

TPHS

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Transport Statement

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A report prepared on behalf of Rangeford East Grinstead Limited

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1 Introduction

1.1 Background

1.1.1 This Transport Statement (TS) report has been prepared by Transport Planning & Highway Solutions (TPHS) on behalf of Rangeford East Grinstead Limited, in relation to development of Land South and West of Imberhorne Upper School, Imberhorne Lane, to bring forward an Integrated Retirement Community comprising 134 residential units (Class C2) with ancillary amenity facilities, as well as associated car parking, scooter / cycle parking and landscaping.

1.1.2 This report supports a Reserved Matters Application (RMA) submission, with outline planning permission issued by Mid Sussex District Council (MSDC) under reference DM/23/2699, dated 23rd December 2025, for the following:

‘Hybrid planning application seeking 1) outline planning permission for a mixed use development comprising up to 550 dwellings (Use Class C3), a care village of up to 150 dwellings (Use Class 2), land for a 2 form entry primary school (including early years provision and special needs education provision), mixed use neighbourhood centre, allotments, landscaping and sustainable urban drainage; and 2) full planning permission for playing fields, new sports pavilion, and running track associated with Imberhorne Secondary School, a Suitable Alternative Natural Greenspace (SANG) with associated car park, access from Imberhorne Lane, internal road to the SANG, pedestrian/cycle link from Imberhorne Lane and associated landscaping and infrastructure.’

1.1.3 Vehicular, pedestrian and cycle access of the plot to bring forward the Integrated Retirement Community within the wider development area is to be taken from Imberhorne Lane to the immediate east, with the planned access arrangements coming forward directly from a four-arm roundabout junction between Imberhorne Lane and the development spine road as approved by means of the full planning permission part of the referenced hybrid application.

1.1.4 The Integrated Retirement Community considered within this RMA submission comprises the provision of 134 new-build residential units across nine (9) blocks, including a Central Facility Building, and a series of bungalows and cottages, with these units split between 21 x 1-bed units, 74 x 2-bed units (including 4 x bungalows) and 39 x 3-bed units (including 12 x bungalows / cottages). Each apartment would be M4(2) adaptable.

1.1.5 The Central Facility Building (CFB), in addition to including eight residential units, would accommodate ancillary residential amenity facilities, to be available for all site residents, including swimming pool area, restaurant and lounges, as well as facilities for site-based staff.

1.1.6 The scheme would be supported by a site-wide provision of 134 car parking spaces, equating to 1 space per unit overall, including 8 spaces designed and designated as accessible parking. Over time each space would have scope to access electric vehicle charging. Allocation of spaces between the different site user groups (residents, staff and visitors) would be managed by the scheme operator (Rangeford) to allow for flexibility to adapt to changing demands.

- 1.1.7 Additionally, there would be an external covered space immediately by each block entrance, other than the CFB, for flexible use for cycle parking or mobility scooter parking, with scope to accommodate typically two (2) scooters with one (1) cycle or one (1) scooter with two (2) cycles at seven of the eight blocks and with scope to accommodate typically three (3) scooters with two (2) cycles or two (2) scooters with three (3) cycles at one of the eight blocks.
- 1.1.8 This approach to cycle and mobility scooter parking within these designated external covered areas is again to allow flexibility to adapt to changing demands.
- 1.1.9 At the time of the hybrid application, as then permitted, matters appraised and considered acceptable by the reviewing authorities included that of development impact, including for a care village of up to 150 units. However, since that assessment appraised the care village as a generic elderly residential care home, vehicle trip generation for the Integrated Retirement Community is reviewed to confirm that the impacts continue to be manageable.
- 1.1.10 Following on from the reappraisal of the impacts assessment, the purpose of this report is to demonstrate that the scale and layout proposed at this RMA stage to deliver the Integrated Retirement Community scheme at the site comprising 134 residential units, with ancillary site facilities, is fit-for-purpose in terms of the key highways and transport considerations.

1.2 Scope of the Report

- 1.2.1 Against the context of the purpose of this Reserved Matters Application (RMA), this brief introduction is to be followed by the following sections, before presenting the key points and related conclusions:
- Section 2 of this report presents a reappraisal of the impacts assessment specifically as it relates to the Integrated Retirement Community, comparing the high-level assessment undertaken with the hybrid application with a tailored assessment of the IRC scheme.
 - Section 3 of this report presents commentary and details relating to the proposed internal site layout and circulation, such as in terms of road hierarchy characteristics and with regard means of movement around the site, including supporting swept paths.
 - Section 4 of this report provides commentary and details relating to the proposed strategies and provisions for car parking, cycle parking and other vehicles, considering not only general levels of the provisions but also the availability to different site user groups.
 - Section 5 of this report provides commentary and details relating to the proposed strategy and provision for site-wide servicing and deliveries, both for the communal Central Facility Building and for the individual blocks, including similarly supporting swept paths.

2 Impacts Assessment Reappraisal

2.1 Planning Context

- 2.1.1 The Transport Assessment (TA) submitted in support of the hybrid application, report reference F01 October 2023, presented within Section 5 '*Trip Generation and Distribution Assessment*' an appraisal of vehicle trip rates and traffic generation for the Residential (C3) and Care Home (C2) quanta sought by the outline application.
- 2.1.2 The corresponding vehicle trip generation exercise for the Care Home was undertaken based on a search of the industry-recognised TRICS database, specifically of '*Care Home (Elderly Residential)*' sites across England (excluding Greater London) within the '*Health*' category and then with either a suburban or edge of town location. The site selection also considered sites with weekday survey data only and then from the most-recent ten-year period.
- 2.1.3 From the sites identified, the submitted TA presented the following peak hour vehicle trip rates and resultant vehicle trips, as replicated in Table 2.1 below.

Time Period	Trip Rate (per unit)			Traffic Generation (150 units)		
	In	Out	Total	In	Out	Total
AM Peak Hour	0.072	0.050	0.122	11	8	18
PM Peak Hour	0.036	0.050	0.086	5	8	13

NOTE: Numbers may not sum due to rounding.

Table 2.1: Summary of Care Home (C2) Vehicle Trips Assessment – Hybrid Application

- 2.1.4 Whilst the assessment within the submitted TA, as reconfirmed above, referenced the traffic generation being for 150 units, it should be noted that the typical trip rate parameter adopted for this specific Care Home use within the TRICS database is per resident and not unit, thus reflective of each unit being occupied by a single resident. This projected vehicle tripmaking, however, is that against which to appraise that of the Integrated Retirement Community.

2.2 Planned Integrated Retirement Community Trip Generation

- 2.2.1 The planned Integrated Retirement Community scheme comprises 134 residential units and would be supported by a provision of 134 car parking spaces. There would be around 34 full-time equivalent (FTE) staff associated with the scheme based on staffing ratios at other Rangeford Village schemes.
- 2.2.2 To support a bespoke tripmaking exercise for the planned Integrated Retirement Community, a survey undertaken of the Rangeford Village scheme at Wadswick Green, Corsham, on Wednesday 12th October 2022 between 07:00 and 19:00, has been reviewed. This survey recorded both site-related traffic and person activity, which for comparison comprises 202 units for residents but also with a restaurant facility open to members of the general public.
- 2.2.3 A full copy of this survey is attached for reference at **Appendix A**.

- 2.2.4 The busiest AM peak hour for the Wadswick Green operation was identified as 09:00-10:00, whilst the busiest PM peak hour was identified as 16:00–17:00. There was also a lunch peak hour between 12:15 and 13:15 observed with the Wadswick Green operation; this could be explained by the on-site restaurant being a destination for both residents and local people.
- 2.2.5 The peak hour for light goods and servicing vehicles of this type was observed at 12:45–13:45, with 11 two-way vehicle trips recorded, whilst the peak hour for solely heavy goods servicing vehicles was observed separately at 09:30–10:30, with 3 two-way trips recorded; a further isolated trip by an HGV exiting the site was recorded at 15:00-16:00.
- 2.2.6 Table 2.2 summarises the observed ‘person’ trips (vehicles + pedestrians + cyclists) at the Wadswick Green operation for the above-referenced peak hours, followed by the equivalent trips per unit, whilst Table 2.3 summarises separately the observed vehicle trips for the above-referenced peak hours followed by the equivalent trips per by unit.

Time Period	Trip Rate (per unit)			Person Trips (202 units)		
	In	Out	Total	In	Out	Total
AM Peak Hour	0.153	0.094	0.247	31	19	50
PM Peak Hour	0.109	0.099	0.208	22	20	42

Table 2.2: Summary of Wadswick Green Activity – ‘Person’ Movements

Time Period	Trip Rate (per unit)			Vehicle Trips (202 units)		
	In	Out	Total	In	Out	Total
AM Peak Hour	0.109	0.050	0.159	22	10	32
PM Peak Hour	0.059	0.079	0.138	12	16	28

Table 2.3: Summary of Wadswick Green Activity – Vehicle Movements Only

- 2.2.7 During each of the surveyed a.m. peak hour and p.m. peak hour, all trips not recorded as being undertaken as a vehicle were recorded as being on foot, though not necessarily to preclude a trip by an alternative travel mode as part of a wider journey to and/or from the site.
- 2.2.8 Based on the ‘person’ and vehicle trip rates identified from the Wadswick Green site, Tables 2.4 and 2.5 summarise levels of activity which could be expected with the planned Integrated Retirement Community without any shift of mode, which may be forthcoming particularly amongst younger residents who may have increased propensity to utilise non-car modes.

Time Period	Trip Rate (per unit)			Person Trips (134 units)		
	In	Out	Total	In	Out	Total
AM Peak Hour	0.153	0.094	0.247	20	13	33
PM Peak Hour	0.109	0.099	0.208	15	13	28

NOTE: Where appropriate, movements by direction have been rounded to ensure tally with total trips.

Table 2.4: Summary of Planned Integrated Retirement Community – Projected ‘Person’ Movements

Time Period	Trip Rate (per unit)			Vehicle Trips (134 units)		
	In	Out	Total	In	Out	Total
AM Peak Hour	0.109	0.050	0.159	14	7	21
PM Peak Hour	0.059	0.079	0.138	8	10	18

NOTE: Where appropriate, movements by direction have been rounded to ensure tally with total trips.

Table 2.5: Summary of Planned Integrated Retirement Community – Projected Vehicle Movements Only

- 2.2.9 It is the set of peak hour projected vehicle movements for the planned Integrated Retirement Community presented in Table 2.5, above, that is to be compared with the projected vehicle movements put forward as part of the trips assessment supporting the hybrid application for a Care Home use, as reconfirmed earlier in this section of the TS at Table 2.1.

2.3 Traffic Impact Considerations

- 2.3.1 Table 2.6 summarises the peak hour traffic generation for Care Home use considered within the hybrid application and the peak hour traffic generation for the Integrated Retirement Community use considered within this RMA submission, then compares the traffic data sets to identify any potential changes in vehicle tripmaking activity.

Time Period	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Care Home (Hybrid)	11	8	18	5	8	13
IRC (RMA)	14	7	21	8	10	18
NET CHANGE	+3	-1	+3	+3	+2	+5

NOTE: Numbers may not sum due to rounding within the Care Home assessment undertaken by others.

Table 2.6: Summary of Potential Net Change in Vehicle Trips – Care Home vs Retirement Community

- 2.3.2 The bespoke tripmaking exercise for the planned Integrated Retirement Community suggests that there could be a marginally higher level of peak hour vehicle tripmaking activity, when compared to that against which the impacts of the hybrid application scheme were considered and appraised – an additional three (3) vehicle movements during the a.m. peak hour and an additional five (5) vehicle movements during the p.m. peak hour.
- 2.3.3 Such additional vehicle activity to / from the site via the roundabout junction with Imberhorne Lane is not considered to be material, equating to an additional vehicle movement every twenty (20) minutes during the a.m. peak hour and an additional vehicle movement every twelve (12) minutes during the p.m. peak hour above the activity previously projected, with the corresponding network impact no more discernible than that of the scheme considered.

3 Site Layout & Circulation

3.1 Background

- 3.1.1 This section of the Transport Statement presents commentary and details relating to the proposed internal site layout and circulation, building upon the planned access arrangements to serve the Integrated Retirement Community coming forward directly from a four-arm roundabout junction between Imberhorne Lane and the wider development spine road as approved by means of the full planning permission part of the referenced hybrid application.
- 3.1.2 The proposed site access arrangements will run from the fourth arm of the roundabout junction, with Imberhorne Lane (North) and Imberhorne Lane (South) and the wider development spine road presenting as the other three arms of the roundabout junction. At the planned limit of public highway along the site access arm the carriageway access width is to be 7.3m and the footway access width along each side by an informal crossing is to be 2m.
- 3.1.3 It is from this transition of the planned site access arrangements that the proposed internal site layout for the Integrated Retirement Community area has then been developed.
- 3.1.4 Whilst it is the design intention for the areas of highways construction to continue to meet adoptable standards specifically with regard both the materials and build specifications, it is not the intention for the scheme's highway network to be put forward for adoption by West Sussex County Council (WSCC) as highway authority.
- 3.1.5 Given this, and that the operation of the internal layout would not directly impact on road safety of the public highway network adopted by WSCC, the proposed internal layout has not been subject to a Stage 1 Road Safety Audit. However, as to be expanded upon in the subsequent commentary, key geometric parameters such as those relating to carriageway widths and visibility have been considered within the layout development.
- 3.1.6 The target speed for the site as a whole would be for vehicles to travel typically at no more than 10mph, which from initial occupation and then ongoing would be promoted to site residents and visitors through appropriate signage and monitored regularly, though as to be expanded upon many of the development parameters have been considered against 20mph.
- 3.1.7 This change to the highways environment upon the site beyond the limit of public highway would be defined by the installation of an entry treatment within the carriageway, which would no less than visually make drivers aware of the change between public highway and private estate and typically would lend itself to drivers to adopt a lower travel speed.
- 3.1.8 This environment would be similarly supported by a series of raised table informal pedestrian crossings installed at a number of locations along the main spine, distinct features where drivers would be typically manoeuvring vehicles at lower speeds due to the vertical deflection.

- 3.1.9 Whilst there may be no preclusion for drivers to seek to speed above the site speed limit target of 10mph, it is considered that varying levels of visibility around which features have been developed and appraised and intermittent vertical deflection collectively contribute to an environment which lends itself to drivers to maintain a low speed.
- 3.1.10 The *'Proposed Site Wide Plan – Level 0'* as prepared by PRP as scheme architects, Drawing Ref. KCP-PRP-ZZ-ZZ-DR-A-20300, is attached for reference and information at **Appendix B**, with this layout illustrating the highway network, footway network and parking arrangements.

3.2 Highway Network

- 3.2.1 The proposed site layout brings forward firstly a main spine road running east-west from the tie-in with the planned site access arrangements. This primary site road would have a consistent carriageway width of 5.5m, generally sufficient to allow a car and a larger-sized servicing vehicle to run in opposing directions concurrently, other than the initial stretch through to the first site access junction with the width transitioning downwards from 7.3m.
- 3.2.2 The main spine road carriageway width of 5.5m would run firstly for a length of around 125m, between the first access way junction running off of the main spine through to where the main spine changes to a north-south alignment to continue to run alongside the Central Facility Building, along which this same proposed carriageway width would be retained also.
- 3.2.3 Beyond the CFB stretch and along each access way running off of the main spine, the carriageway width is come forward consistently at 4.8m.
- 3.2.4 There would be sufficient forward visibility along the main spine road carriageway and sufficient junction visibility around each access way running off the main spine road commensurate with a 20mph speed limit, to allow drivers of vehicles travelling both in each direction and into and out from each access way to see both other vehicles and pedestrians and provide drivers sufficient time to act and decide accordingly in terms of safe behaviour.
- 3.2.5 Swept paths of vehicles manoeuvring along the main spine road are presented upon Drawing No. TPHS-458-TR-001 against the context of refuse vehicle access with general car movement and the context of fire tender access with general car movement respectively, confirming that *'the scheme protects the safety of road users and pedestrians'* in line with Policy DP21 *'Transport'*. This drawing is attached for reference at **Appendix C**.
- 3.2.6 Additionally, the continuation of these swept paths as they manoeuvre to and from and along the internal loop are presented on upon the upper panels of Drawing No. TPHS-458-TR-002A and Drawing No. TPHS-458-TR-002B, again against the context of refuse vehicle access and the context of fire tender access respectively. These drawings are attached at **Appendix D**.

- 3.2.7 Both refuse vehicle and fire appliance vehicle types adopted for the assessment are either consistent with or larger than the typical vehicles prescribed by either Mid Sussex District Council or West Sussex County Council in their published guidance, with use of a generic Large Refuse Vehicle type (11.18m by 2.55m) and a generic Fire Tender Pumping Appliance type (8.13m by 2.55m) adopted for robustness. These larger-sized vehicle swept paths have been undertaken concurrent with a typical car (4.6m by 1.8m).
- 3.2.8 The proposed site layout brings forward firstly two cul-de-sacs running off from the main spine road to the north and one cul-de-sac running off from the main spine road to the south, then brings forward secondly an internal loop from and to the main spine road (including again the stretch of access way by the Central Facility Building) from which a further cul-de-sac runs also. Again, these secondary access ways come forward with a consistent width of 4.8m.
- 3.2.9 These secondary routes provide direct vehicular access of the series of residential blocks and bungalows / cottages, including a series of supporting parking courts and parking banks.
- 3.2.10 The consistent width of 4.8m supports concurrent entry and exit by car of each of the secondary access ways, as well as accommodating the turning into and the turning out from each of the secondary access ways by servicing vehicles (such as large refuse vehicle and fire tender vehicle) as they seek access of the series of turning head areas across the scheme.
- 3.2.11 Typically, when manoeuvring around corners and bends of the secondary access ways, cul-de-sacs and loop, servicing and deliveries vehicles may require use of the full carriageway width and with any vehicle travelling in the opposing direction having to temporarily wait (or vice versa). Such an occurrence is commonplace on residential streets and is considered in line with the context, with appropriate forward visibility afforded to support safe operation.
- 3.2.12 Swept paths of vehicles manoeuvring through the key 'junction' areas are presented upon Drawing No. TPHS-458-TR-003A and Drawing No. TPHS-458-TR-003B, against the context of refuse vehicle access and the context of fire tender access respectively, confirming similarly that *'the scheme protects the safety of road users and pedestrians'* in line with Policy DP21 *'Transport'*. These drawings are attached for reference at **Appendix E**.
- 3.2.13 Again, both refuse vehicle and fire appliance vehicle types adopted for the assessment are either consistent with or larger than the typical vehicles prescribed by either Mid Sussex District Council or West Sussex County Council in their published guidance, with use of a generic Large Refuse Vehicle type (11.18m by 2.55m) and a generic Fire Tender Pumping Appliance type (8.13m by 2.55m) adopted for robustness.
- 3.2.14 With regard proposed junction visibility splays, whilst the target speed for the site as a whole would be for vehicles to travel typically at no more than 10mph, for which the corresponding visibility requirement sits at 11m only, as much as practicable the visibility requirement for 20mph of 25m has been targeted. These distances correspond with the measured 'y' distance along the carriageway edge, for which it is also acknowledged specifically with regard junctions that a set-back 'x' distance of 2.4m is to be adopted.

- 3.2.15 Drawing TPHS-458-DR-001, attached at **Appendix F**, presents the junction visibility splay for each of the secondary access way junctions with the main spine road, demonstrating the availability of junction visibility of 25m in each direction commensurate with a 20mph speed limit, taking into account typical built and/or stationary obstructions.
- 3.2.16 Typically, each of these splays extends over either a footway or a planting strip running adjacent to the main spine road, which with regard the latter would be maintained at a height of no more than 0.6m to ensure vehicle intervisibility is available at all times.
- 3.2.17 This same drawing also presents the junction visibility splay for each of the two secondary access junctions with the internal loop, demonstrating the availability of junction visibility in each direction commensurate with a 20mph speed limit at one of the two locations but with a lesser level of visibility available in one direction only commensurate with vehicles travelling closer to 10mph at one of the two locations (but with full visibility in the second direction).
- 3.2.18 Specifically with regard forward visibility along the main spine road where the east-west alignment transitions to the north-south alignment, forward visibility around this bend comes forward at 14m, commensurate with a typical vehicle speed of 12mph, thus continuing to sit above that commensurate with the target site-wide vehicle speed of 10mph at a location. This lesser visibility is also at a location where the change of directions lends itself to slower speeds.
- 3.2.19 The majority of this forward visibility envelope is contained within the main spine road carriageway, but similarly would run over a footway and paved area running adjacent to the main spine road marginally for a length of around 20m.
- 3.2.20 Drawing TPHS-458-DR-002, also attached at **Appendix F**, includes the presentation (in the left-hand panel) of the corresponding forward visibility envelope at and around this location.

