, and Cycle City Ambition as outlined in CWIS Active Travel Investment Models: Model structure and evidence base⁸ observed cycling increases of ~0.5% to 6% per year.
 - Assuming the midpoint of the observed range of 3.25%, applying this over the four-year period to the site's expected opening year of 2030 results in an uplift of 13% point change.
 - This has been applied to trips to/from Haywards Heath (which includes the centre and surrounding area) which is located within approx. 3km to 4km radius of the site and is considered to be a reasonable cycling distance. Note: the town centre is located 2.3km from site, equating a 10 minute cycle.
- 12% increase in public transport trips to Burgess Hill and Crawley (12% reduction in car driver trips)
 - UK Government statistics show that patronage increased by +3% from 2024 to 2025 in non-English non-metropolitan areas⁹
 - Applying this over the four-year period to the site's expected opening year of 2030 results in an uplift of 12% point change.
 - This has been applied to trips to/from Burgess Hill and Crawley as existing bus services operate between Haywards Heath and these locations
- 17.7% increase in public transport trips to London (15% reduction in car driver trips)
 - A review of rail patronage at Haywards Heath railway station shows a significant increase in usage over the past four years¹⁰. During 2020/21 (when rail demand was reduced due to the COVID-19 pandemic) c. 955,000 passengers were recorded at the station.
 - By 2022/23, patronage had risen to approximately 3.4 million passengers, and this increased further to around 3.7 million in 2023/24. The annual change between 2022/23 and 2023/24 therefore represents an increase of roughly 300,000 passengers, equivalent to an 8.9% increase.
 - For the purposes of this assessment, it is assumed that future growth will continue at around half of this recent annual rate, equating to a 4.4% increase per year.

⁸

https://assets.publishing.service.gov.uk/media/5dcc1d73ed915d4e80a49a9c/appendix_4_Overview_of_evidence_on_increasing_active_travel.pdf

⁹ <https://www.gov.uk/government/statistics/annual-bus-statistics-year-ending-march-2025/annual-bus-statistics-year-ending-march-2025>

¹⁰ https://www.merittcartographic.co.uk/british_railways.html

- Applying this over the four-year period to the site's expected opening year of 2030 results in an uplift of 17.7% point change.
- This has been applied to trips to/from London, as it is expected to be the most accessed destination by rail from Haywards Heath Railway Station by future residents.

5.5.6 The changes in mode share applying the above adjustments for the Decide & Provide scenario are presented in **Table 5.9**.

Table 5.9 - Mode Share Percentages (2011 Census Origin Destination Data) for Decide & Provide Scenario

LOCATION	ACTIVE TRAVEL	PUBLIC TRANSPORT	CAR DRIVER	OTHER (INC. CAR PASSENGER)
Haywards Heath	58% (+13%)	4%	33% (-13%)	5%
Burgess Hill	4%	26% (+12%)	64% (-12%)	6%
Remainder of Mid Sussex District	15%	5%	72%	8%
Horsham	10%	0%	87%	3%
Remainder of Horsham District	0%	1%	95%	3%
Crawley District	0%	19% (+12%)	78% (-12%)	3%
Lewes District	1%	9%	86%	4%
Wealden District	0%	2%	96%	2%
Tandridge District	2%	8%	88%	1%
Remainder of The South East	3%	12%	83%	2%
The East	7%	35%	57%	1%
East Midlands	0%	0%	100%	0%
London	2%	87% (-17.7%)	10% (-17.7%)	2%
The North East	0%	67%	33%	0%
The North West	0%	31%	36%	33%
The South West	0%	0%	100%	0%

5.5.7 Applying the D&P mode shares percentages, the two-way estimated trip generation by mode for the AM and PM peak is presented in **Table 5.10** and **5.11**, respectively.

