

# Land at Foxhole Farm, Bolney: Active Travel England Consultation Response

Ref: LJ/ITB16634-019  
Date: 19 June 2025

## **SECTION 1**      **Introduction**

- 1.1 This note responds to standing advice received by Active Travel England (ATE) in respect of Wates Developments' outline planning application for up to 200 homes and a community building on land at Foxhole Farm, Bolney.
- 1.2 ATE issued their standing advice document on 12<sup>th</sup> May 2025. Through this, ATE encourage the use of their Planning Application Assessment Toolkit (PPAT) in order to present the evidence and active travel merits of a development proposal.
- 1.3 The Transport Assessment that accompanies the planning application provides an assessment of the development against the PPAT. This ATE Addendum Note provides a summary of this assessment.

## SECTION 2 PPAT Assessment

Criterion	Addressed
<p><b>Trip Generation and Assignment.</b> Does the application appropriately forecast all day trips to, from and within the site by walking, wheeling and cycling?</p>	<p>WSCC are satisfied with the scope of assessment and trip forecasts as part of the scoping exercise. Further, in its response dated 12<sup>th</sup> June 2025, WSCC has confirmed it is satisfied with the trip generation, assignment and distribution assessment and no further information is sought.</p>
<p><b>Active Travel Route Audit.</b> Has an appropriate assessment on the design and accessibility of existing active travel routes in the locality of the site been presented?</p>	<p>An assessment has been undertaken of the key desire lines towards the centre of Bolney. This informed the Sustainable Transport Strategy and potential offsite improvements have been put forward to improve the routes. In its response dated 12<sup>th</sup> June, WSCC has identified some minor design amendments to the off-site improvement proposals, which are to be incorporated into a revised design package.</p>
<p><b>Pedestrian Access to Local Amenities.</b> Are most buildings within 800m from a range of amenities using well designed routes?</p>	<p>The site has been identified as a proposed location for residential development in the Submission Draft Local Plan. Access to local facilities via walking and cycling is set out in Section 5 of the Transport Assessment. The village provides a number of facilities, and the development will also bring forward additional uses within the site (e.g. publicly accessible open space and community building).</p>
<p><b>Cycling Accessibility.</b> Are a range of local amenities accessible for cyclist using well-designed routes?</p>	<p>Access to local facilities via walking and cycling is set out in Section 5 of the Transport Assessment. A traffic free cycle route is provided to the east of the site and surrounding roads are lightly trafficked; suitable for on carriageway cycling. WSCC has not requested any further cycle improvement in its response dated 12<sup>th</sup> June 2025.</p>
<p><b>Access to Public Transport.</b> Are all buildings within 400m of a high frequency bus stop or 800m of a rail station, using well designed routes?</p>	<p>Accessibility to bus stops is discussed in Section 5 of the Transport Assessment. The site is within a walkable distance to local bus stops on The Street to the east of the site.</p> <p>Enhancements to bus stops are proposed and funding will be provided to extend the operating hours of the services – the Applicant is in discussion with the local bus operator regarding financial contributions required to secure these improvements.</p>

Criterion	Addressed
<p><b>Off-Site Transport Infrastructure.</b> Does the application include proposals to enhance local active travel and public transport infrastructure?</p>	<p>Section 6 of the Transport Assessment sets out a number of potential offsite improvements to encourage the uptake of walking and cycling for future residents. This includes the enhancement of pedestrian infrastructure on The Street, a number of dedicated cycle / pedestrian connections from the site to the local network and improvement to public transport infrastructure / services.</p>
<p><b>Site Permeability.</b> Does the development prioritise pedestrian and cycle movements within the site?</p>	<p>Site layout is a Reserved Matter, however, the illustrative masterplan for the site is included with the Transport Assessment. The development shows a commitment to genuine permeability across the site for pedestrians and cyclists. Two active travel accesses are proposed, and a network of shared cycleways will be provided within the site. Internal streets will be designed to minimise vehicle speeds and create an environment conducive to active modes of travel.</p>
<p><b>Placemaking.</b> Does the development establish a strong sense of place, with well-design streets, public spaces that feel safe and key amenities?</p>	<p>Site layout is a Reserved Matter; however, the masterplan sets out a real opportunity to create a sense of place including the provision of centrally located open space and pedestrian / cycle routes with good levels of natural surveillance.</p>
<p><b>Cycle Parking and Trip End Facilities.</b> Does the application provide the requisite quantity and quality of cycle parking and trip end facilities?</p>	<p>Homes will come forward in accordance with cycle parking standards. Further details will be provided at reserved matters application stage.</p>
<p><b>Travel Planning.</b> Does the Travel Plan outline ambitious mode share targets and measures to embed active travel?</p>	<p>A Framework Travel Plan accompanies the application (<i>ref: ITB16634-013B</i>). This includes targets to achieve a reduction in single occupancy car trips and encourage active travel modes. The package of measures, including a car club and vouchers, has been developed in accordance with WSCC guidance.</p>

- 2.1 As set out above, the submitted Transport Assessment and Framework Travel Plan address the criteria set out in the ATE Planning Assessment Toolkit and therefore satisfies the requirements set out within the standing advice issued by ATE.