3.3 Pedestrian Circulation

- 3.3.1 The proposed site layout brings forward firstly a continuous footway route of 2m in width running east-west from the tie-in with the planned site access arrangements, along the northern side of the main spine road and through to the junction area by the northern end of the Central Facility Building. A footway route of the same width runs along the southern side of the main spine road by the centrally-located external amenity space also.
- 3.3.2 This primary footway route along the northern side of the main spine road runs through to direct building access of the Central Facility Building (CFB) and provides direct connectivity with the footway route running into each of the secondary access ways running off of the main spine road to the north – one to access a series of bungalows and three apartment blocks and one to access a series of bungalows. There is also direct connectivity with an alternative footway route providing access to the same three blocks independent of the cul-de-sac.

- 3.3.3 Along this same core stretch there is a series of raised table informal pedestrian crossings to connect the continuous footway route along the northern side with footway routes running alongside the secondary access ways running off of the main spine road to the south. These latter footway routes provide access of a further number of apartment blocks, typically three via the first secondary access way and two via the second secondary access way.
- 3.3.4 Typically along the secondary access ways the footway route runs continuously along one side of carriageway, with some short stretches along the opposite side of the carriageway where beneficial to support residential access. These secondary footway routes similarly come forward with a consistent width of 2m to maintain the same level of service as elsewhere.
- 3.3.5 To complement the primary footway route along the main spine road and the secondary footway routes along the access ways and internal loop, a separate footpath route similarly running east-west would be brought forward across the length of the site independent of the carriageway, running between the residential blocks to the south of the main spine road through to the external amenity space and Central Facility Building.
- 3.3.6 With regard proposed pedestrian visibility splays at informal crossings, along the main spine road at each of the locations where pedestrians would be directed to cross by the infrastructure to be installed and such provision sought, from a typical lesser set-back of 1.5m both to the left and right visibility of 25m commensurate with a 20mph speed limit would be achievable, contained along either the adjacent footway stretch or over kerbside planting.
- 3.3.7 Again, when running over kerbside planting, such landscaping along this strip would be maintained at a height of no more than 0.6m to maintain visibility at all times.
- 3.3.8 Drawings TPHS-458-DR-002, again attached at **Appendix F**, presents the pedestrian visibility splay for each of the informal crossing points along the main spine road, confirming the maximisation of visibility by and of pedestrians at these locations as practicable to do so.
- 3.3.9 The provision of footway routes along both the main spine road and the secondary access ways, complemented by the informal crossings of the main spine road, to connect the building units both externally to the wider off-site network and internally to the central internal and external amenity spaces (including the Central Facility Building), provides a fully inclusive environment to meet the needs for people of all abilities in line with the Equality Act 2010.
- 3.3.10 The network of key footway and footpath routes proposed across the Integrated Retirement Community development are shown on the PRP Architects Drawing Ref. KCP-PRP-ZZ-ZZ-DR-A-20300, again attached for reference at **Appendix B**, confirming similarly that *'the scheme protects the safety of road users and pedestrians'* again in line with Policy DP21 *'Transport'*.

3.4 Parking Layout

- 3.4.1 The proposed site layout brings forward a site-wide provision of 134 car parking spaces. The majority (120) of the parking spaces would be as perpendicular parking spaces and as parking banks, parking courts and individual dwelling spaces, with the remaining minority (14) of the parking spaces provided as parallel parking spaces and grouped with either 2 or 3 spaces and located solely typically along the southern side of the secondary internal loop and cul-de-sac.
- 3.4.2 West Sussex County Council's *'Guidance on Parking at New Developments (September 2020)'* presents no explicit reference to the sizing of car parking spaces, though with respect to *'Parking Capacity Surveys'* a length of vehicle parameter of 4.8m is cited. With regard *'Design Considerations'* this local-level guidance links back to guidance such as *'Manual for Streets'*.
- 3.4.3 *'Manual for Streets'* presents *'Suggested parallel and perpendicular parking arrangements'*, at Figure 8.18 therein, putting forward for perpendicular parking spaces a width of 2.4m and a depth of 4.8m and for parallel parking spaces a width of 2.0m and a length of 6.0m. Thus, across the scheme no less than these dimensions have been adopted for sizing of the spaces.
- 3.4.4 Secondly, each space designated for use by those with disabilities has been designed with an additional clear width of 1.2m along each side, similarly in accordance with design guidance.
- 3.4.5 *'Manual for Streets'* also confirms that for perpendicular parking spaces an aisle width of 6m is required for manoeuvring, which as a core design parameter has been applied across the proposed site layout. Typically, as the defined carriageway width from which the perpendicular parking banks take access sits at 4.8m, the perpendicular parking spaces are pushed back accordingly from the carriageway edge along one or both sides to ensure the 6m aisle width requirement would continue to be achieved.
- 3.4.6 This approach is considered to be in line with the requirements of Policy DP21 *'Transport'* in that *'the scheme is designed to adoptable standards'* and that *'the scheme provides adequate car parking for the proposed development'*.

4 Parking Strategy

4.1 Background

- 4.1.1 This section of the Transport Statement presents commentary and details relating to the proposed parking strategies to serve the Integrated Retirement Community, considering these not only with regard general levels of car parking and scooter / cycle parking provisions but also how the provisions would address the requirements of the different site user groups – these being residents, visitors and staff.
- 4.1.2 The scheme would be supported by a site-wide provision of 134 car parking spaces, within which there would be eight (8) spaces designed for use by those with mobility issues, with a series of pick-up / drop-off and servicing spaces to be located by the Central Facility Building.
- 4.1.3 All car parking spaces would have scope for electric vehicle charging access to be brought forward as and when required by the user, with fourteen (14) spaces in number (an initial 10% rounded) to be supported with charging point access from the outset and split between supporting such access by 13 standard-sized spaces and 1 larger-sized accessible space.
- 4.1.4 Additionally, the scheme would come forward with an external covered space immediately by each block entrance, other than the Central Facility Building (CFB), for flexible use for cycle parking or mobility scooter parking, with a typical split provision of space across each facility cumulatively facilitating 9-17 cycles and 9-17 scooters – the lower-end provision for one vehicle type corresponding with the upper-end provision for the other vehicle type.
- 4.1.5 There would be also three (3) Sheffield stands, for the parking of six (6) cycles, within the public realm around the CFB fronting onto the access way, typically for use by staff.
- 4.1.6 The proposed parking strategy has been informed by a review of policy and guidance primarily at the Mid Sussex District Council (MSDC) level and information obtained from a survey undertaken of the Rangeford Village operation at Wadswick Green, Corsham, in Wiltshire. A copy of this full survey, as earlier referenced, is attached at **Appendix A**.

4.2 Car Parking

- 4.2.1 The ‘Mid Sussex District Plan 2014-2031’, adopted March 2018, puts forward the following with regard car parking within Policy DP21 ‘Transport’ as it relates to development considerations:

‘The scheme provides adequate car parking for the proposed development taking into account the accessibility of the development, the type, mix and use of the development and the availability and opportunities for public transport; and with the relevant Neighbourhood Plan where applicable.’

4.2.2 The preceding commentary to Policy DP21 '*Transport*' outlines that:

'The District Council will also work with West Sussex County Council to review residential and non-residential car parking standards to ensure that development provides an appropriate level of parking linked to the likely demand for the development and compliance with national planning policy.'

4.2.3 West Sussex County Council's '*Guidance on Parking at New Developments (September 2020)*' does not bring forward a guiding car parking standard for residential units (Class C2), putting forward only for Class C2 '*Residential Care Homes*' and that car parking is considered through:

'Site-specific assessment based on travel plan and specific operational needs.'

Residents' Car Parking

4.2.4 A survey of the Rangeford Village scheme at Wadswick Green, Corsham, in Wiltshire, on Wednesday 12th October 2022 from 07:00 through to 19:00 and including counts of cars parked on-site prior to 07:00 and following 19:00 by area, allowed disaggregation between residents, staff and visitors. These counts identified 104 cars parked within the residential car parking areas against the background of 202 residential units, thus with the recorded residents' parking demand equivalent to around half the site's residential unit number.

4.2.5 Application of this same ratio to the proposed number of units at the Integrated Retirement Community of 134 residential units would equate to sixty-nine (69) car parking spaces.

4.2.6 In tandem to these survey considerations, a review of car ownership across the local area within which the site sits (Mid Sussex 004 super output area) identifies amongst flatted units, which would be representative of the majority of the scheme, a car ownership trend of 0.96 cars per household and with close to a quarter of such households without car access.

4.2.7 If the lesser car ownership ratio were then applied to the number of flatted units (118) across the scheme, in parallel with application of 1 space per unit for the number of bungalow units (16), this could suggest an alternative higher residential car parking demand of 131 spaces.

4.2.8 Based on these considerations, adopting the approach of the allocation of the car parking being managed by the scheme operator (Rangeford) to allow for flexibility to adapt to changing demands represents an appropriate and balanced strategy for residents' car parking. This flexibility sits well with seeking to better accommodate the role of both local travel conditions and scheme operational characteristics in car ownership amongst residents.

Staff Car Parking

4.2.9 With reference to the same survey scheme at Wadswick Green, Corsham, these counts identified a staff car parking accumulation of twenty-two (22) vehicles around the middle of the weekday, which when pro-rata downwards to reflect the lesser units within the proposed Integrated Retirement Community equates to a staff car parking demand of 15 spaces.

- 4.2.10 In tandem to these survey considerations, a review of the *'journey to work'* data from the previous 2011 census put forward around 74% travelling as a car driver to and from a place of work in the local area within which the site sites (Mid Sussex 004). It should be noted that this data set was not replicated in the 2021 census and also that this data set is not further disaggregated between sub-areas of the wider local area.
- 4.2.11 With regard to staffing attached to the proposed Integrated Retirement Community scheme, it is projected that there would be around 34 full-time equivalent (FTE) members of staff based on staffing ratios at other Rangeford Village schemes but typically with only half on-site at any one time. There would be typically three general work shifts to cover the 24-hour period, with parallel daytime shifts to cover the kitchen and restaurant, housekeeping and maintenance.
- 4.2.12 If the local area *'journey to work'* mode share were taken forward without consideration of the effects of travel planning amongst the staff, this would equate firstly to twenty-five (25) of the thirty-four (34) staff and secondly to thirteen (13) of the seventeen (17) staff on-site at any one time typically driving to and from by car.
- 4.2.13 To allow for overlap between staff shifts it is considered reasonable to target initially a level of staff car parking between the number of staff on site at any one time which may seek to drive (13) and the total number of staff which may seek to drive (25), with a midpoint between these suggesting a target initial staff car parking allocation of nineteen (19) spaces but with flexibility being available to the scheme operator to continually review.
- 4.2.14 Thus, similarly, it is considered adopting the approach of the allocation of the car parking being managed by the scheme operator (Rangeford) to allow for flexibility to adapt to changing demands represents an appropriate and balanced strategy for staff car parking also. This flexibility sits well with effective travel planning seeking to reduce staff travel by car.

Visitor Car Parking

- 4.2.15 With reference to the same survey scheme at Wadswick Green, Corsham, these counts identified a visitor peak car parking accumulation of sixteen (16) vehicles around the middle of the weekday, against a background of no more than twenty-five (25) spaces being available to visitors to that operational integrated retirement community scheme development.
- 4.2.16 When pro-rata downwards to reflect the lesser units within the proposed Integrated Retirement Community scheme, this equates to a visitor car parking demand of 11 spaces.
- 4.2.17 Again, it is considered that adopting the approach of the allocation of the car parking being managed by the scheme operator (Rangeford) to allow for flexibility to adapt to changing demands represents an appropriate and balanced strategy for visitor car parking also and sits well also with management of access of on-site facilities to visitors / non-residents.

Overview

- 4.2.18 The proposed site-wide provision of 134 car parking spaces would sit comfortably above the cumulative resident (69) / staff (15) / visitor (11) car parking demand – of 95 spaces - if based solely on the parking patterns identified from the survey of the Wadswick Green development, though sitting below the cumulative resident (131) / staff (19) / visitor (11) parking demand – of 161 spaces – when considering additional potential data sources.
- 4.2.19 This, again, it is considered sits well with adopting the approach of allocation of car parking being managed by the scheme operator (RangeFord) to allow for flexibility to changing demands amongst each of the resident, staff and visitor groups, to support a balanced parking strategy for each group also and thus providing *‘adequate car parking for the proposed development taking into account...the type, mix and use’* in line with Policy DP21 *‘Transport’*.

4.3 Cycle Parking

- 4.3.1 West Sussex County Council’s *‘Guidance on Parking at New Developments (September 2020)’* does not bring forward a guiding cycle parking standard for residential units (Class C2), again putting forward only for Class C2 *‘Residential Care Homes’* and that cycle parking is considered through:

‘Site-specific assessment based on travel plan and specific operational needs.’

- 4.3.2 A survey of the RangeFord Village scheme at Wadswick Green, Corsham, in Wiltshire on Wednesday 12th October 2022 included counts of cycles entering and exiting the site across the daytime period of 07:00-19:00, recording eight (8) arrivals and eight (8) departures by cycle. If all residents, this would equate to one cycle for every twenty-five (25) units.
- 4.3.3 Application of this same ratio to the proposed number of units at the proposed Integrated Retirement Community scheme of 134 residential units would equate to five (5) cycles.
- 4.3.4 As referenced, the series of external covered spaces immediately by each block entrance, other than the CFB, would be brought forward for flexible use and with typical split provision of space across each facility cumulatively facilitating 9-17 cycles, with this lower end itself being close to double that which the survey data suggest may be required typically and with the upper end equating to around 1 cycle parking space for every eight units.
- 4.3.5 Again, with reference to the survey of the RangeFord Village scheme at Wadswick Green, if the recorded eight (8) arrivals and eight (8) departures by cycle were all staff movements, this would equate to around one cycle for every six (6) staff members full-time equivalent.
- 4.3.6 Similarly, application of this same ratio to the typical staffing level of thirty-four (34) full-time equivalent at the Integrated Retirement Community would equate again to six (6) cycles.

- 4.3.7 It is acknowledged that there are land-uses listed within WSCC's *'Guidance on Parking at New Developments (September 2020)'* for which minimum cycle parking levels are put forward based on staffing, typically referenced as one cycle parking space per four (4) staff but noting also further uses for where a site-specific assessment would continue to be appropriate. Application of this standard would suggest nine (9) staff cycle parking spaces being required.
- 4.3.8 In contrast, a further review of the *'journey to work'* data from the previous 2011 census recorded a low cycle-based mode share of 2% travelling to and from a place of work in the local area, which if applied to the typical staffing level for the proposed Integrated Retirement Community would suggest a requirement for one staff cycle parking space only.
- 4.3.9 With the proposed scheme to bring forward three (3) Sheffield stands for the parking of six (6) cycles within the public realm around the Central Facility Building (CFB), typically for use by staff, this it is considered would sufficiently address staff cycle parking demand, matching the level that the survey data may suggest as being required and also sitting at around the mid-point of what census data and alternative guiding standards may suggest.
- 4.3.10 With regard the design of the cycle storage facilities, these would be secure by means of the level of natural surveillance by virtue of being immediately adjacent to the block entrances and thus with residents regularly passing or around the Central Facility Building and thus with residents and staff regularly passing by along walking routes to and from the CFB.
- 4.3.11 Also, by being distributed across the site instead of a single installation only, this contributes to the convenience of access by site users – residents, staff and visitors, with the scope to park within an external covered area immediately adjacent to each block entrance (or within the vicinity of the CFB for staff for the stands) minimising the walking distance of the residential block to which it is nearest and practically accessible from the site's internal route network.
- 4.3.12 This strategy is considered consistent with Policy DP21 *'Transport'* and an approach to provide *'appropriate opportunities to facilitate and promote the increased use of alternative means of transport to the private car...including suitable facilities for secure and safe cycle parking'*.

4.4 Other Parking Considerations

- 4.4.1 As referenced previously, West Sussex County Council's *'Guidance on Parking at New Developments (September 2020)'* does not bring forward guiding parking standards for residential units (Class C2), again putting forward only for Class C2 *'Residential Care Homes'* and that parking is considered through *'site-specific assessment based on travel plan and specific operational needs'*.
- 4.4.2 This same document does present *'Disabled Persons Parking Overarching Guidance'* and leads with *'disabled persons parking spaces should be provided at a minimum of 5% of the total number of parking spaces being provided on the site'*, which if applied to the proposed number of 134 car parking spaces would suggest no less than seven (7) accessible car parking spaces. The scheme would bring forward formally eight (8) such spaces, meeting this requirement.

- 4.4.3 Within this same *‘Disabled Persons Parking Overarching Guidance’* it is also referenced that *‘the location of suitable drop-off points should be specified...to demonstrate how the needs of disabled people have been addressed’* and it is against such context that a series of inset pick-up / drop-off spaces are proposed to be provided directly across from the Central Facility Building, with practical walking routes connecting these spaces and the CFB main entrance.
- 4.4.4 The inset pick-up / drop-off spaces located towards the northern end of this stretch, each of 8m in length, would be shared cumulatively with servicing and to provide an overall length if required of 18m. This allows flexible use by a range of vehicle types and including by ambulance, mini-bus or servicing and deliveries vehicles (the latter with arrange of lengths).
- 4.4.5 These communal facilities along the stretch by the CFB would be suitably signed and demarcated to identify that they are not for use by residents, staff or visitors for parking.
- 4.4.6 By virtue of the scheme layout having been developed to accommodate servicing and deliveries vehicles, including large refuse vehicles, accessing each of the residential blocks, either via the main spine route or via the series of cul-de-sacs running off of this, there would be no preclusion for either ambulances or mini-buses to run along these further routes for convenient access of each of the blocks, further maximising access for all resident groups.
- 4.4.7 Outside of these other vehicle parking provisions, as referenced in the earlier *‘Background’* the scheme would come forward with external space adjacent to each block entrance, other than the CFB, for flexible use for cycle parking or mobility scooter parking, with a typical split cumulatively facilitating 9-17 scooters in tandem with 9-17 cycles – with the lower end provision for one vehicle type corresponding with the upper end provision for the other type.
- 4.4.8 Again, this approach to mobility scooter parking is to allow flexibility to adapt to changing demands to better reflect the demographic of residents across such a scheme.
- 4.4.9 Similarly, West Sussex County Council’s *‘Guidance on Parking at New Developments (September 2020)’* presents *‘Electric Vehicle Charging Overarching Guidance’*, referencing:
- ‘In order to respond to changing needs, it is important that developers consider the likely demand for electric charging points within new developments, and how this is likely to change over time. Developers should identify ways to cater for this demand within the design of new developments as part of the overall provision of parking facilities.’*
- 4.4.10 Appendix B *‘Electric Vehicle Space Allocations’* of the same guidance puts forward year-by-year *‘% Spaces for Active EV Charging Facilities’* from 2018, set at 20%, through to 2030, set at 70%. As referenced, all car parking spaces across the scheme would have scope for electric vehicle charging access to be brought forward as and when required by the user, with 14 spaces in number (a starting 10% rounded) to be supported with charging point access from the outset and split between 13 standard-sized spaces and 1 larger-sized accessible space.

5 Servicing & Deliveries Strategy

5.1 Background

- 5.1.1 This section of the Transport Statement presents commentary and details relating to the proposed servicing and deliveries strategy to serve the Integrated Retirement Community scheme, as it relates to the proposed site layout to come forward, considering not only the day-to-day requirements for the individual residential blocks and areas but also servicing of the Central Facilities Building.
- 5.1.2 This strategy has been developed to reflect the requirement of Policy DP21 '*Transport*' of the '*Mid-Sussex District Plan 2014-2031 (March 2018)*' such that '*the scheme protects the safety of road users and pedestrians*'.
- 5.1.3 By virtue of demonstrating the proposed servicing and deliveries strategy supported by the proposed site layout suitably provides such a layout, this will also demonstrate by proxy that the proposed site layout suitably provides for emergency vehicle access as emergency vehicle access of the proposed scheme area would make use of the same internal network.