Table 5.10 – Trips by Mode for Decide & Provide Scenario – AM Peak Hour

LOCATION	ACTIVE TRAVEL	PUBLIC TRANSPORT	CAR DRIVER	OTHER (INC. CAR PASSENGER)
AM (08:00 to 09:00) Two-Way Trips				
Haywards Heath	4	0	3	0
Burgess Hill	0	1	1	0
Remainder of Mid Sussex District	1	0	6	1
Horsham	0	0	0	0
Remainder of Horsham District	0	0	1	0
Crawley District	0	1	4	0
Lewes District	0	0	1	0
Wealden District	0	0	1	0
Tandridge District	0	0	0	0
Remainder of The South East	0	1	5	0
The East	0	0	0	0
East Midlands	0	0	0	0
London	0	10	1	0
The North East	0	0	0	0
The North West	0	0	0	0
The South West	0	0	0	0
Wales	0	0	0	0
West Midlands	0	0	0	0
Yorkshire and the Humber	0	0	0	0
Total	6	13	24	2

Table 5.11 – Trips by Mode for Decide & Provide Scenario – PM Peak Hour

LOCATION	ACTIVE TRAVEL	PUBLIC TRANSPORT	CAR DRIVER	OTHER (INC. CAR PASSENGER)
PM (17:00 to 18:00) Two-Way Trips				
Haywards Heath	3	0	2	0
Burgess Hill	0	0	1	0
Remainder of Mid Sussex District	1	0	4	0
Horsham	0	0	0	0
Remainder of Horsham District	0	0	0	0
Crawley District	0	1	2	0
Lewes District	0	0	1	0
Wealden District	0	0	0	0
Tandridge District	0	0	0	0
Remainder of The South East	0	0	3	0
The East	0	0	0	0
East Midlands	0	0	0	0
London	0	6	1	0
The North East	0	0	0	0
The North West	0	0	0	0
The South West	0	0	0	0
Wales	0	0	0	0
West Midlands	0	0	0	0
Yorkshire and the Humber	0	0	0	0
Total	4	9	15	1

5.6 Step 4: Highway Assignment

- 5.6.1 The total number of estimated car trips generated by the development in both the BaU and D&P scenario, and the equivalent vehicle trip rate per dwelling, is summarised in **Table 5.12**.

Table 5-12 - Total Estimated Vehicle Trips and Equivalent Vehicle Trip

TIME PERIOD	ARRIVALS	DEPARTURES	TWO-WAY
Total Vehicle Trip Generation (60 dwellings) – BaU Scenario			
AM Peak (08:00 – 09:00)	7	27	34
PM Peak (17:00 – 18:00)	18	9	27
Equivalent Vehicle Trip Rate (per dwelling) – BaU Scenario			
AM Peak (08:00 – 09:00)	0.122	0.488	0.610
PM Peak (17:00 – 18:00)	0.322	0.166	0.488
Total Vehicle Trip Generation (60 dwellings) – D&P Scenario			
AM Peak (08:00 – 09:00)	7	17	24
PM Peak (17:00 – 18:00)	11	4	15
Equivalent Vehicle Trip Rate (per dwelling) – D&P Scenario			
AM Peak (08:00 – 09:00)	0.124	0.305	0.429
PM Peak (17:00 – 18:00)	0.200	0.076	0.276

**discrepancies present in 'two-way' due to rounding*

- 5.6.2 The estimated vehicle trip generation applied in both the BaU and D&P scenarios have been manually assigned to the local highway network within the study area as shown in **Figure 5.4**.

Figure 5.4 – Highway Assignment Study Area

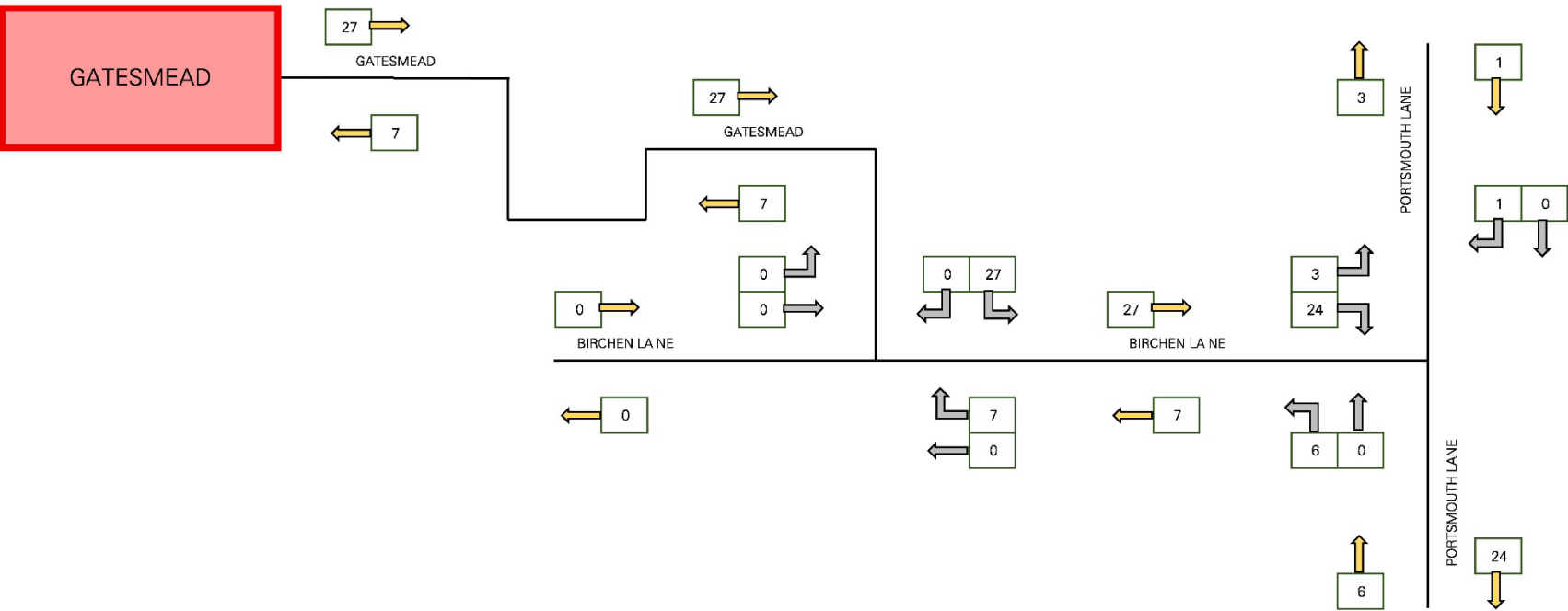


5.6.3 All vehicle trips will enter and exit the site following the same route along Gatesmead and Birchen Lane; the first decision point for drivers is the Portsmouth Lane / Birchen Lane junction where some drivers will route north and others south. The assignment of vehicle trips at this junction has been based upon the quickest route and has been informed by an online journey planner and has been weighted based upon the estimated number of car trips to each destination in Step 3: Mode Share. The following assignment has been calculated and applied for this assessment:

- 9.8% of trips to the north
- 90.2% of trips to the south

5.6.4 The distribution and assignment of development-related vehicle trips for both scenarios within the AM and PM peak periods are illustrated in **Figure 5.5** to **5.8**.