5.2 General Servicing Access

- 5.2.1 As referenced earlier in Section 3.2 '*Highway Network*', the site layout brings forward both a main spine road running east-west with a consistent width of 5.5m, sufficient to allow a car and a larger-sized servicing vehicle to run in opposing directions concurrently, and a secondary series of access ways (cul-de-sacs and loop) running off from the main spine with a consistent width of 4.8m, which then assists with turning of servicing vehicles.
- 5.2.2 It was outlined that, typically, when manoeuvring around the corners and bends of the secondary access ways, cul-de-sacs and loop, servicing and deliveries vehicles may require use of the full carriageway width, but that such an occurrence be commonplace on residential streets such as those proposed within the Integrated Retirement Community.
- 5.2.3 The swept paths presented on Drawing TPHS-458-TR-001 relating to the main spine road, and Drawing TPHS-458-TR-002A relating to the internal loop, attached at Appendix C and Appendix D respectively, and the swept paths presented on Drawing TPHS-458-TR-003A relating to the manoeuvring of larger-sized vehicles through key 'junction' areas, attached at Appendix E, are put forward with reference to the larger-sized refuse vehicle.
- 5.2.4 These swept paths demonstrated the suitability of the proposed site layout, specifically the main spine road and key 'junction' areas, to accommodate vehicular activity and movement associated with general site servicing and deliveries, with the corresponding movements along and through each location undertaken solely in forward gear.

- 5.2.5 Beyond the main spine road and key 'junction' areas, each of the cul-de-sacs running off of the main spine road to the north would come forward with a turning head (or equivalent) to provide an appropriate area for servicing and deliveries vehicles to turn, manoeuvring into the first part of the turning head in forward gear and then undertaking a single reverse manoeuvre into the second part of the turning head to facilitate subsequent forward gear exit.
- 5.2.6 For Blocks A to C a turning head has been incorporated within the parking court arrangement at the eastern end of the cul-de-sac spur to allow servicing and deliveries vehicles seeking direct access of these residential blocks to manoeuvre and temporarily sit for short durations of stay within proximity of the footway routes into each of these residential blocks.
- 5.2.7 Such servicing and deliveries vehicles seeking access of these residential blocks would also have the scope to use the junction between the cul-de-sacs spurs as an informal turning head arrangement, reversing in the direction of the parking court should this be more practical. This informal turning head arrangement also supports servicing and deliveries vehicles seeking access of the series of bungalows fronting onto the western side of this route.
- 5.2.8 For the series of bungalows accessed via the second cul-de-sac running off of the main spine road to the north, a turning head has been incorporated at the northernmost end. Such locational context is to ensure that the servicing and deliveries vehicles, irrespective of size, would have the means to access each of the bungalows in this area in forward gear.
- 5.2.9 With regard the residential blocks located to the south of the main spine road, Blocks F-H would have the scope to be accessed by servicing and deliveries vehicles wholly running in forward gear by means of the internal secondary loop road running from and to the main spine road, with the eastern stretch of this loop running across the footpath route providing direct access to each of these three blocks – Blocks F-G to the east and Block H to the west.
- 5.2.10 For Block D access by servicing and deliveries vehicles typically would be by means of these vehicles reversing a short distance into the secondary cul-de-sac running off the main spine road to the south, then returning to the main spine road in forward gear to exit the site; for Block E, which sits at the end of a further cul-de-sac running off of the loop, access by servicing and deliveries vehicles would be facilitated by means of a turning head incorporated within the parking court arrangement, such that vehicles travel to / from the loop in forward gear.
- 5.2.11 Regular servicing of residential units within such a scheme would generally be limited to collection of general waste and recyclables - currently typically undertaken within the MSDC area weekly for food waste, fortnightly for mixed recyclables and every three weeks for general waste - and delivery of goods ordered by residents, such as groceries online or one-off occasional bulky items, such as furniture or white goods, ad-hoc and varying day-to-day.
- 5.2.12 By providing sufficient space on-site for a range of servicing and deliveries vehicle types to manoeuvre, turn and park, this demonstrates the proposed servicing and deliveries strategy for general day-to-day access would be suitably supported by the proposed site layout.

- 5.2.13 Swept paths of vehicles manoeuvring into and out from each of the north-west and central turning heads are presented upon the lower panels of Drawing No. TPHS-458-TR-002A and Drawing No. TPHS-458-TR-002B, against the context of refuse vehicle access and the context of fire tender access respectively, Again, these drawings are attached at **Appendix D**.
- 5.2.14 Supplementary swept paths of vehicles manoeuvring into and out from each of the further series of turning heads, be it a formal design arrangement or an informal layout arrangement, are presented upon Drawing No. TPHS-458-TR-004A and Drawing No. TPHS-458-TR-004B, against the context of refuse vehicle access and the context of fire tender access respectively.
- 5.2.15 These drawings, as attached for reference at **Appendix G**, continue to demonstrate the suitability of the proposed site layout to accommodate vehicular activity and movement from general site servicing and deliveries and for emergency access, confirming again that *‘the scheme protects the safety of road users and pedestrians’* in line with Policy DP 21 *‘Transport’*.
- 5.2.16 Again, both the refuse vehicle and fire appliance vehicle types adopted for the assessment are either consistent with or larger than the typical vehicles prescribed by either Mid Sussex District Council or West Sussex County Council in their published guidance, with use of a generic Large Refuse Vehicle type (11.18m by 2.55m) and a generic Fire Tender Pumping Appliance type (8.13m by 2.55m) adopted for robustness

5.3 Central Facility Building (CFB) Servicing Access

- 5.3.1 As referenced earlier in Section 3.2 *‘Highway Network’*, along the stretch of carriageway as it runs by the Central Facility Building (CFB), the carriageway width between the entry and exit of this stretch would be 5.5m as a continuation from the main spine road. Additionally, as referenced earlier in Section 4.4 *‘Other Parking Considerations’*, the proposed site layout would bring forward a series of inset pick-up / drop-off spaces directly across from the CFB.
- 5.3.2 Again, the inset pick-up / drop-off spaces located towards the northern end of this stretch, each of 8m in length, would be shared cumulatively with servicing and to provide an overall length if required of 18m. This allows flexible use by a range of vehicle types and including servicing and deliveries vehicles of varying lengths up to and including the refuse vehicle that may seek access of the Central Facility Building either as planned or ad hoc events.
- 5.3.3 The communal facilities along the stretch by the Central Facility Building would be suitably signed and demarcated to identify that they are not for use by residents, staff or visitors for parking, with any planned use of the extended shared-use facility by servicing and deliveries vehicles similarly signed. Thus, the design of the dedicated inset parallel spaces directly across from the CFB comes forward to accommodate a range of servicing and deliveries vehicles.
- 5.3.4 The stretch of carriageway as it runs by the Central Facility Building forms the western part of the secondary access loop running from and to the main spine road, thus allows vehicles to both approach and exit in forward either from and to the north (directly from and to the main spine road) or from and to the south (indirectly from and to the main spine road via the loop).

- 5.3.5 It is envisaged that the majority of servicing and deliveries vehicles seeking access of the Central Facility Building would approach from the north and exit to the south, supporting direct and practical of the inset parallel space(s) across from the CFB. However, as such vehicles may upon occasion approach from the south and exit to the north, sitting instead on the carriageway immediately by the CFB, the carriageway width of 5.5m along this stretch has been brought forward to ensure that there continues to be space for other vehicles to pass.
- 5.3.6 Drawing TPHS-458-TR-005, attached for reference at **Appendix H**, presents swept paths relating to the manoeuvring of a range of servicing and deliveries vehicles into and out from the arrangements by the Central Facility Building in forward gear, reflective of service providers typically seeking quick access corresponding with a short duration of stay. Those service providers for which a longer duration of stay may be required may more likely reverse.
- 5.3.7 Representative of a worse-case in terms of interaction with the carriageway as it runs alongside the Central Facility Building, based on a range of vehicle types – from a EV Panel Van of 6.4m x 2.1m to a Large Refuse Vehicle of 11.2m x 2.6m – the forward gear swept paths and in-situ positioning of the vehicles confirm the availability of no less than an effective carriageway width of no less than 4m and thus sufficient for vehicles to continue to run by.
- 5.3.8 These further swept paths similarly continue to demonstrate the suitability of the proposed site layout to accommodate vehicular activity and movement from servicing and deliveries.
- 5.3.9 By providing these further arrangements for use by a range of servicing and deliveries vehicles typically seeking access of the Central Facility Building, within a shared-use environment, this demonstrates similarly the proposed servicing and deliveries strategy for the Central Facility Building access supported by the proposed site layout suitably provides that *‘the scheme protects the safety of road users and pedestrians’* in line with Policy DP 21 *‘Transport’*.

6 Summary & Conclusions

- 6.1.1 This Transport Statement has been prepared on behalf of Rangeford East Grinstead Limited, to support a Reserved Matters Application (RMA) in relation to development of Land South and West of Imberhorne Upper School, Imberhorne Lane, to bring forward an Integrated Retirement Community comprising 134 residential units and associated car, scooter and cycle parking, considering the key highways and transport features of the scheme layout.
- 6.1.2 The scheme would be supported by a site-wide provision of 134 car parking spaces, including 8 spaces designed and designated as accessible parking, and all spaces would have scope for electric vehicle charging access to be brought forward but with fourteen (14) spaces –thirteen (13) standard-sized spaces and one (1) accessible space – coming forward with access to active electric vehicle charging from the outset.
- 6.1.3 Additionally, the scheme would be supported by external covered space immediately by each block entrance, other than the Central Facility Building (CFB), for flexible use for cycle parking or mobility scooter parking, with a typical split cumulatively facilitating parking of 9-17 cycles and 9-17 scooters – the lower-end for one type corresponding with the upper end the other type. Further parking, typically for staff, for six (6) cycles would be provided close to the CFB.
- 6.1.4 Ahead of considering each of the site layout and circulation, parking strategy and servicing and deliveries strategy, a bespoke tripmaking exercise for the planned Integrated Retirement Community has been undertaken, which whilst suggesting that there could be a marginally higher level of peak hour vehicle tripmaking activity than previously assessed, the corresponding network impact would be no more discernible.
- 6.1.5 Subsequently, by considering each of the site layout and circulation, parking strategy and servicing and deliveries strategy, this report has sought to demonstrate that the layout proposed is fit-for-purpose in terms of addressing the key highways and transport considerations and continuing to accord with policy and guidance issued by Mid Sussex District Council, with reference primarily to Policy DP21 of the *'Mid Sussex District Plan (March 2018)'*.
- 6.1.6 With regard the site layout and circulation, the highway network strategy and hierarchy has been set out and it demonstrated how this would support general vehicle movement around the site, be this with regard parking access or with regard servicing and deliveries access, and commentary also with regard the proposed footway and footpath network across the site and it demonstrated how this would accommodate key desire lines and routes across the scheme.
- 6.1.7 With regard the parking strategy, the approach to how car parking and cycle parking would be brought forward has been set out and it demonstrated how this would support the typical scheme-related requirements and work within an approach where the allocation of parking would be managed by the scheme operator to allow for flexibility to adapt to changing demands, with such an approach extended to mobility scooter parking and EV charging access.

- 6.1.8 With regard the proposed servicing and deliveries strategy, the approach to how both general day-to-day servicing for the residential units and specific servicing for the Central Facility Building has been set out and it demonstrated for each how both the general site highway layout and further infrastructure features (such as turning heads and inset bays) would support servicing and deliveries access by a range of vehicle types typical of such a scheme.
- 6.1.9 In summary, this report has reviewed the scheme in relation to key highways and transport matters, concluding that the development would continue to accord with the outline planning permission applicable to this site and come forward in accordance with relevant policy and guidance of both Mid Sussex District Council and West Sussex County Council.
- 6.1.10 Thus, there is no reason why the development as brought forward should not be approved in relation to the key highways and transport matters as presented in this report.



APPENDICES



APPENDIX A

Rangeford Villages, Wadswick Green - The Pavilion, Rowan Lane, SN13 9FN



Rangeford Villages, Wadswick Green - The Pavilion, Rowan Lane, SN13 9FN

	MAIN ACCESS														SECONDARY ACCESS													
	CARS		LGVs		BUS		HGVs		CYCLES		PEDS		M/CYCLE		CARS		LGVs		BUS		HGVs		CYCLES		PEDS		M/CYCLE	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
07:00 07:15	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-
07:15 07:30	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-
07:30 07:45	3	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
07:45 08:00	2	1	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	1	-	-	-	-
08:00 08:15	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
08:15 08:30	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-
08:30 08:45	2	-	1	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
08:45 09:00	2	1	-	1	-	-	-	-	-	-	-	3	5	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-
09:00 09:15	4	1	3	1	-	-	-	-	-	-	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
09:15 09:30	5	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	1	1	-	-	-
09:30 09:45	2	3	-	-	-	-	1	-	-	-	-	3	2	-	-	1	1	-	-	-	-	-	-	1	-	-	-	-
09:45 10:00	4	2	-	-	-	-	1	-	-	-	-	2	2	-	-	1	1	-	-	-	-	-	-	-	-	-	-	-
10:00 10:15	2	1	-	-	-	-	-	1	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:15 10:30	1	2	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-
10:30 10:45	3	1	1	-	-	-	-	-	-	-	-	2	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:45 11:00	1	3	1	2	-	-	-	-	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 11:15	2	1	1	-	-	-	-	-	-	-	-	1	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-
11:15 11:30	-	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:30 11:45	1	1	1	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-
11:45 12:00	3	2	1	2	-	-	-	-	-	-	-	3	-	-	-	2	1	-	-	-	-	-	-	-	-	-	-	-
12:00 12:15	2	1	-	-	-	-	-	-	-	-	-	2	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-
12:15 12:30	4	1	1	-	-	-	-	-	-	-	-	1	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-
12:30 12:45	7	1	1	-	-	-	-	-	-	-	-	-	-	-	-	3	1	-	-	-	-	-	-	-	-	-	-	-
12:45 13:00	4	4	2	-	-	-	-	-	-	-	-	2	-	-	-	1	1	-	-	-	-	-	-	-	-	-	-	-
13:00 13:15	7	1	2	2	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-
13:15 13:30	3	4	-	2	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-
13:30 13:45	1	2	1	2	-	-	-	-	-	-	-	1	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	-
13:45 14:00	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	-	-	-	-	-	-	-	2	-	-	-
14:00 14:15	1	5	1	1	-	-	-	-	-	-	-	-	-	-	-	2	2	-	-	-	-	-	-	2	-	-	-	-
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15:00 15:15	-	6	-	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-
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15:30 15:45	2	2	1	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	2	3	-	-	-
15:45 16:00	6	3	-	-	-	-	-	-	-	-	-	-	-	-	-	3	2	-	-	-	-	-	-	-	2	-	-	-
16:00 16:15	3	1	1	-	-	-	-	-	-	-	-	1	-	-	-	3	-	-	-	-	-	-	-	2	-	-	-	-
16:15 16:30	1	1	-	1	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	3	2	-	-	-
16:30 16:45	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
16:45 17:00	2	4	1	-	-	-	-	-	-	-	-	2	2	-	-	1	-	-	-	-	-	-	-	2	-	-	-	-
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17:45 18:00	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00 18:15	2	1	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-
18:15 18:30	2	1	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-
18:30 18:45	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:45 19:00	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	102	98	26	17	0	0	2	2	4	2	30	19	1	1	25	31	3	0	0	0	0	0	4	6	17	18	1	1

Rangeford Villages, Wadswick Green - The Pavilion, Rowan Lane, SN13 9FN



	AREA A		AREA B		AREA C		AREA D		AREA E		AREA F		AREA G		AREA H (Visitors ¹)		AREA I (Staff ¹)	
	Parked	Spare	Parked	Spare	Parked	Spare	Parked	Spare	Parked	Spare	Parked	Spare	Parked	Spare	Parked	Spare	Parked	Spare
06:30	16	13	22	11	14	8	9	7	8	16	7	3	26	4	2	-	10	12
11:30	13	16	16	17	13	9	7	9	10	14	9	1	22	8	10	-	22	0
13:00	15	14	18	15	15	7	9	7	9	15	9	1	21	9	16	-	19	3
19:00	17	12	21	12	15	7	9	7	10	14	9	1	23	7	2	-	9	13

¹ Area H has no demarcated bays, so only number of vehicles parked recorded.



APPENDIX B



- Key
- Site Boundary
 - Site Vehicular Entrance
 - Pedestrian Connection
 - Development Zone Parameter Boundary
 - Existing Fence Line
 - Building Entrance
 - Secondary Building Entrance
 - Service Entrance
- CFB - 2 Storey
Block A - 2.5 Storey
Block B - 2 Storey
Block C - 2 Storey
Block D - 2 Storey
Block E - 2 Storey
Block F - 2.5 Storey
Block G - 2.5 Storey
Block H - 2.5 Storey
SS - Substation
BS - Bin Store
GM - Grounds Keepers Store
- Communal
Ancillary
1 Bedroom Apartment
2 Bedroom Apartment
3 Bedroom Apartment
2 Bedroom Bungalow
3 Bedroom Bungalow
3 Bedroom Cottage

The Principal Contractor is responsible for checking dimensions, tolerances and references. Any discrepancy to be notified to the Architect before proceeding with the works.

Where an item is covered by drawings to different scales the larger scale drawing is to be worked to. Do not scale drawing. Figured dimensions to be worked to in all cases.

Where products have been specified, PRP have reviewed applicable products available in the UK at the time of writing the specification, from which products named in the specification have been selected. Where the Principal Contractor wishes to propose alternative products, representative samples and a full technical appraisal demonstrating that their proposed alternative has equal or better performance should be submitted by the Principal Contractor in accordance with the agreed project Change Control Procedures. On any Higher Risk Building (HRB), the Principal Contractor should confirm if they consider the alternative (and / or any consequential impacts) as a recordable, notifiable or major change under Regulation 26 of The Building (Higher-Risk Buildings Procedures) (England) Regulations 2023.