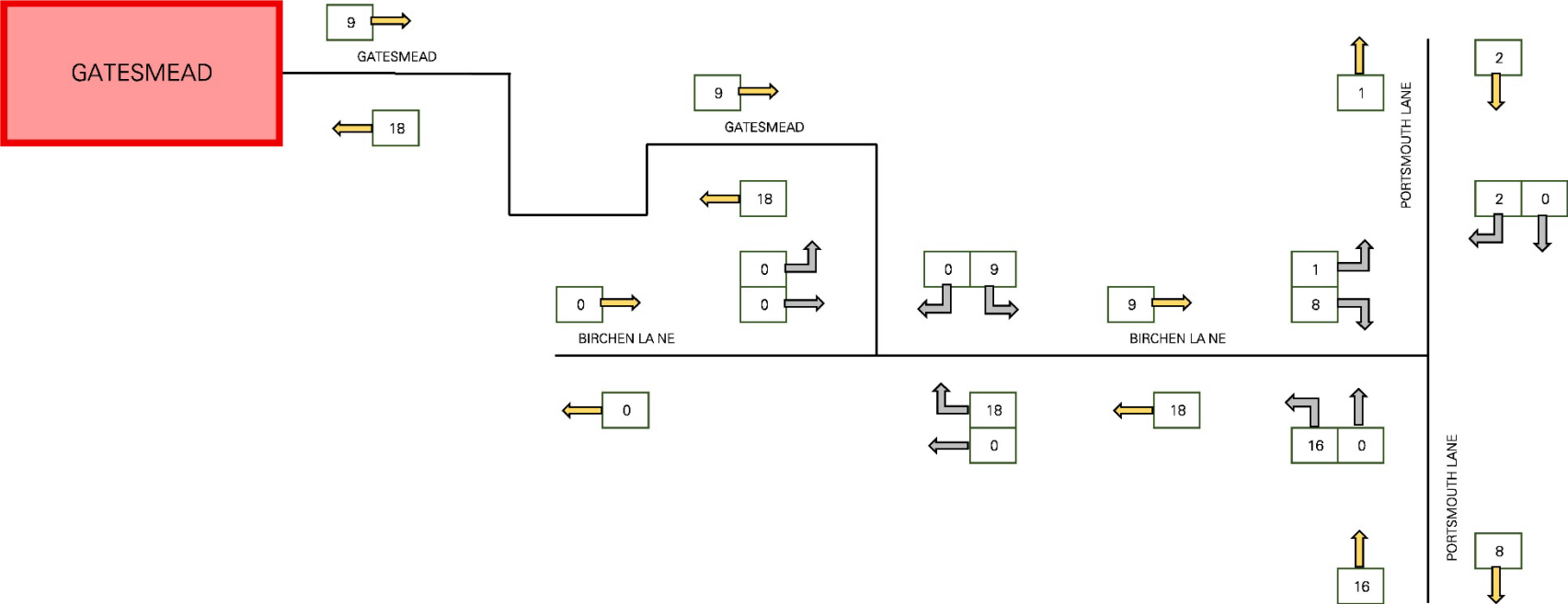
AM (08:00 to 09:00) - Business as Usual Scenario



RIDGE

Figure 5.5 – Vehicle Trip Generation Distribution – AM (08-09) – Business as Usual Scenario

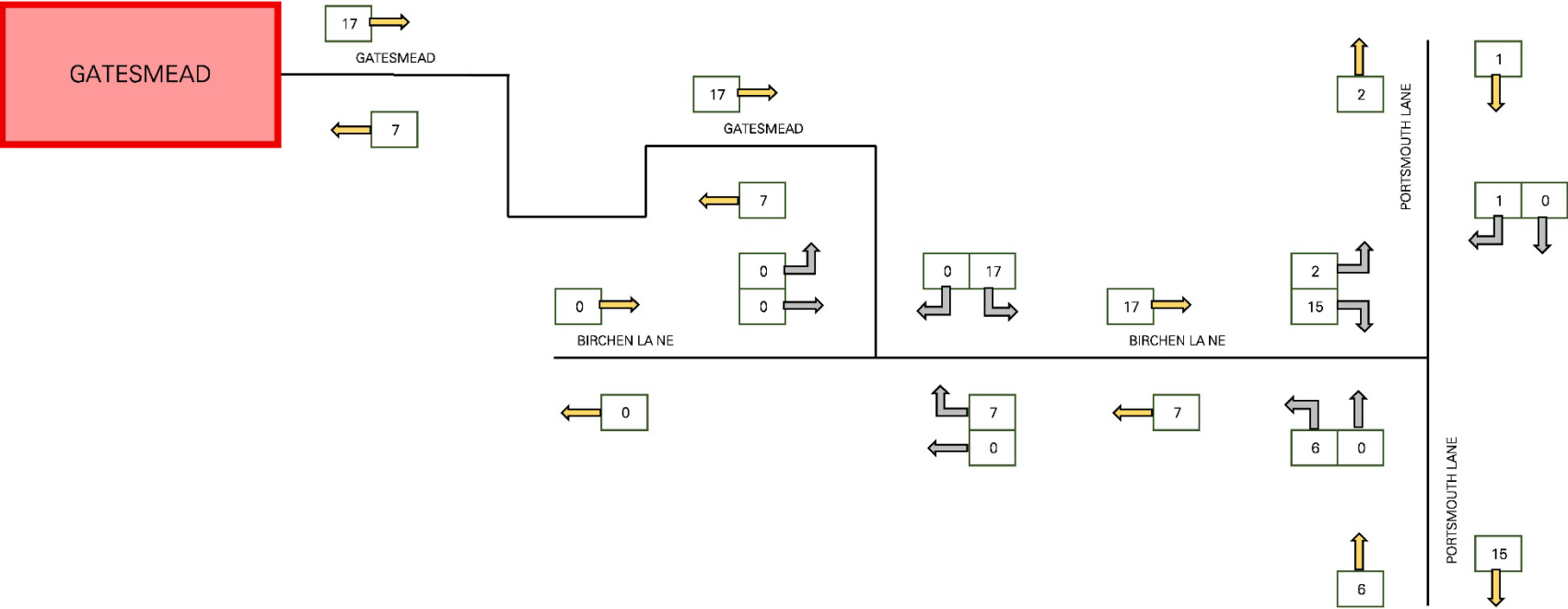
PM (17:00 to 18:00) - Business as Usual Scenario



RIDGE

Figure 5.6 – Vehicle Trip Generation Distribution – PM (17-18) – Business as Usual Scenario

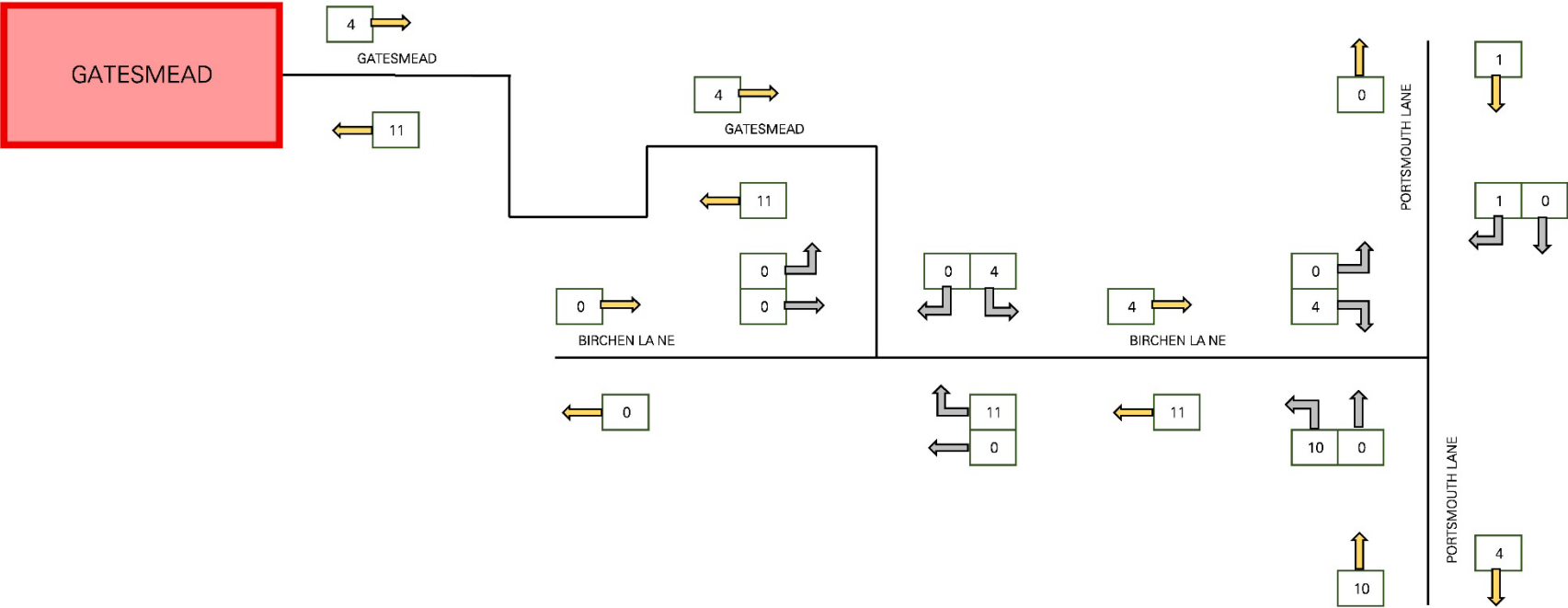
AM (08:00 to 09:00) - Decide and Provide Scenario