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record

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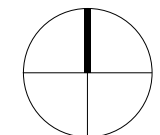
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P01	10.08.2026	Draft Planning Issue

Dwn	Ckd	Drawn	BF
RB	SA		RB
Checked		Date	02/07/2026
Scale @ A1		1:500	

Kingscote Place, East Grinstead

Proposed Site Wide Plan - Level 0

Project	Origin	Function	Space	Form	Discipline	Number
KCP -	PRP -	ZZ -	ZZ -	DR -	A -	20300
Revision	Status					
P01 -	BS - Initial status					

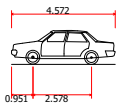
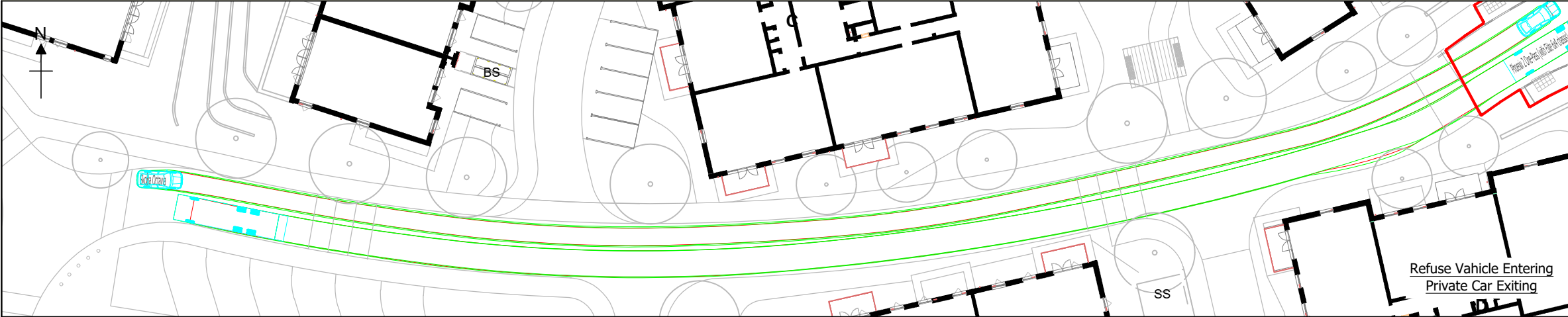


PRP

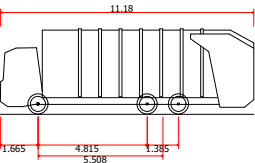
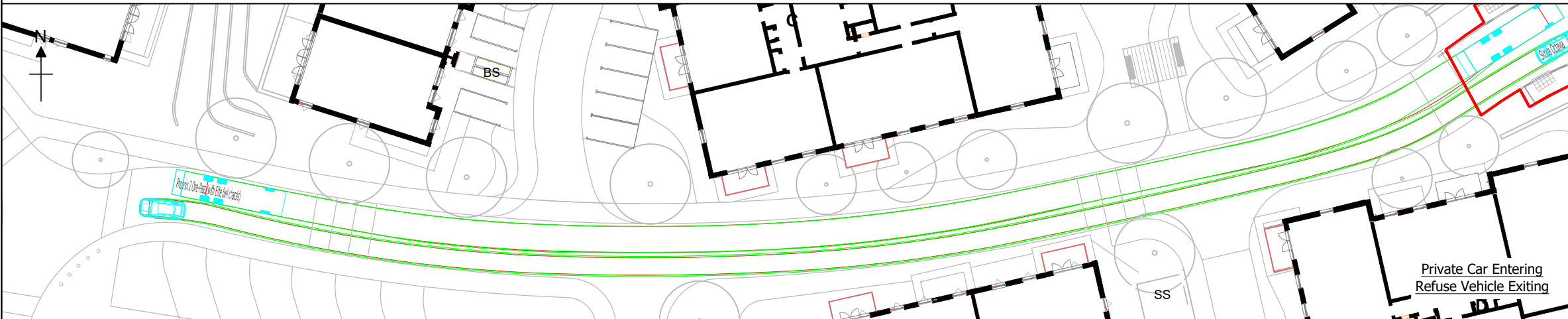
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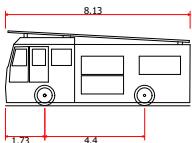
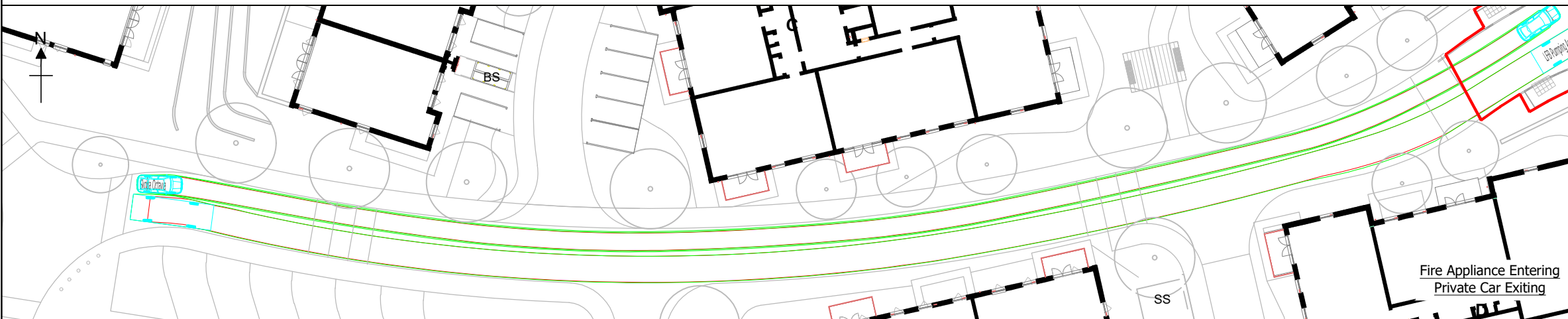
APPENDIX C



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.100m



Phoenix 2 One-Pass (with Elite 6x4 chassis)	
Overall Length	11.180m
Overall Width	2.550m
Overall Body Height	3.760m
Min Body Ground Clearance	0.312m
Track Width	2.550m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.150m



Pumping Appliance	
Overall Length	8.130m
Overall Width	2.550m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.550m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	8.000m



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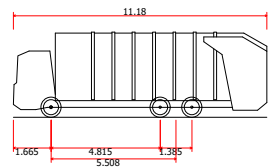
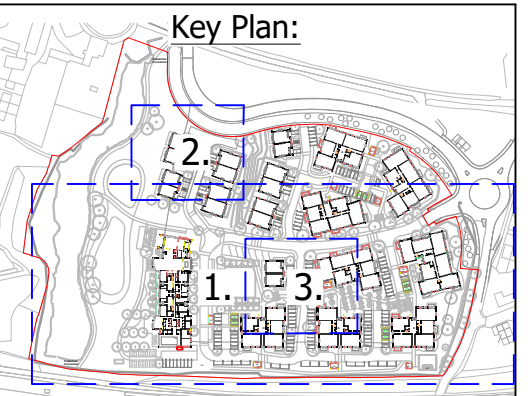
PROJECT:
KINGSCOTE PLACE

TITLE:
Proposed Site Layout
Main Spine Route Appraisal -
Refuse and Fire Swept Paths

SCALE:	PLOT SIZE:	DATE:
1:500	A3	18/08/26
DRAWING No.	REV.	
TPHS-458-TR-001	-	



APPENDIX D



Phoenix 2 One-Pass (with Elite 6x4 chassis)

Overall Length	11.180m
Overall Width	2.550m
Overall Body Height	3.760m
Min Body Ground Clearance	0.312m
Track Width	2.550m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.150m



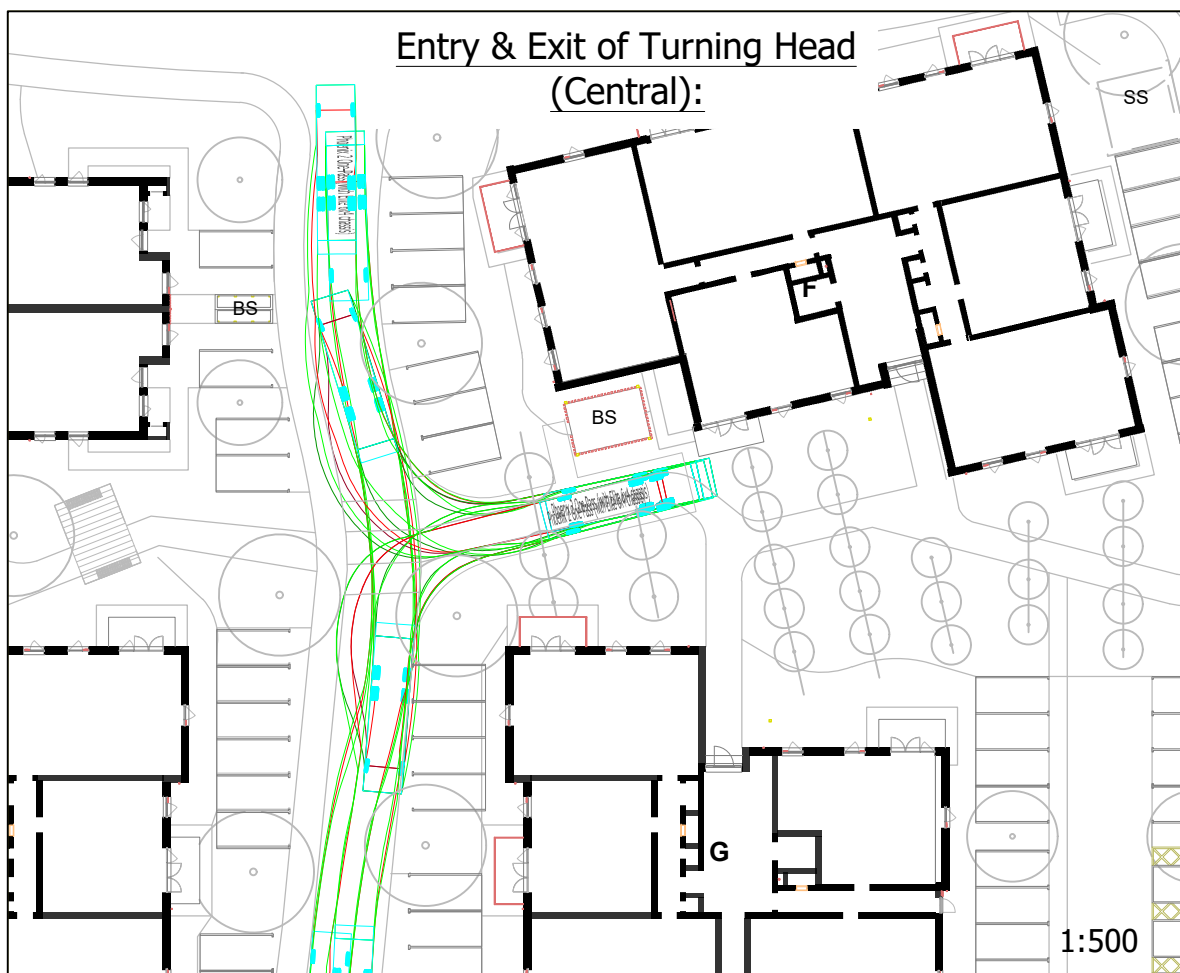
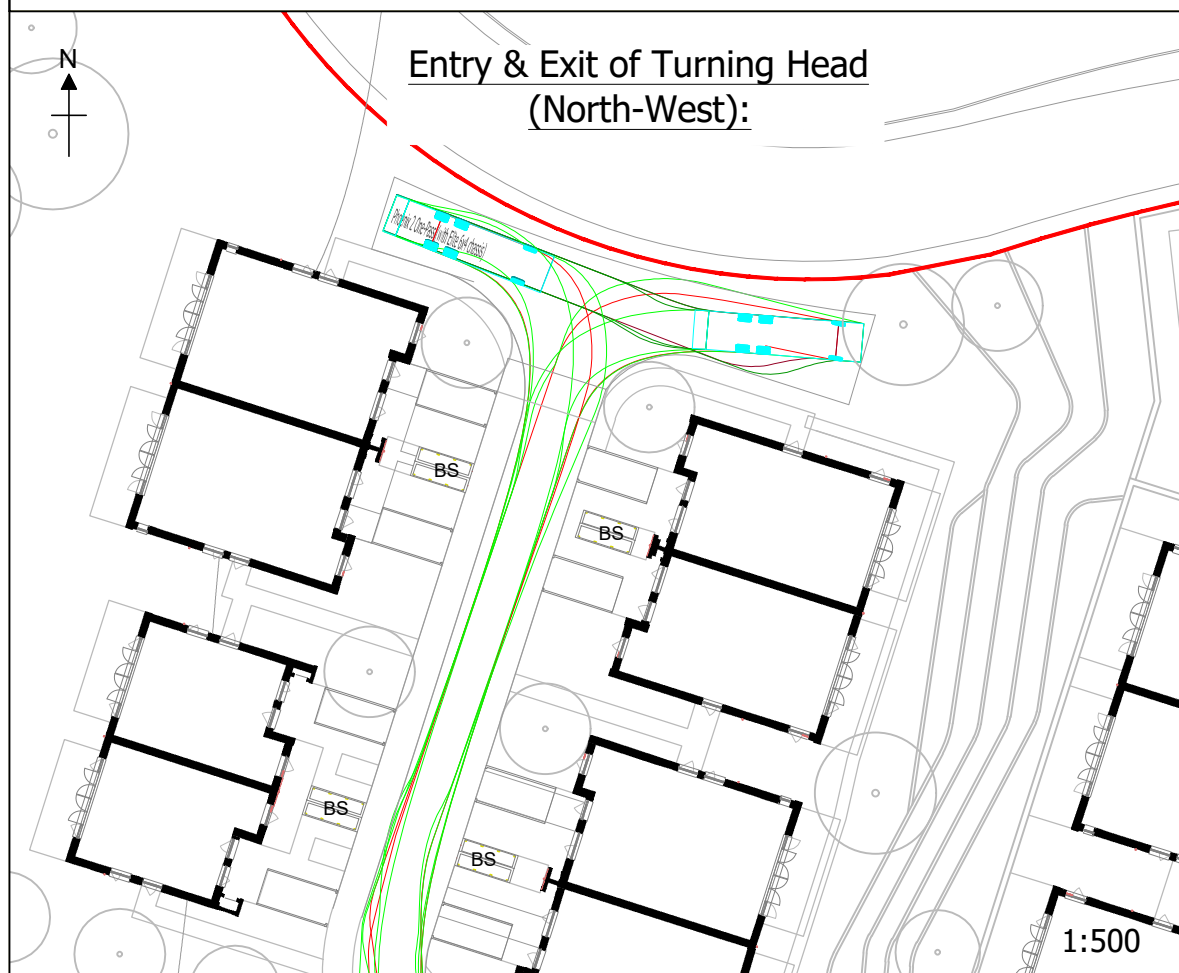
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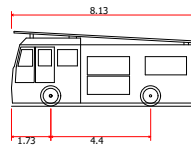
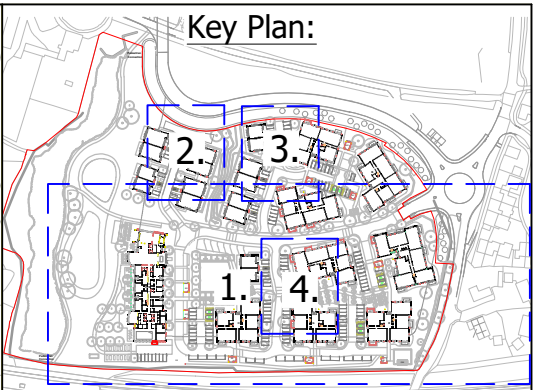
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PROJECT:
KINGSCOTE PLACE

TITLE:
Proposed Site Layout
Loop and Turning Head Analysis -
Refuse Swept Paths

SCALE:	PLOT SIZE:	DATE:
As Shown	A3	18/08/26
DRAWING No.	REV.	
TPHS-458-TR-002A	-	





LFB Pumping Appliance
Overall Length 8.130m
Overall Width 2.550m
Overall Body Height 3.300m
Min Body Ground Clearance 0.140m
Track Width 2.550m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 8.000m



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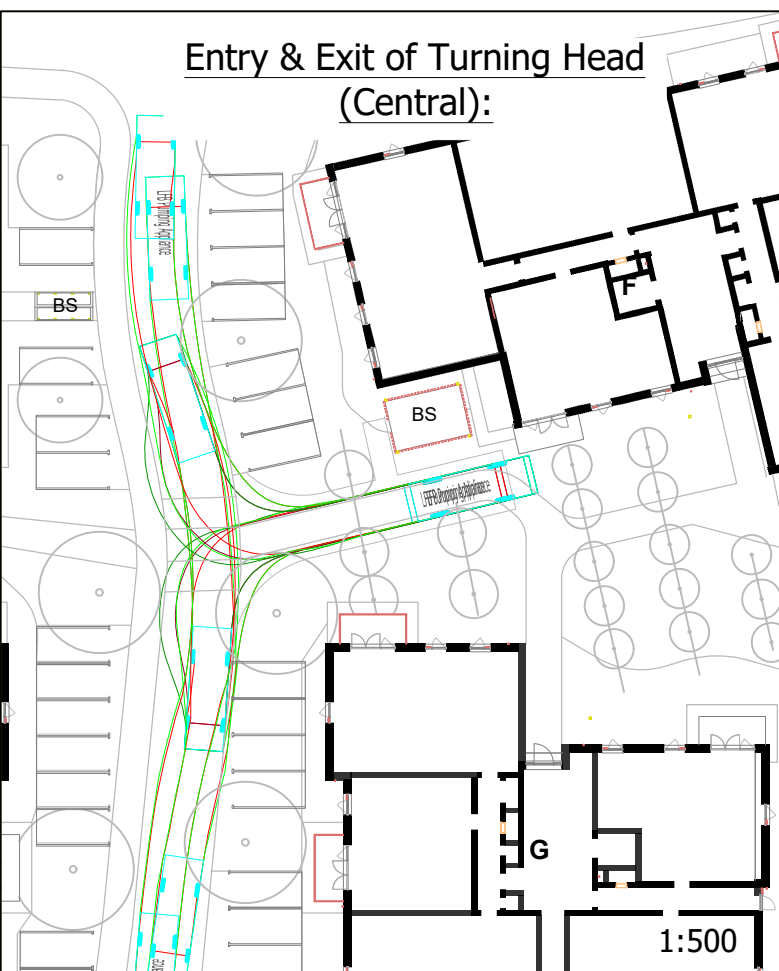
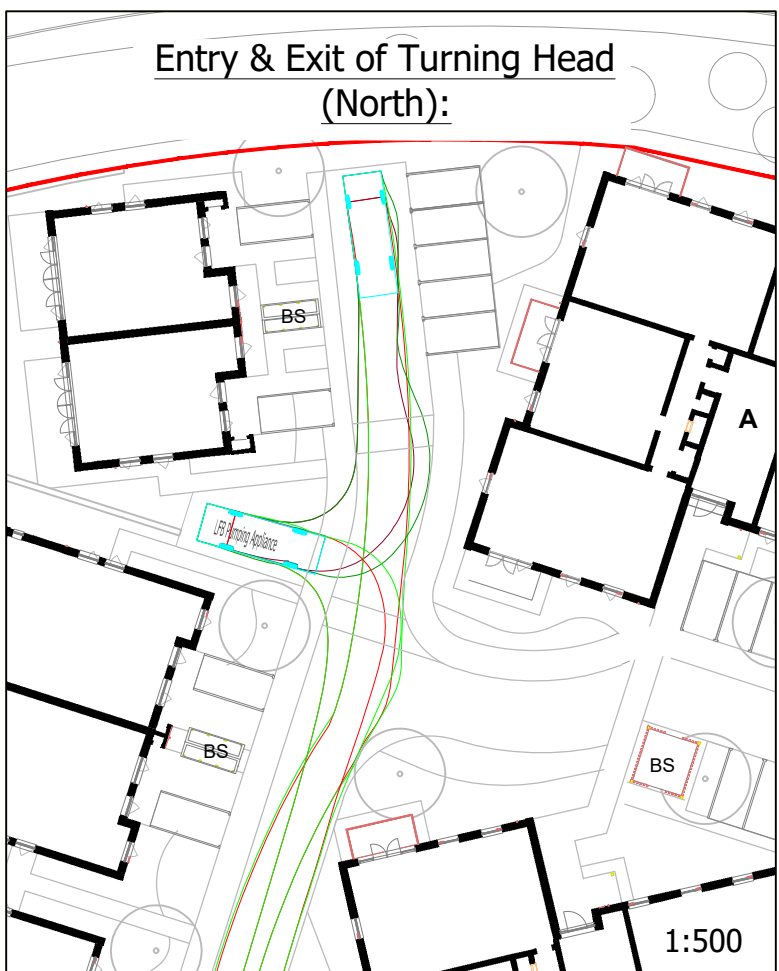
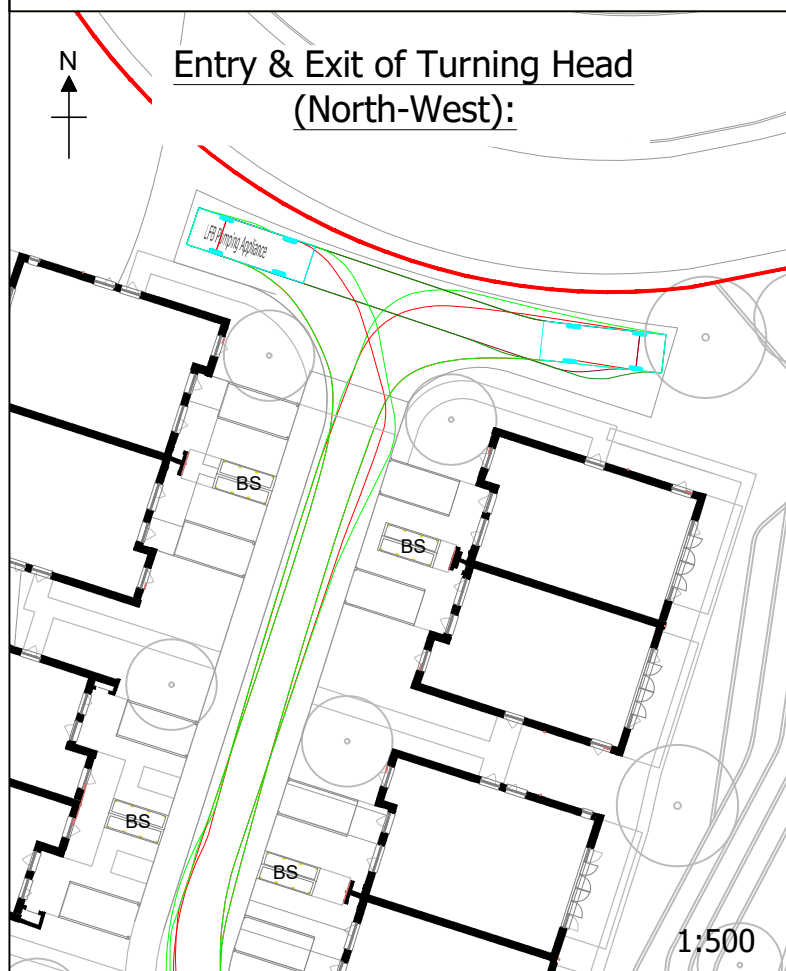
CLIENT:
RANGEFORD EAST GRINSTEAD LIMITED