RIDGE

Figure 5.7 – Vehicle Trip Generation Distribution – AM (08-09) – Decide & Provide Scenario

PM (17:00 to 18:00) - Decide and Provide Scenario



RIDGE

Figure 5.8 – Vehicle Trip Generation Distribution – PM (17-18) – Decide & Provide Scenario

6 HIGHWAY IMPACT ASSESSMENT

6.1 Overview

- 6.1.1 This section of the TA provides details the methodology and results of junction capacity modelling undertaken to assess the impact of the development on the local highway network.
- 6.1.2 The capacity assessments presented in this section, uses the vehicle trip generation calculated through the travel demand assessment outlined in Section 5, and thus this assessment has been undertaken on the basis of 55 residential dwellings. The proposals comprise of 49 residential units and therefore these results presented reflect a slightly increased capacity impact.

6.2 Scope

- 6.2.1 A capacity assessment has been undertaken for the Portsmouth Lane / Birchen Lane priority junction using Junctions 11 PICADY.

6.3 Methodology

Software and Inputs

- 6.3.1 The junction capacity assessment has been undertaken using Junctions 11 PICADY.
- 6.3.2 The following inputs have been used for the Junctions 11 PICADY model:
- PCU Origin-Destination (O-D) matrix - established from 2025 Manual Classified Turning Count (MCTC) data and development vehicle trips calculated in Section 5.
 - HGV percentage O-D matrix - established from MCC data
 - Existing junction geometry – measured through AutoCAD software
 - 'One Hour' traffic profile to represent a realistic-worst case profile of traffic across the time period

Scenarios

- 6.3.3 The following scenarios have been assessed:
- 2025 Baseline: using baseline traffic data the MCTC undertaken at the Portsmouth Lane / Birchen Lane junction during a neutral day (outside of half term, holiday period) between 07:00 and 19:00:
 - 2030 Future Baseline: using the 2025 Baseline + background growth estimated as follows. Growth factors will be based upon TEMPro v. 8.1 for Mid Sussex 008 and 009 (average of the two MSOA's) for the expected opening year:
 - Core for 'Business as Usual':
 - AM Growth Factor: 1.0646
 - PM Growth Factor: 1.0644

- Behavioural Change for a 'Decide & Provide' scenario:
 - AM Growth Factor: 1.0474
 - PM Growth Factor: 1.0473
- 2030 With Development: using the 2030 Future Baseline + Development Trips calculated in the Travel Demand Assessment for:
 - Business as Usual scenario
 - Decide & Provide scenario

Time Period

- 6.3.4 The junction assessments have been undertaken for AM Peak of 08:00 – 09:00 and PM Peak of 17:00 – 18:00 as these hours exhibit the largest generation of development vehicle trips.

Output Parameters

- 6.3.5 For each of the junctions assessed, the results have been presented within this report as the following result parameters:
- Queues – measured in Passenger Car Units (PCU)
 - Delays - measured in seconds
 - Ratio of Flow to Capacity RFC (RFC) – expressed as a decimal
- 6.3.6 Within Junctions 11 PICADY, the RFC provides a basis for judging the acceptability of junction designs, and typically an RFC of less than 0.85 is considered to indicate satisfactory performance (Junctions 10 Guide) and RFC of 1.0 means that the approach is operating at capacity.
- 6.3.7 Junctions 11 PICADY outputs are provided within **Appendix L**.