PROJECT:
KINGSCOTE PLACE

TITLE:
Proposed Site Layout
Loop and Turning Head Analysis -
Fire Swept Paths

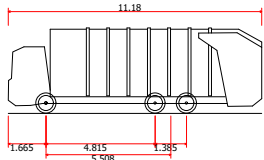
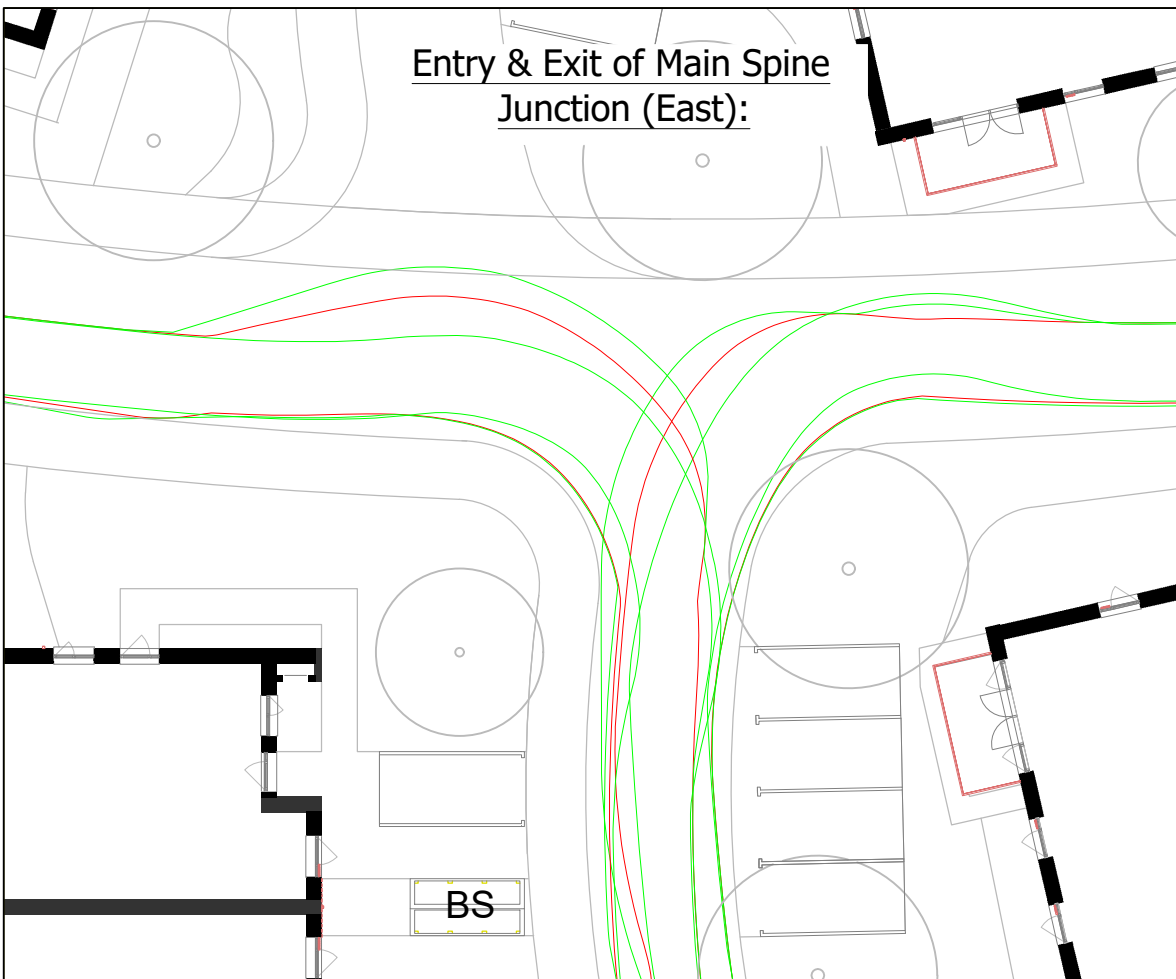
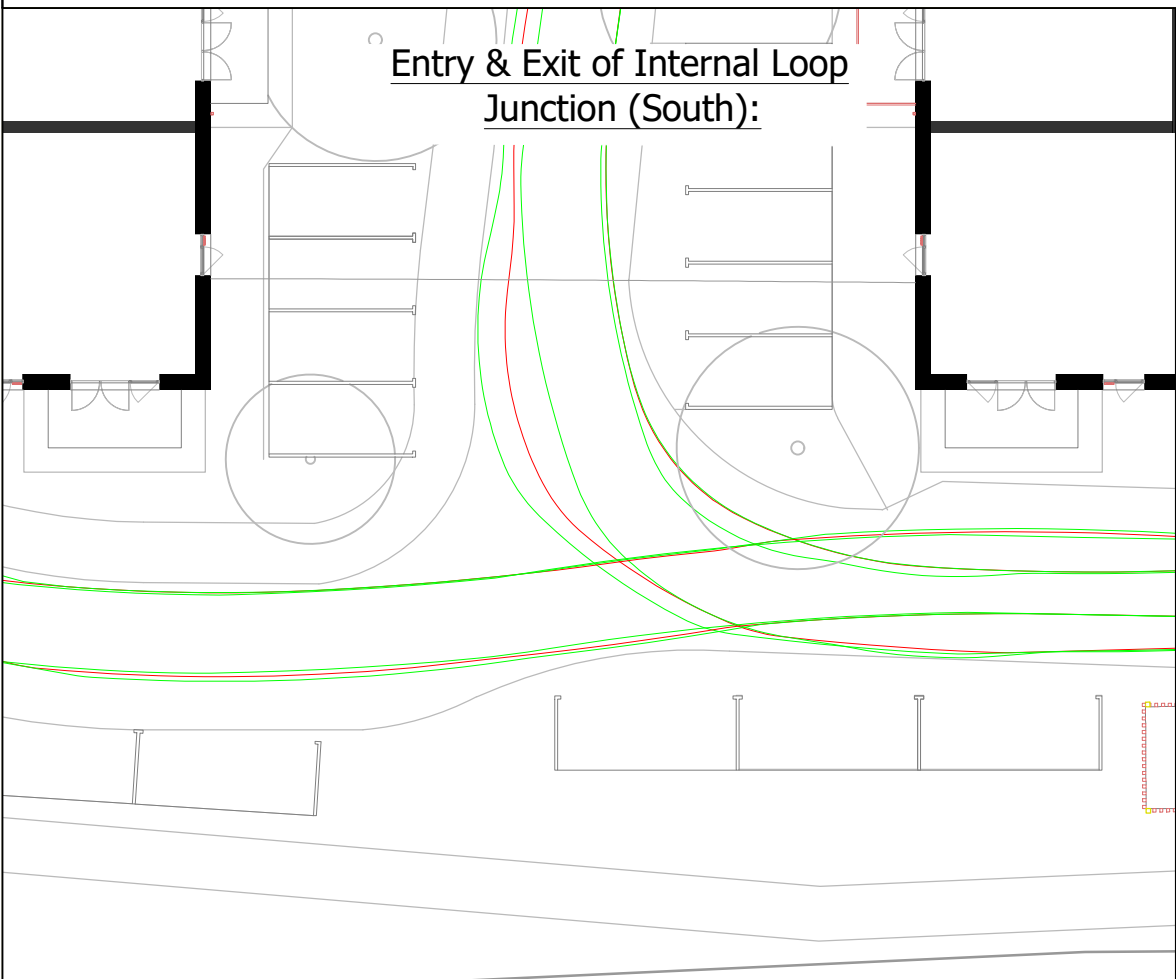
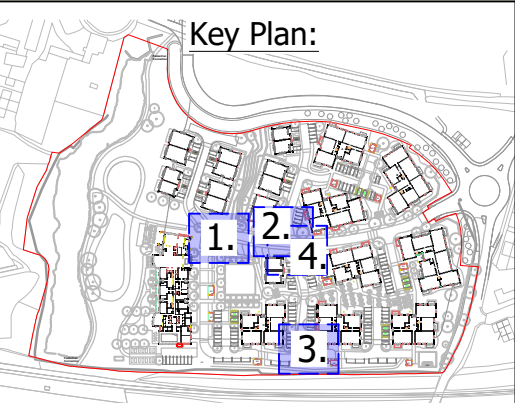
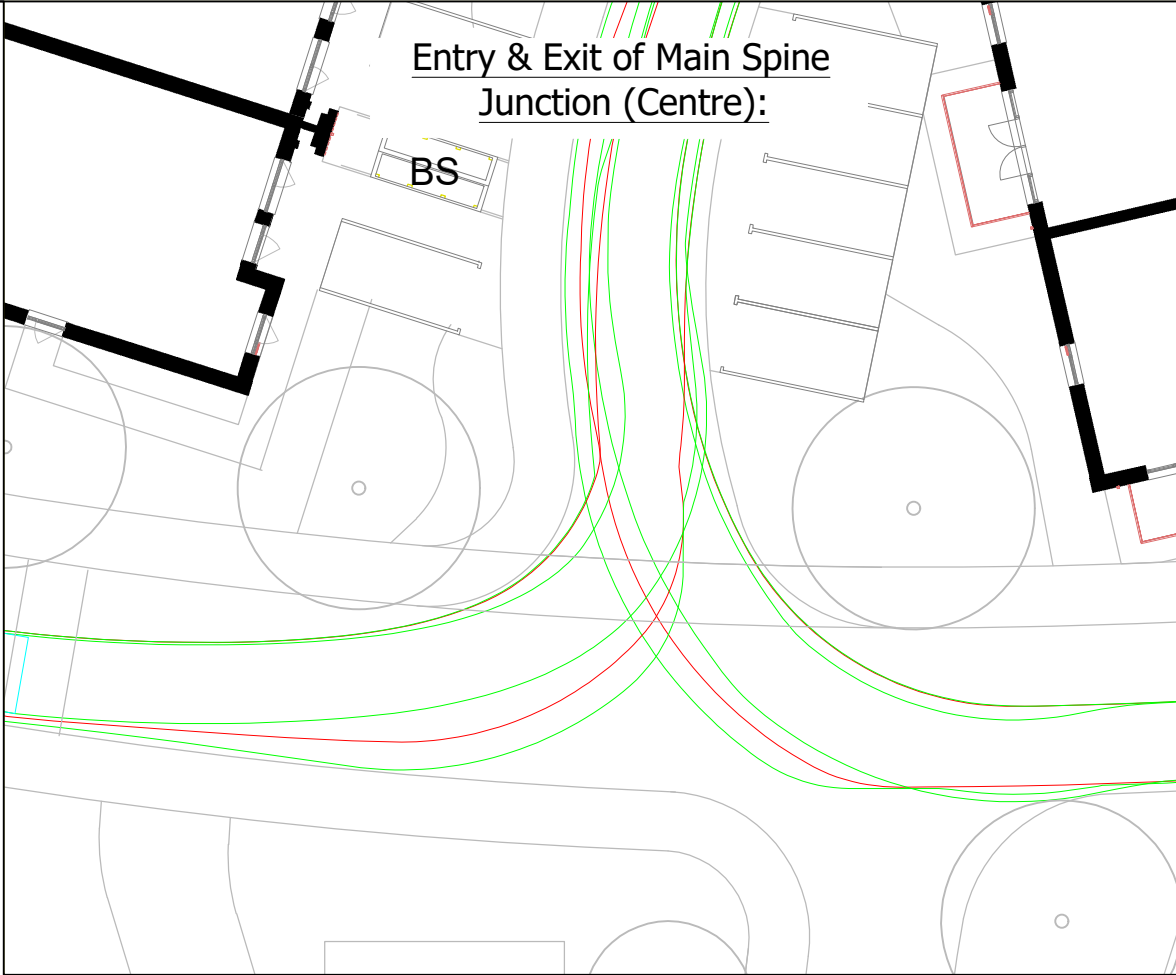
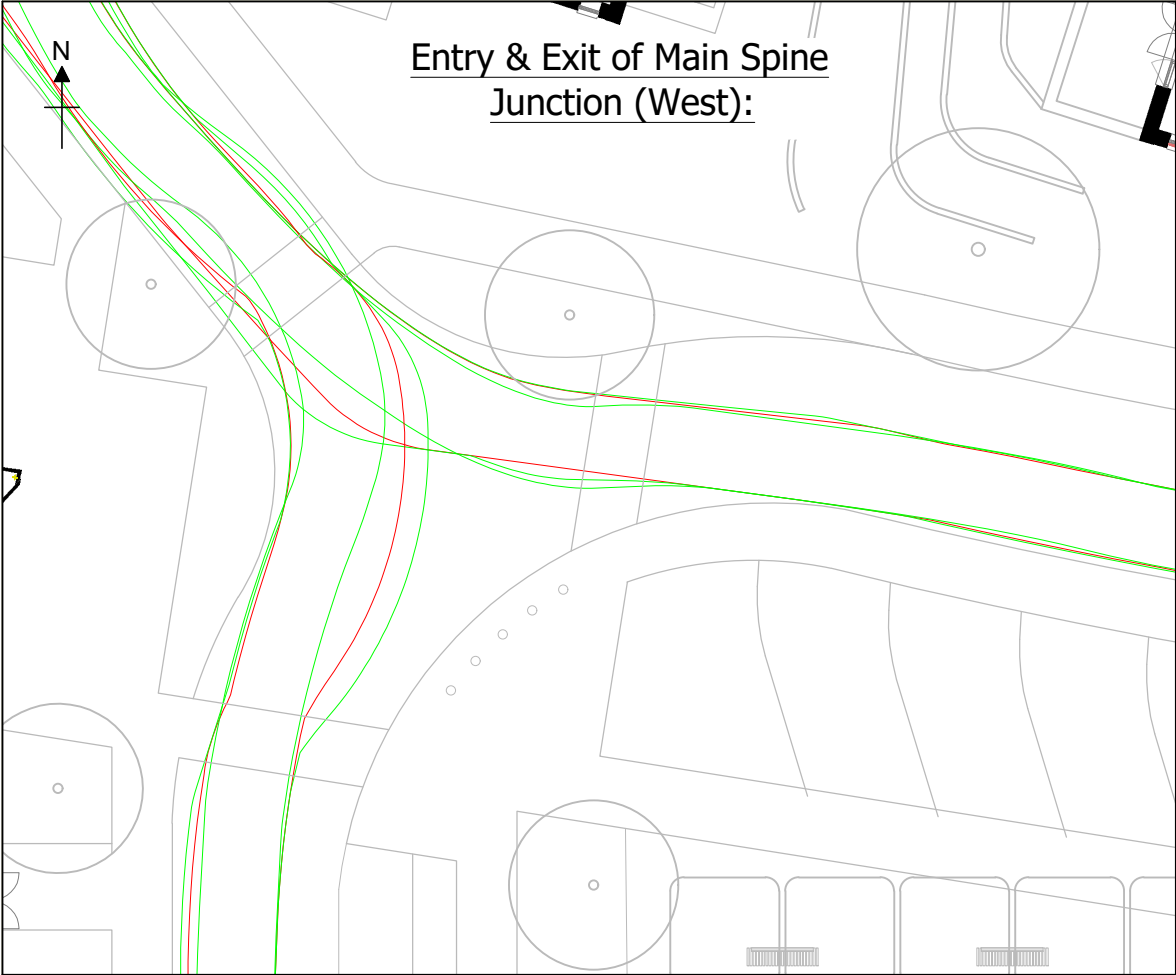
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DRAWING No. TPHS-458-TR-002B	REV. -
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APPENDIX E



Phoenix 2 One-Pass (with Elite 6x4 chassis)	11.180m
Overall Length	2.550m
Overall Width	3.760m
Overall Body Height	0.312m
Min Body Ground Clearance	2.550m
Track Width	4.00s
Lock to lock time	10.150m
Kerb to Kerb Turning Radius	



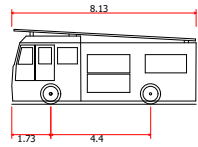
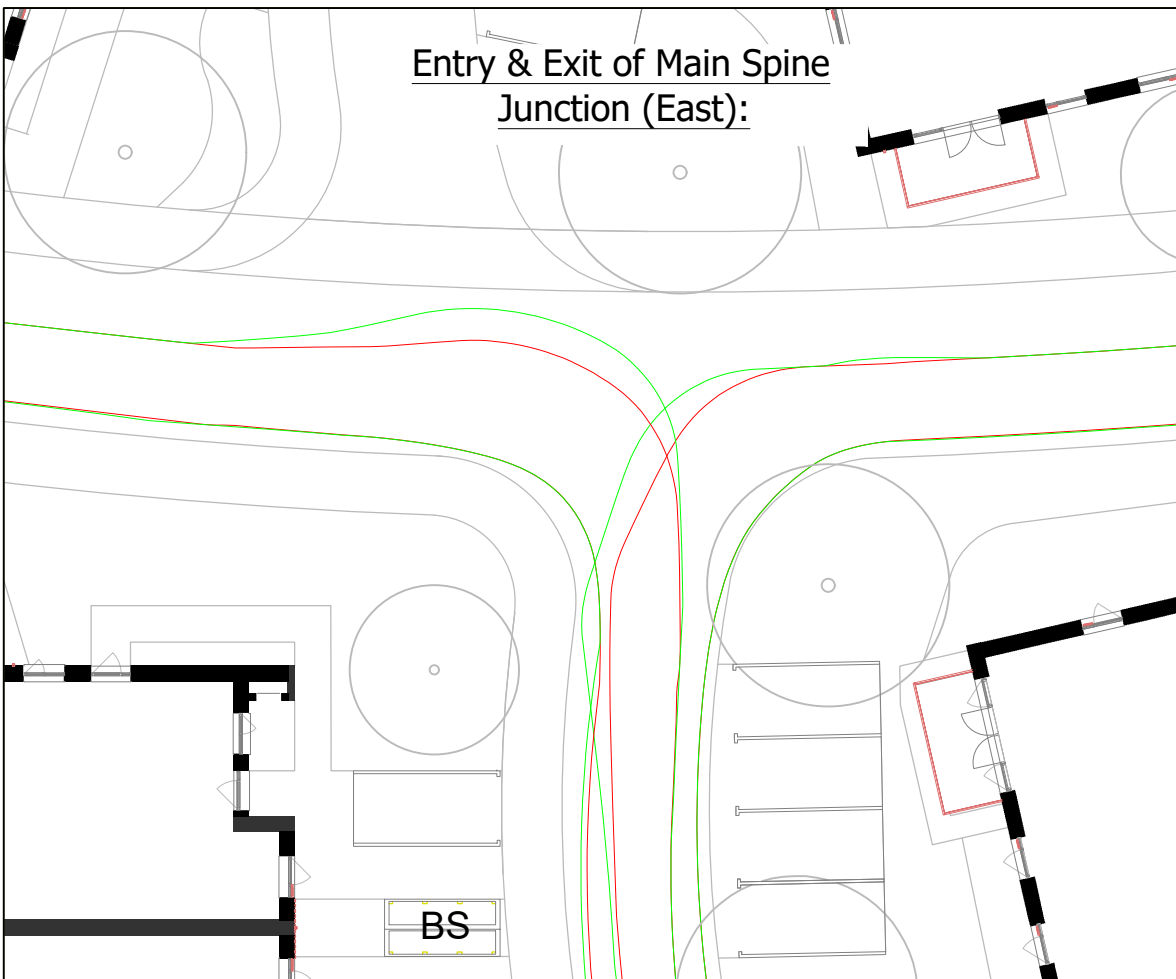
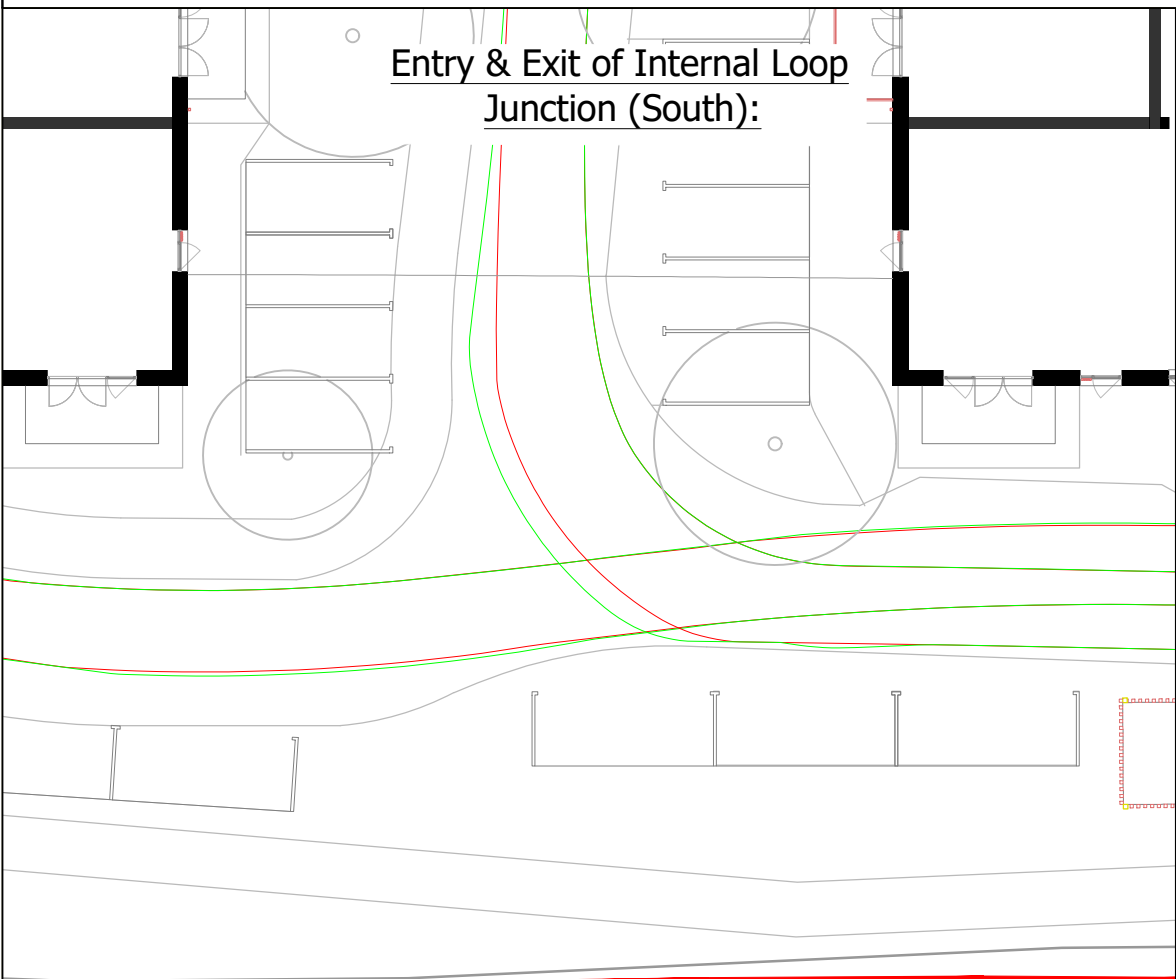
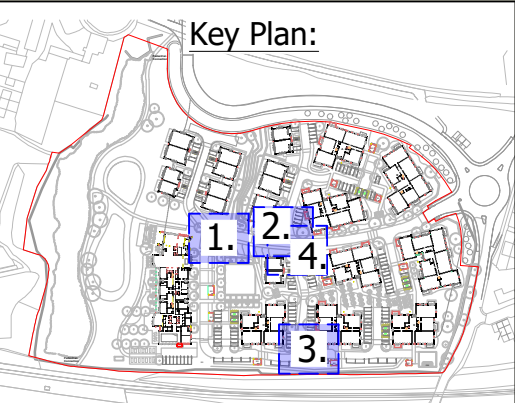
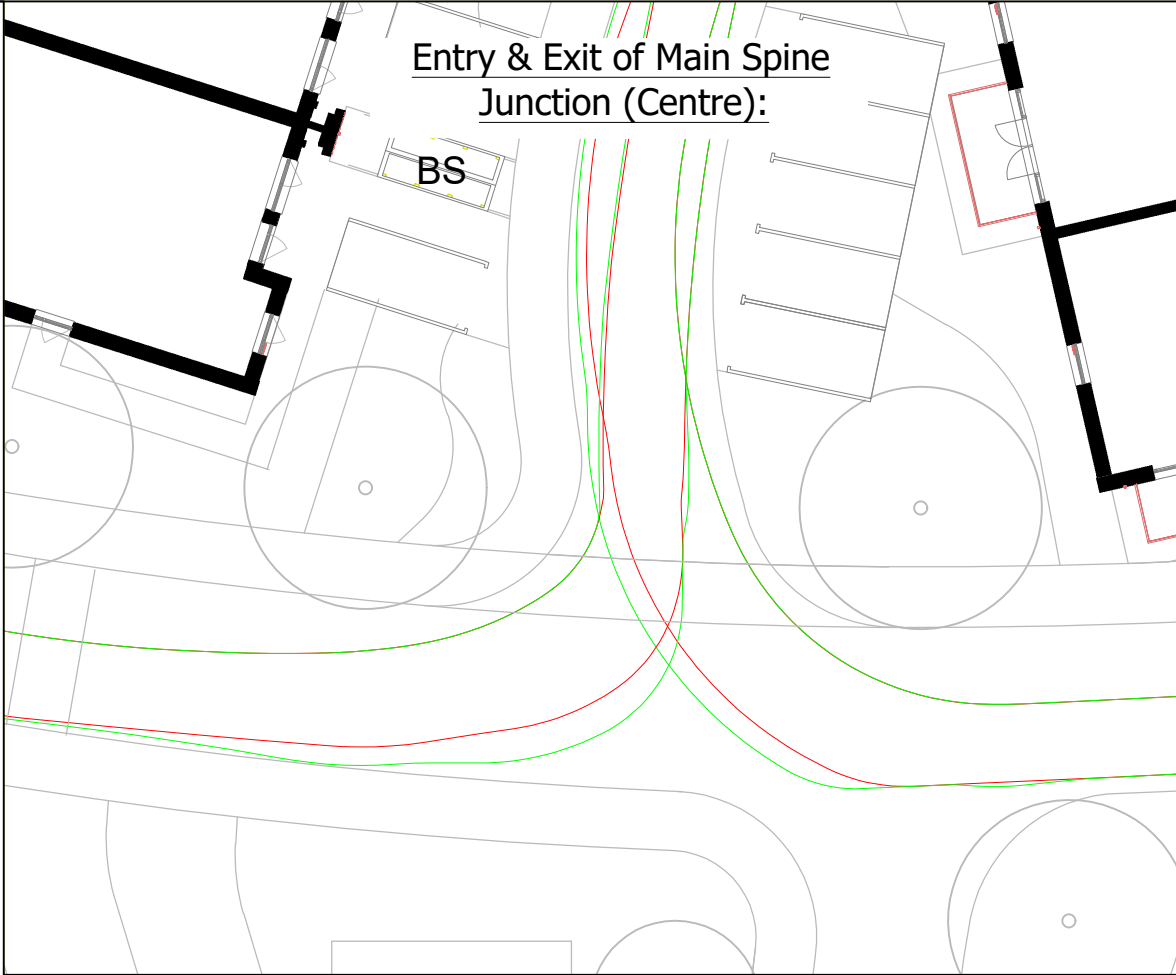
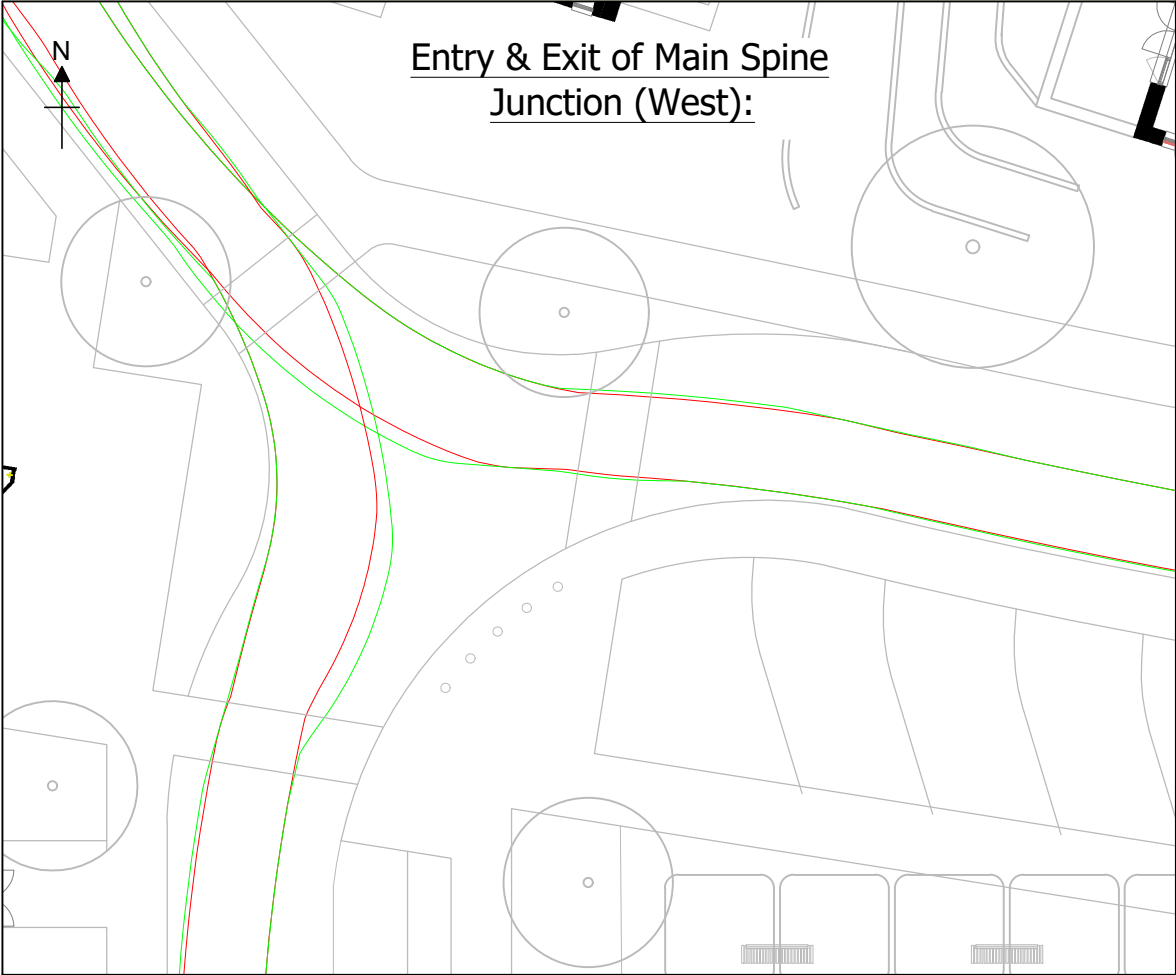
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PROJECT:
KINGSCOTE PLACE

TITLE:
**Proposed Site Layout
Junction Accessibility Analysis -
Refuse Swept Paths**

SCALE: 1:250	PLOT SIZE: A3	DATE: 18/08/26
DRAWING No. TPHS-458-TR-003A		REV. -



LFB Pumping Appliance	8.130m
Overall Length	2.550m
Overall Width	3.300m
Overall Body Height	0.140m
Min Body Ground Clearance	2.550m
Track Width	4.00s
Lock to lock time	8.000m
Kerb to Kerb Turning Radius	



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TITLE:
**Proposed Site Layout
Junction Accessibility Analysis -
Fire Swept Paths**

SCALE:	PLOT SIZE:	DATE:
1:250	A3	18/08/26

DRAWING No.	REV.
TPHS-458-TR-003B	-



APPENDIX F



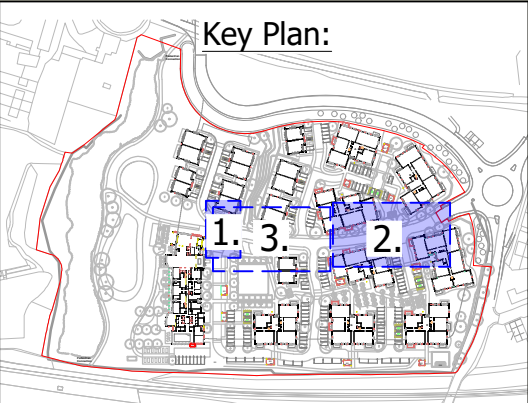
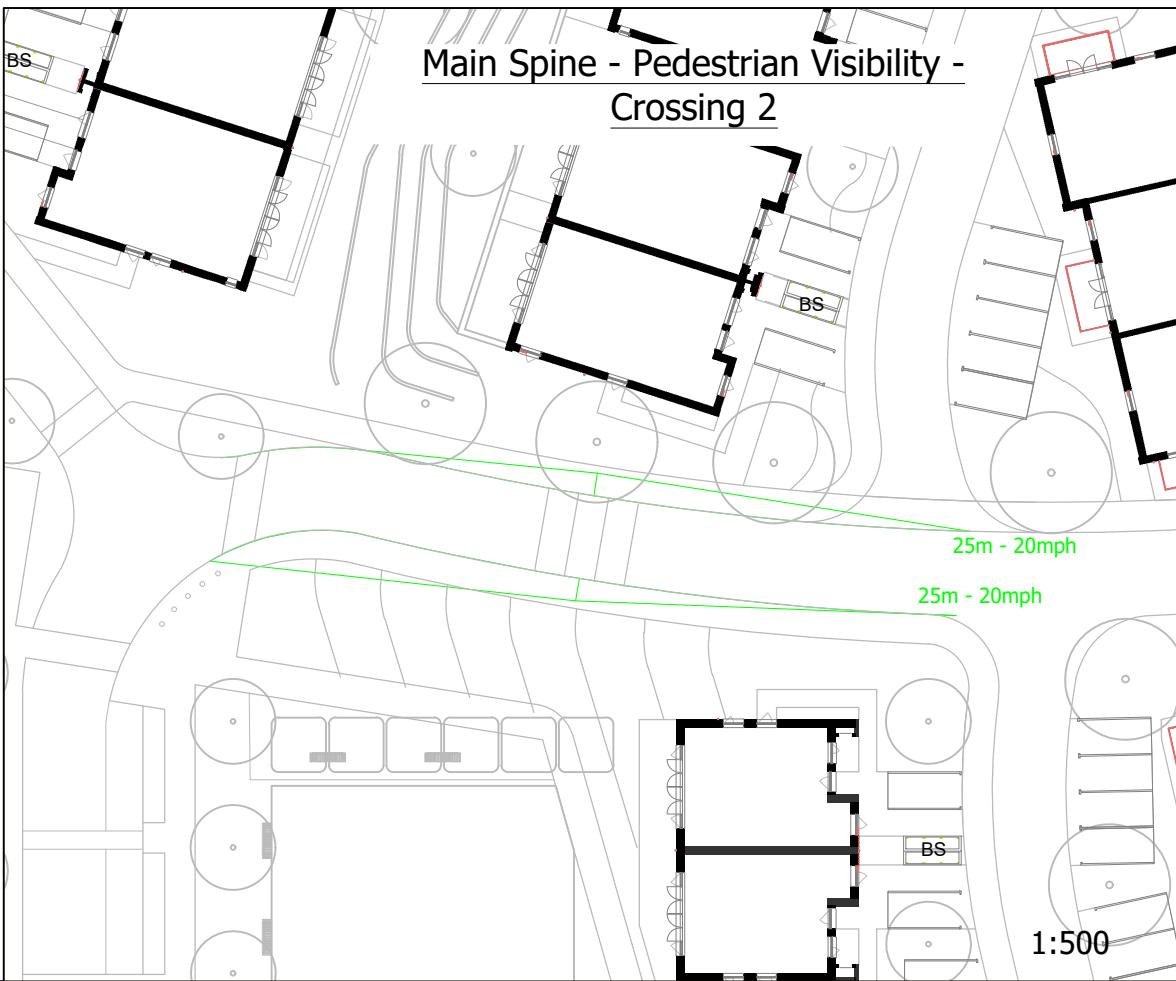
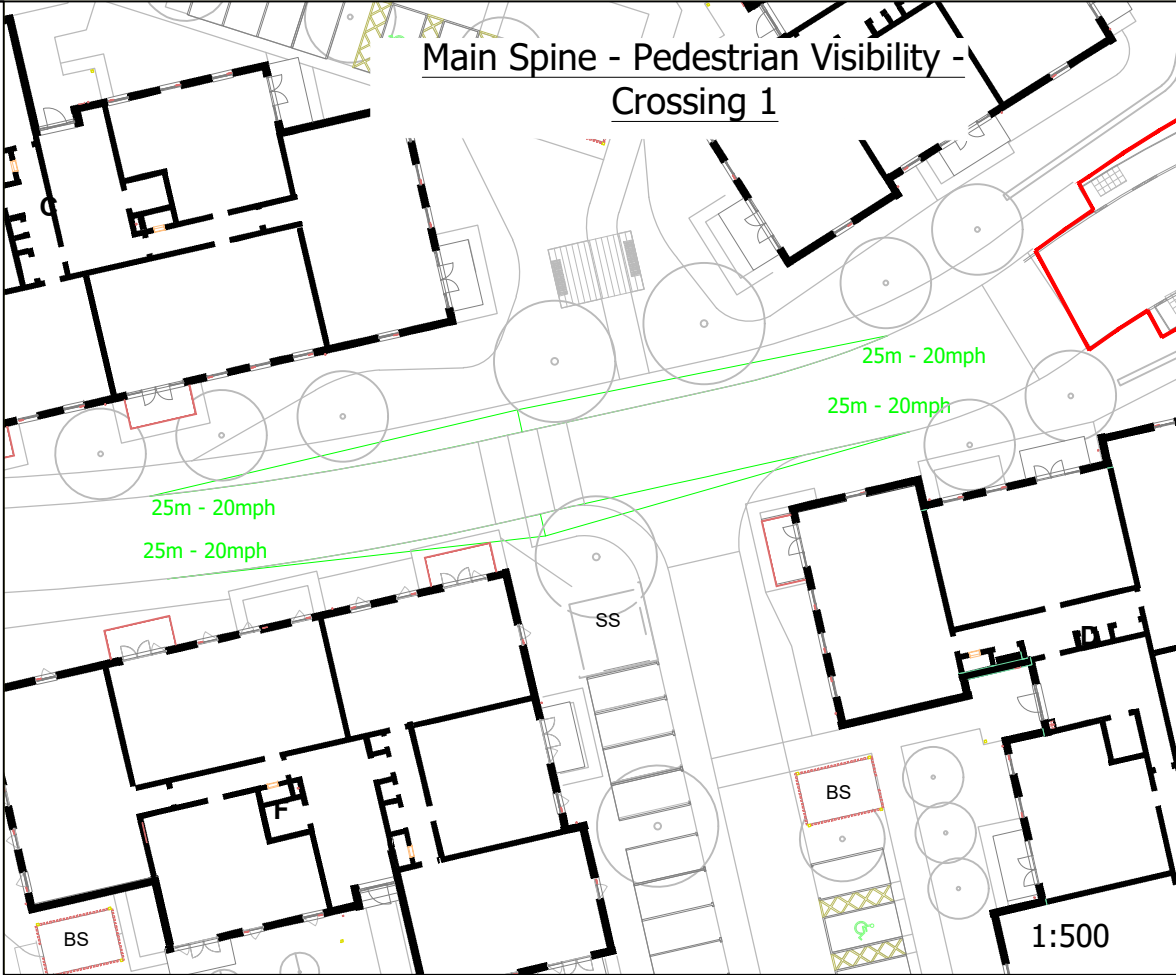
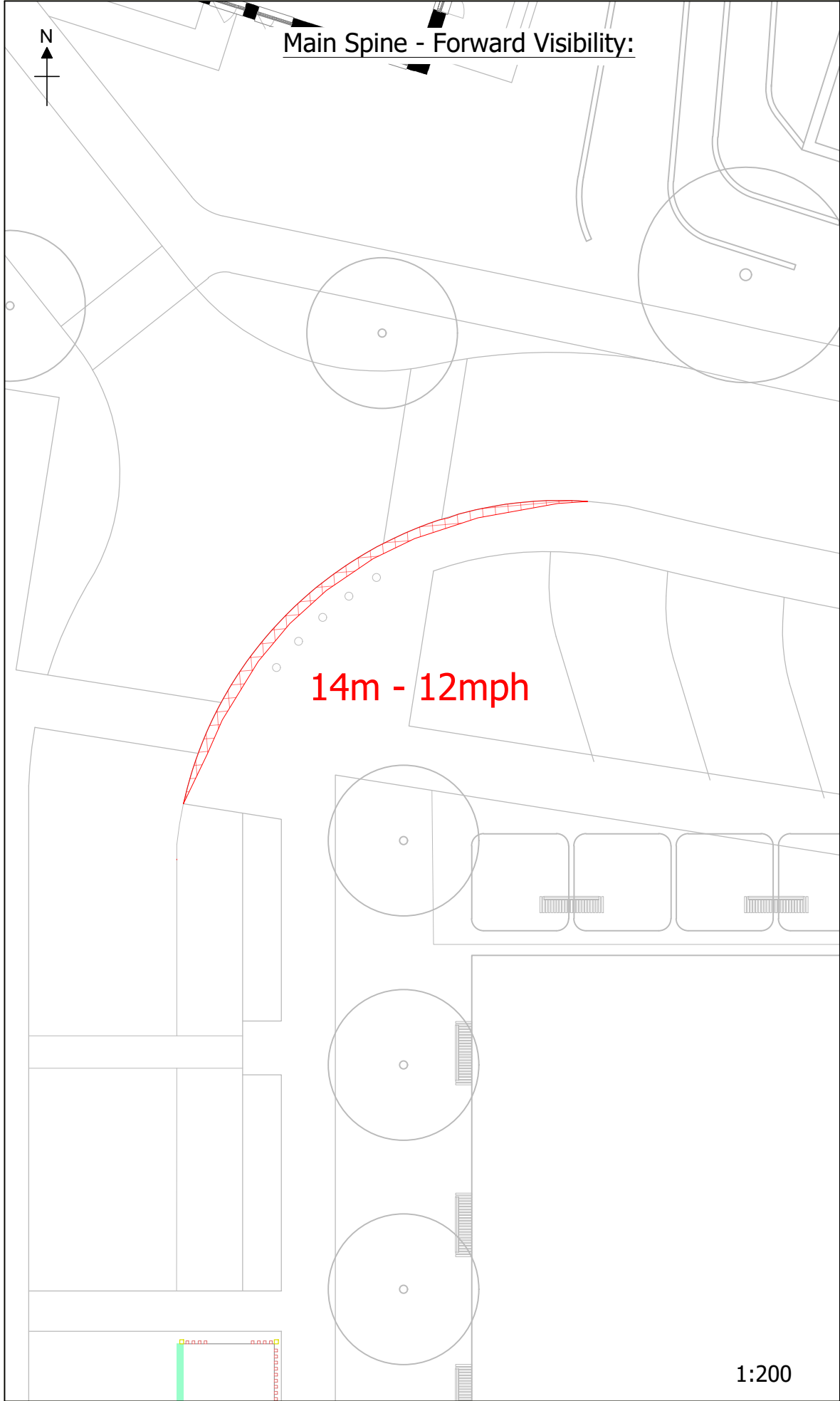
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PROJECT:
KINGSCOTE PLACE