6.4 Portsmouth Lane / Birchen Lane Junction

- 6.4.1 The Portsmouth Lane / Birchen Lane junction takes the form of a simple priority junction. The results of the junction capacity assessment undertaken in Junctions 11 PICADY are presented in **Table 6.1**.

Table 6.1 - Portsmouth Lane / Birchen Lane Junction – Model Results

Approach Name	AM (08:00 to 09:00)			PM (17:00 to 18:00)		
	Queue (PCU)	Delay (secs)	RFC	Queue (PCU)	Delay (secs)	RFC
2025 Baseline						
From Birchen Lane	0.1	11.14	0.12	0.1	9.96	0.08
Right turn from Portsmouth Lane	0.0	4.71	0.02	0.0	4.88	0.0
2030 Reference Case (Core TEMPro)						
From Birchen Lane	0.0	4.71	0.02	0.0	4.88	0.09
Right turn from Portsmouth Lane	0.0	4.67	0.03	0.0	4.84	0.02
2030 Reference Case (Behavioural Change TEMPro)						
From Birchen Lane	0.0	4.67	0.03	0.0	4.84	0.02
Right turn from Portsmouth Lane	0.0	4.68	0.02	0.0	4.84	0.02
2030 Reference Case (Core TEMPro) + Development BaU Scenario						
From Birchen Lane	0.3	13.34	0.21	0.1	10.96	0.12
Right turn from Portsmouth Lane	0.0	4.67	0.03	0.0	4.87	0.03
2030 Reference Case (Behavioural Change TEMPro) + Development Decide & Provide Scenario						
From Birchen Lane	0.2	12.72	0.18	0.1	10.59	0.10
Right turn from Portsmouth Lane	0.0	4.67	0.03	0.0	4.86	0.03

- 6.4.2 The results of the capacity assessment for the Portsmouth Lane / Birchen Lane Junction indicate the junction operates well within capacity in all scenarios tested with the RFC reaching a maximum of 0.21 in the Business as Usual scenario.

7 SUMMARY AND CONCLUSIONS

7.1 Background

- 7.1.1 This Transport Assessment (TA) has been prepared by Ridge on behalf of Crest Nicholson Operations Ltd to support the detailed planning application for 49 residential dwellings at Gatesmead, Haywards Heath.
- 7.1.2 The site lies within the administrative area of Mid Sussex District Council, with West Sussex County Council acting as the Local Highway Authority. The TA has been prepared following pre-application engagement with WSCC and adopts a vision-led approach to transport planning in line with national policy.
- 7.1.3 A Framework Travel Plan accompanies the planning application and sets out measures to encourage sustainable travel choices from first occupation.

7.2 Transport Policy Context

- 7.2.1 The TA has been prepared in accordance with relevant national and local transport and planning policy, including the National Planning Policy Framework (NPPF), which promotes a vision-led approach to transport, prioritising sustainable modes and ensuring development does not result in severe residual impacts on the highway network.
- 7.2.2 Local policy, including the Mid Sussex District Plan, West Sussex Transport Plan and WSCC parking and design guidance, supports residential development in accessible locations where safe and convenient walking, cycling and public transport opportunities can be achieved.
- 7.2.3 Overall, the proposed development is consistent with the objectives of these policies by locating housing within reasonable distance of services, public transport and active travel routes, and by incorporating appropriate mitigation and enhancements where necessary.