TITLE:
Proposed Site Layout
Main Spine Route Appraisal -
Junction Visibilities

SCALE: 1:500	PLOT SIZE: A3	DATE: 18/08/26
DRAWING No. TPHS-458-DR-001		REV. -



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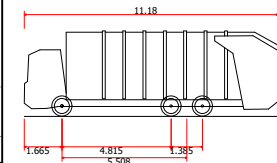
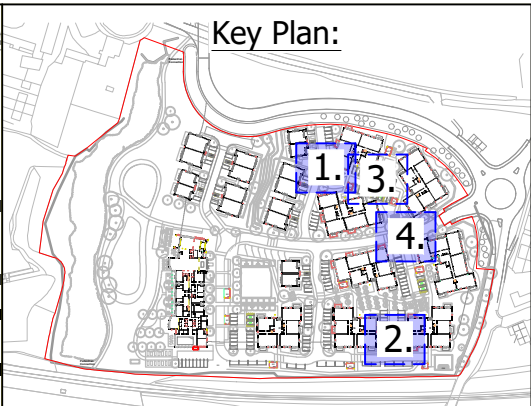
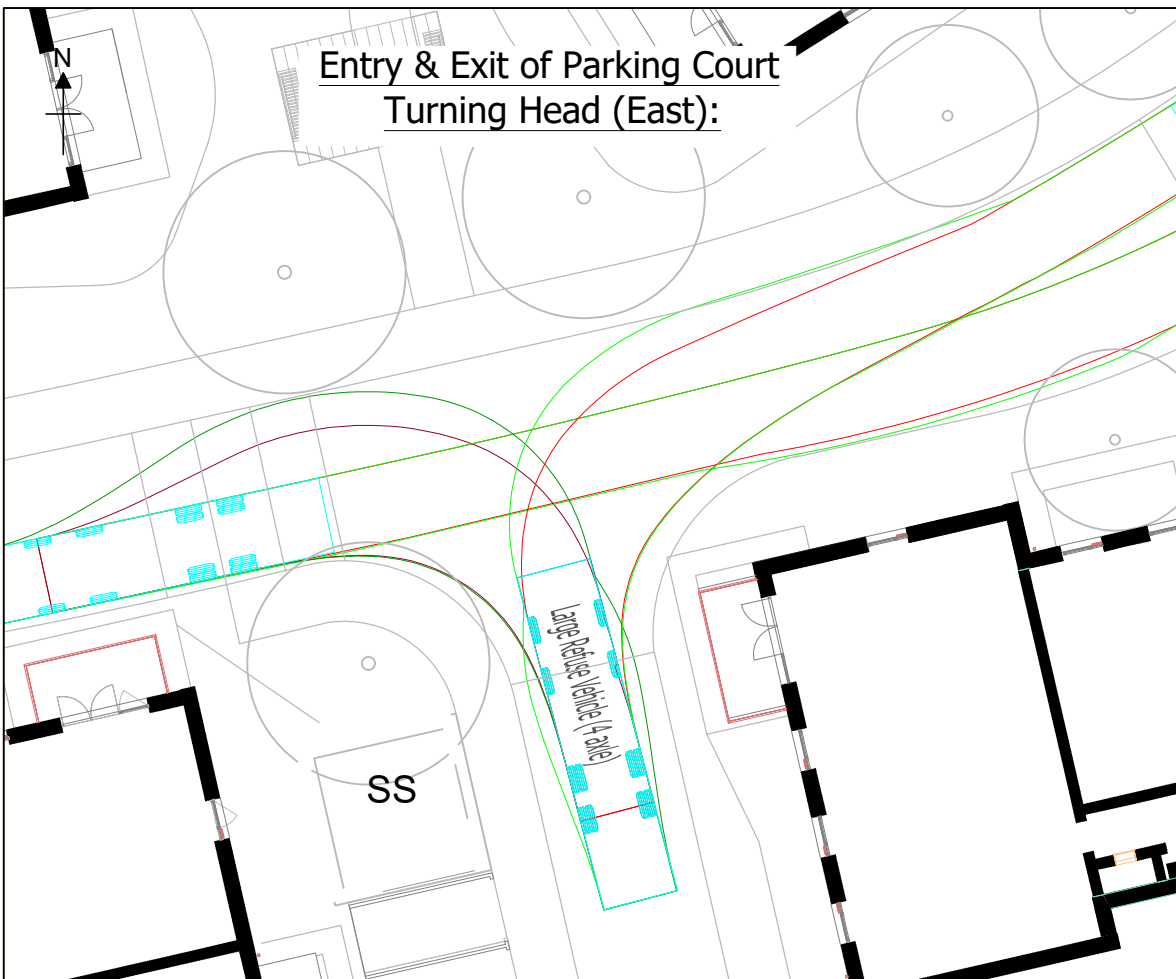
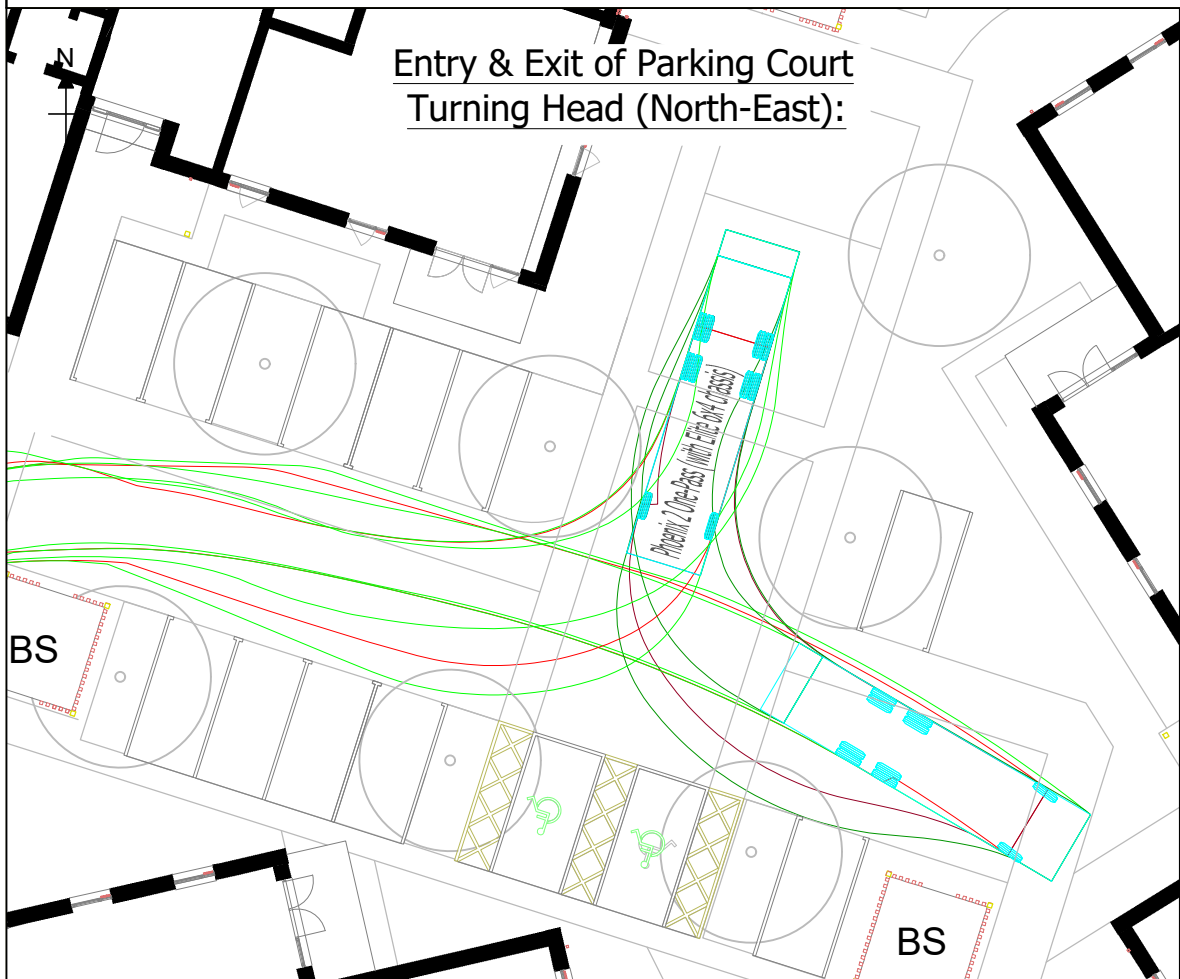
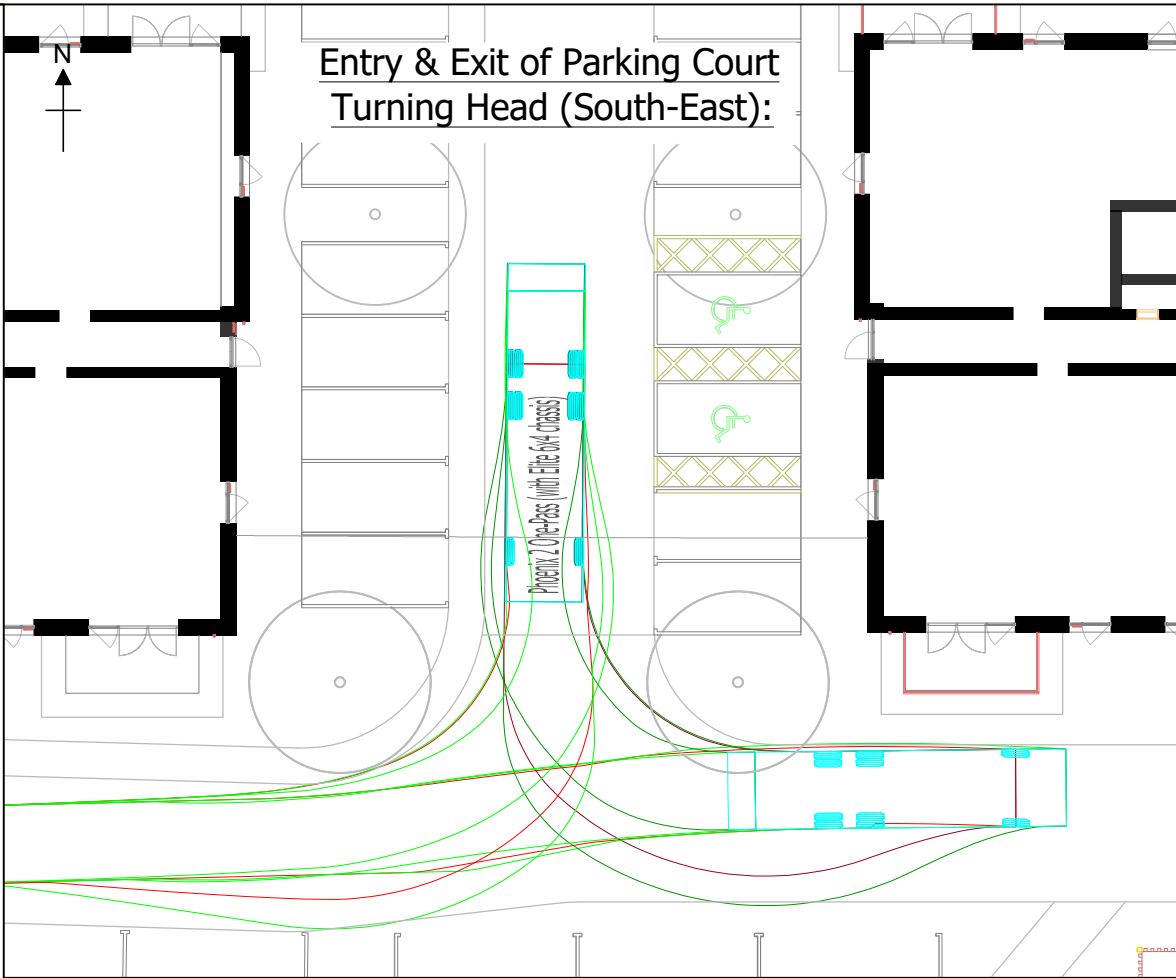
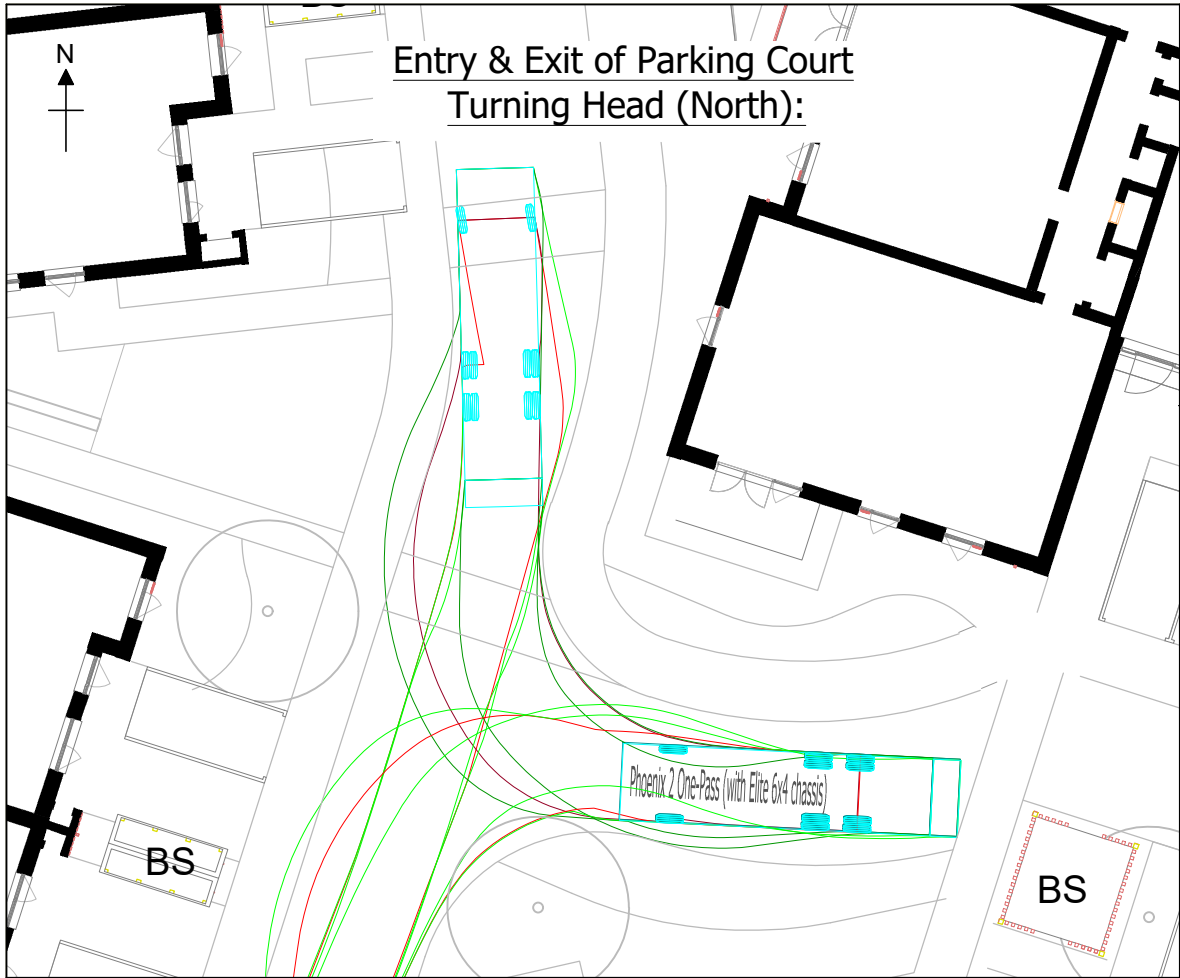
PROJECT:
KINGSCOTE PLACE

TITLE:
**Proposed Site Layout
Main Spine Route Appraisal -
Forward and Pedestrian Visibilities**

SCALE:	PLOT SIZE:	DATE:
As Shown	A3	18/08/26
DRAWING No.	REV.	
TPHS-458-DR-002	-	



APPENDIX G



Phoenix 2 One-Pass (with Elite 6x4 chassis)	11.180m
Overall Length	2.550m
Overall Width	3.760m
Overall Body Height	0.312m
Min Body Ground Clearance	2.550m
Track Width	4.00s
Lock to lock time	10.150m
Kerb to Kerb Turning Radius	



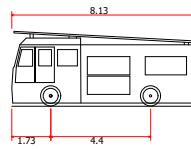
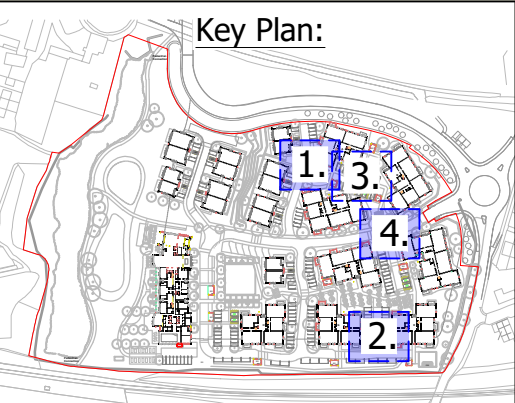
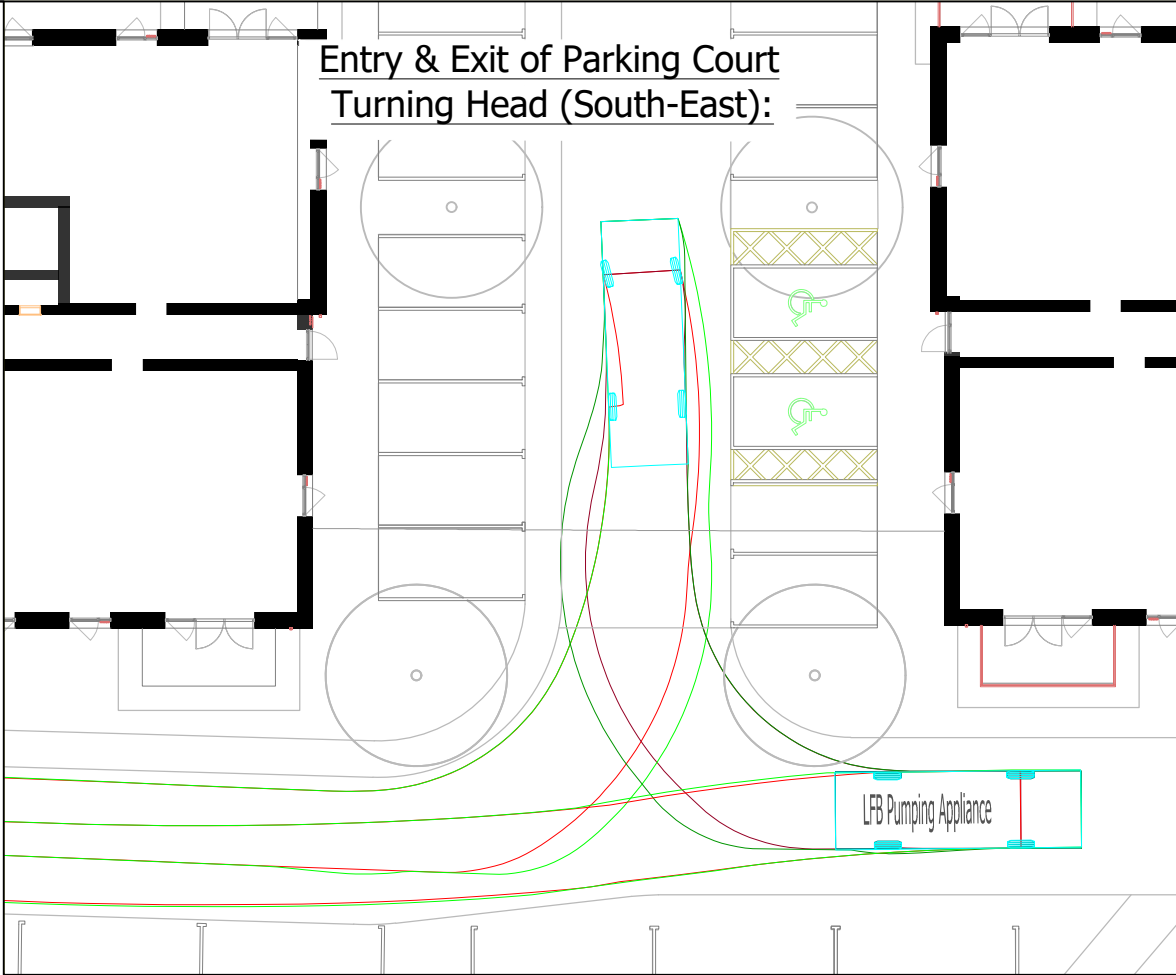
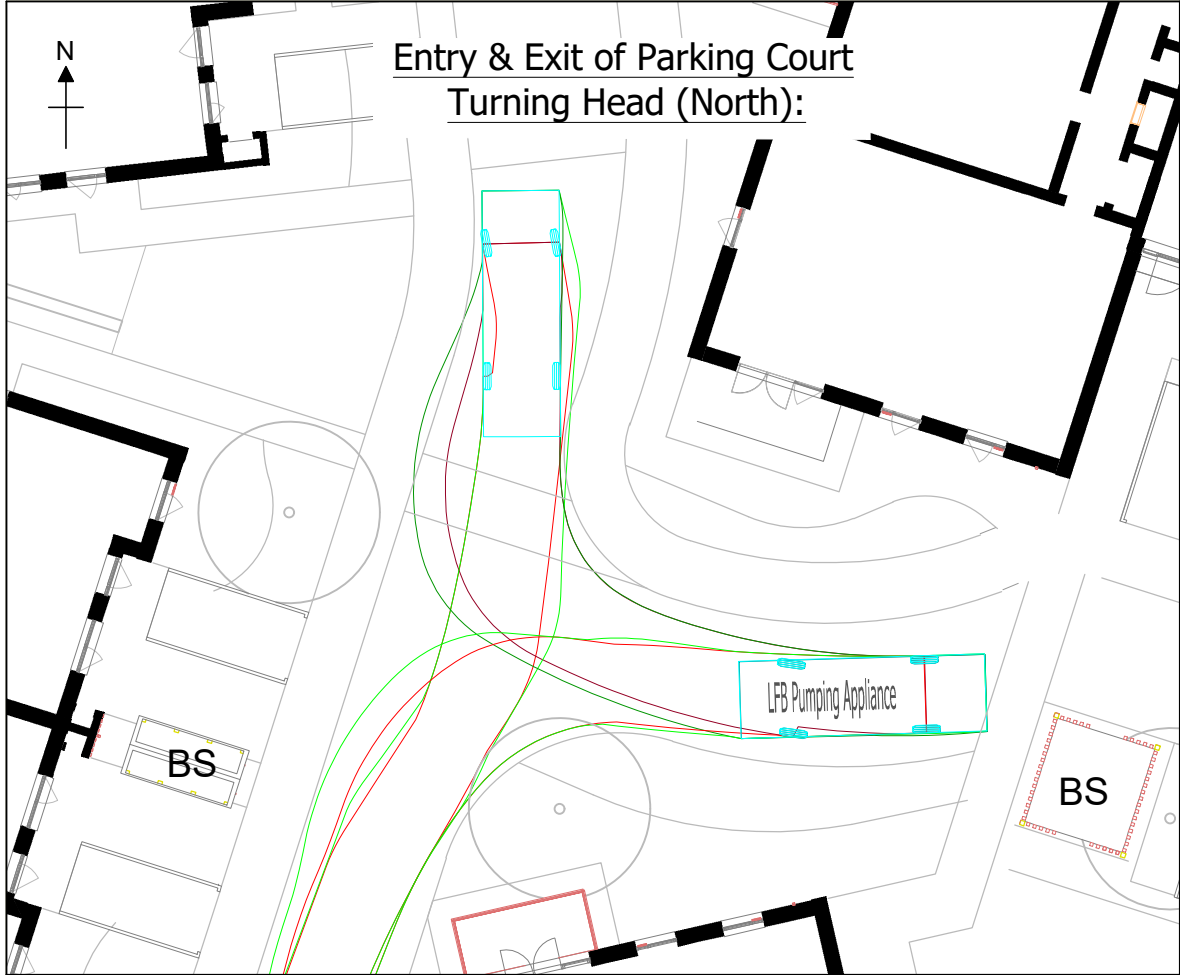
TPHS Limited
Regal House
70 London Road
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TW1 3QS
Tel: 020 8622 4430
@: info@tphs-ltd.co.uk - www.tphs-ltd.co.uk

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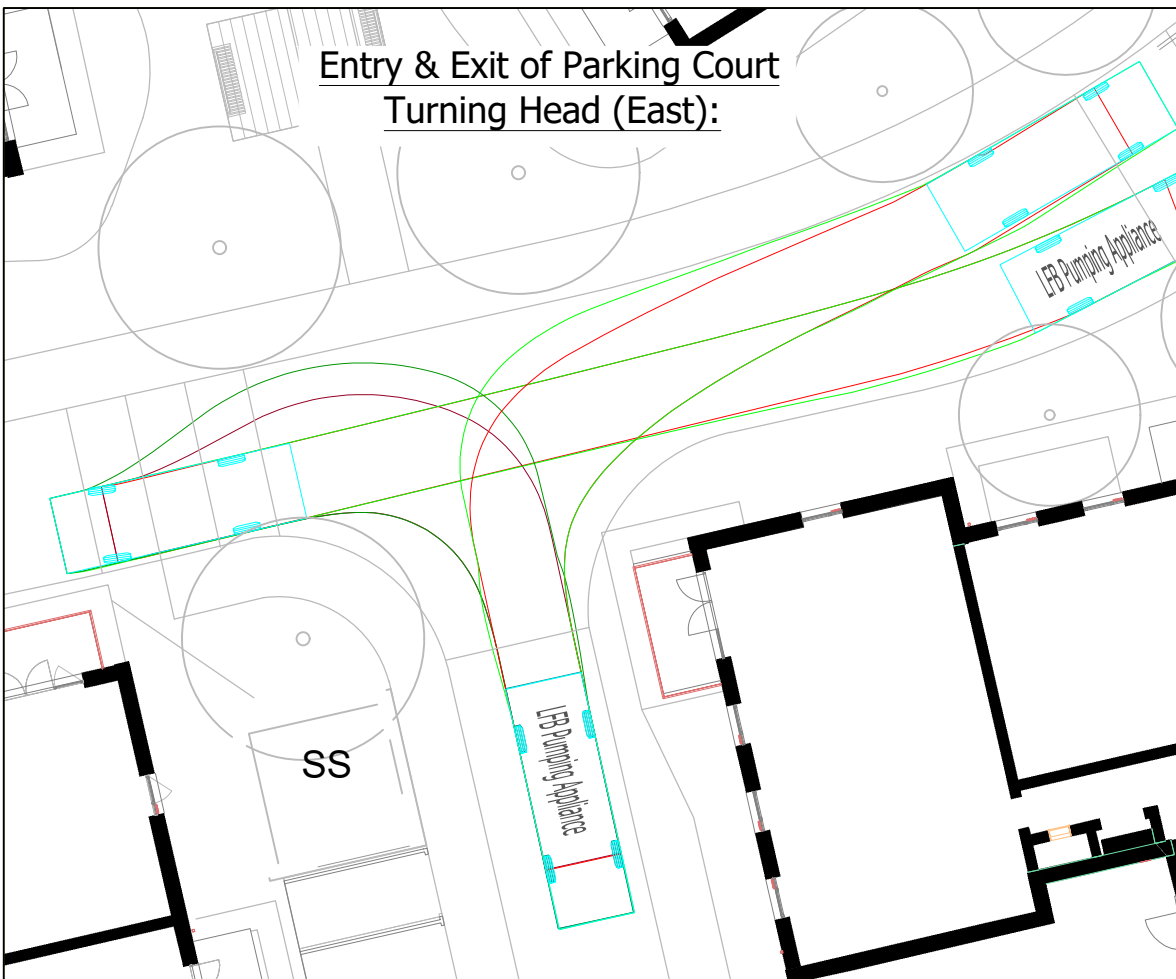
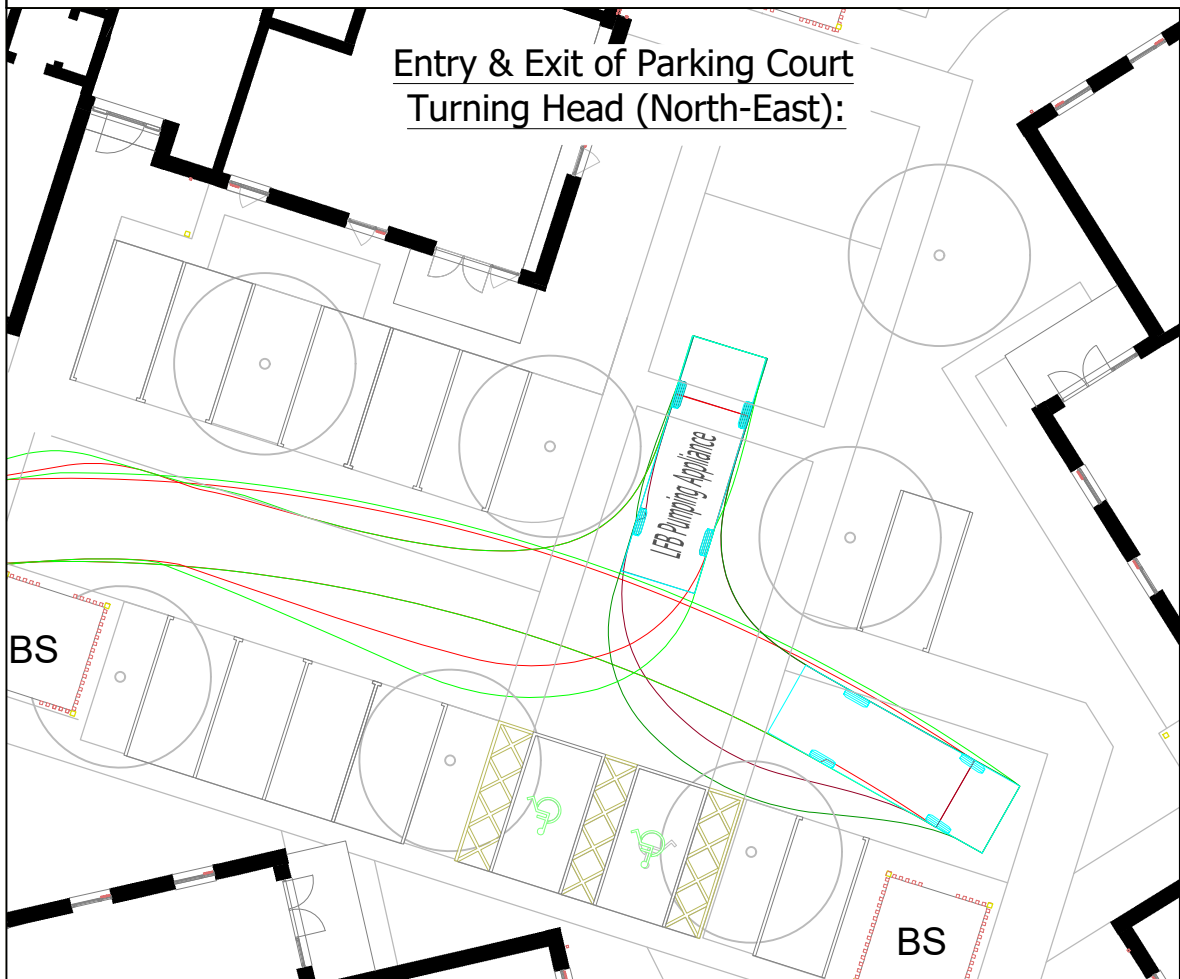
PROJECT:
KINGSCOTE PLACE

TITLE:
Proposed Site Layout
Parking Court Turning Head Analysis -
Refuse Swept Paths

SCALE: 1:250	PLOT SIZE: A3	DATE: 18/08/26
DRAWING No. TPHS-458-TR-004A	REV. -	



LFB Pumping Appliance	8.130m
Overall Length	2.550m
Overall Width	3.300m
Overall Body Height	0.140m
Min Body Ground Clearance	2.550m
Track Width	4.00s
Lock to lock time	8.000m
Kerb to Kerb Turning Radius	



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PROJECT:
KINGSCOTE PLACE

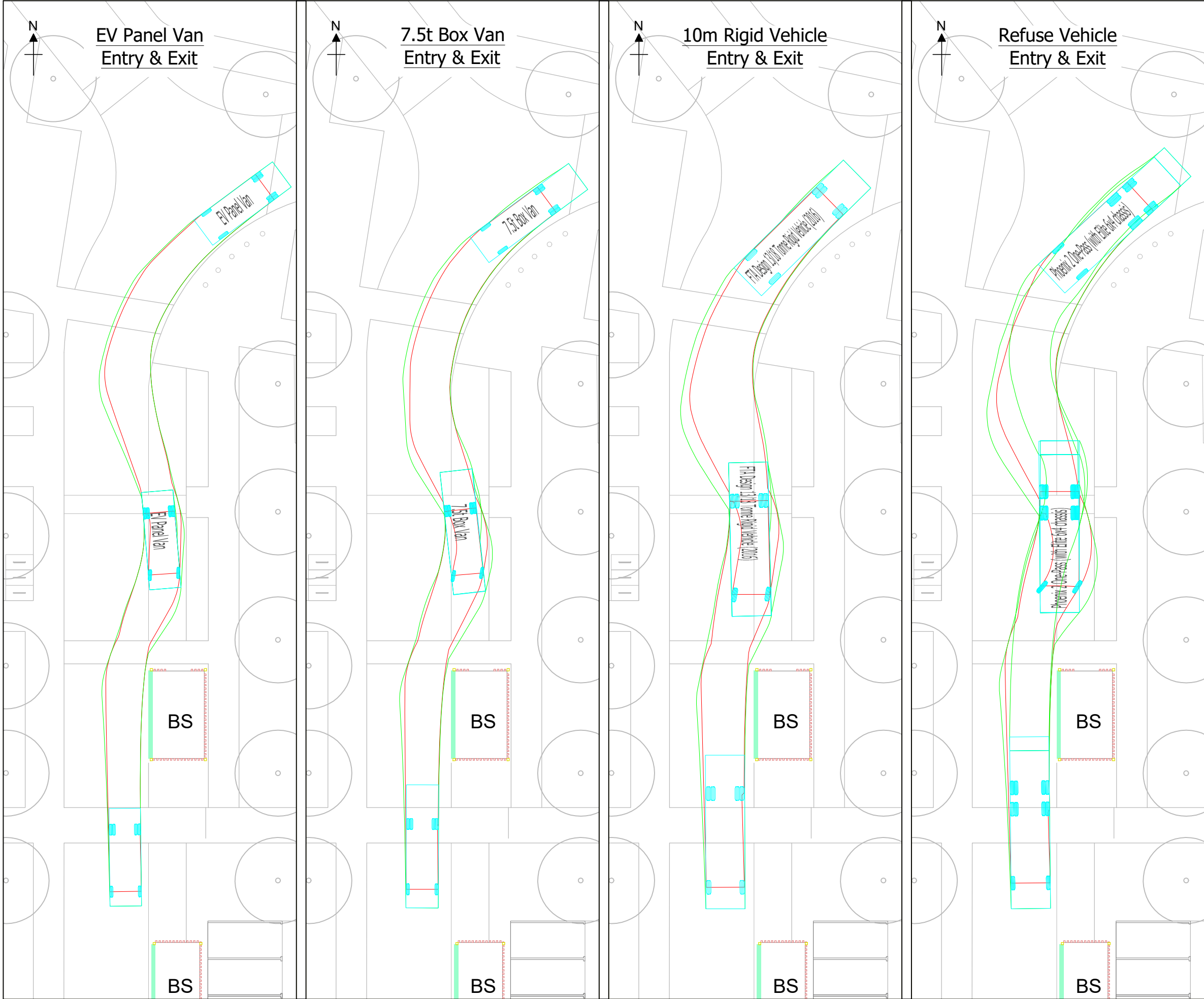
TITLE:
Proposed Site Layout
Parking Court Turning Head Analysis -
Fire Swept Paths

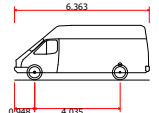
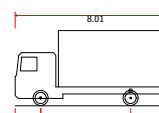
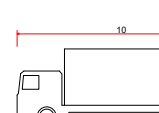
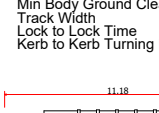
SCALE:	PLOT SIZE:	DATE:
1:250	A3	18/08/26

DRAWING No.	REV.
TPHS-458-TR-004B	-



APPENDIX H



 EV Panel Van Overall Length 6.363m Overall Width 2.050m Overall Body Height 2.760m Min Body Ground Clearance 0.349m Track Width 2.050m Lock to lock time 4.00s Kerb to Kerb Turning Radius 7.100m	
 7.5t Box Van Overall Length 8.010m Overall Width 2.100m Overall Body Height 3.556m Min Body Ground Clearance 0.351m Track Width 2.064m Lock to Lock Time 4.00s Kerb to Kerb Turning Radius 7.400m	
 FTA Design 13/18 tonne Rigid Vehicle (2016) Overall Length 10.000m Overall Width 2.500m Overall Body Height 3.645m Min Body Ground Clearance 0.440m Track Width 2.470m Lock to Lock Time 3.00s Kerb to Kerb Turning Radius 11.000m	
 Phoenix 2 One-Pass (with Elite 6x4 chassis) Overall Length 11.180m Overall Width 2.550m Overall Body Height 3.760m Min Body Ground Clearance 0.312m Track Width 2.550m Lock to lock time 4.00s Kerb to Kerb Turning Radius 10.150m	
 TPHS TRANSPORT PLANNING & HIGHWAY SOLUTIONS	
TPHS Limited Regal House 70 London Road Twickenham TW1 3QS Tel: 020 8622 4430 @: info@tphs-ltd.co.uk - www.tphs-ltd.co.uk	
CLIENT: RANGEFORD EAST GRINSTEAD LIMITED	
PROJECT: KINGSCOTE PLACE	
TITLE: Proposed Site Layout CFB Loading Bay Analysis - Entry / Exit Swept Paths	
SCALE: 1:250	PLOT SIZE: A3
DATE: 18/08/26	
DRAWING No. TPHS-458-TR-005	REV. -