7.3 Accessibility and Baseline Conditions

- 7.3.1 In terms of accessibility and connectivity, the site:
- scores 65 and is in band A of the DfT Connectivity Tool
 - is within a Top 60 highest ranking Travel to Work Area by total productivity
 - is within 900m of Haywards Heath's railway station.
- 7.3.2 The site benefits from good accessibility by sustainable modes. A wide range of local facilities, including shops, schools, health services, leisure uses and employment opportunities, are located within walking and cycling distance.
- 7.3.3 Bus stops on Sunte Avenue and College Road are located within an approximate 8-minute walk of the site and provide access to local and wider destinations, while Haywards Heath railway station is located approximately 900m from the site, offering frequent rail services to Brighton, London and other regional centres.
- 7.3.4 The surrounding highway network is residential in character, subject to 30mph speed limits, and benefits from footways on key routes. Review of personal injury collision data indicates no evidence of an existing highway safety problem that would be exacerbated by the proposed development.

7.4 Development Proposals

- 7.4.1 The development proposes 49 residential dwellings with a primary vehicular, pedestrian and cycle access from Gatesmead. The access has been designed to incorporate traffic calming and safe crossing facilities, and achieves appropriate visibility standards in accordance with Manual for Streets and WSCC guidance.
- 7.4.2 Secondary pedestrian and cycle connections are proposed to the surrounding Public Rights of Way network, improving permeability and access to the wider area.
- 7.4.3 The scheme includes appropriate levels of car and cycle parking, provision for electric vehicle charging, and a range of off-site pedestrian and accessibility improvements, including dropped kerbs, tactile paving and enhanced walking routes to bus stops and the railway station.
- 7.4.4 The proposed development includes a comprehensive package of on-site and off-site infrastructure improvements designed to enhance pedestrian safety, accessibility and sustainable travel opportunities, in line with WSCC pre-application advice and national policy objectives.
- 7.4.5 Targeted pedestrian route enhancements are proposed along key walking routes between the site, nearby bus stops on Sunte Avenue and College Road, and Haywards Heath railway station. These works include the provision of dropped kerbs, tactile paving and continuous footway improvements to deliver safe, inclusive and legible walking routes.
- 7.4.6 Improvements are also proposed to the Public Rights of Way (PRoW) network, including a high-quality crossing of Footpath FP47bCU at the site access and a financial contribution towards resurfacing approximately 500m of Footpath FP46cCU. These measures will improve east-west connectivity and enhance the usability of routes linking residential areas on either side of the railway line.
- 7.4.7 Overall, the proposed infrastructure improvements will deliver tangible benefits to both future residents and the wider community by strengthening sustainable travel connections, improving safety, and supporting a shift away from car dependency.

7.5 Transport Demand

- 7.5.1 A robust four-step travel demand methodology has been used to estimate the transport impacts of the development, comprising:
- People trip generation using the TRICS database
 - Trip distribution based on Census travel-to-work data
 - Mode share derived from Census data, with adjustments for a vision-led Decide & Provide scenario
 - Vehicle trip assignment to the local highway network
- 7.5.2 Both a Business as Usual scenario and a Decide & Provide scenario have been assessed. The vision-led scenario demonstrates a reduction in vehicle trips through increased levels of walking, cycling and public transport use, reflecting the accessibility of the site and the measures proposed within the development and Travel Plan.

7.6 Highway Impact

- 7.6.1 Junction capacity assessments have been undertaken at the Portsmouth Lane / Birchen Lane priority junction using Junctions 11 PICADY software.
- 7.6.2 The results demonstrate that the junction operates well within capacity in all scenarios tested, including the future year with development traffic. The maximum Ratio of Flow to Capacity (RFC) recorded is 0.21, which is significantly below typical capacity thresholds.
- 7.6.3 As such, the development would not result in an unacceptable impact on the operation or safety of the local highway network.

7.7 Conclusion

- 7.7.1 The Transport Assessment demonstrates that the proposed development at Land West of Gatesmead is located in a sustainable and accessible location, with good opportunities for walking, cycling and public transport use.
- 7.7.2 The level of traffic generated by the development is modest and can be safely accommodated on the surrounding highway network without giving rise to capacity or safety concerns. The proposed access arrangements, parking provision, pedestrian and cycle connections, and off-site improvements are appropriate and policy-compliant.
- 7.7.3 In accordance with the National Planning Policy Framework, the development would not result in severe residual cumulative impacts on the transport network.