Land at Foxhole Farm, Bolney

Transport Assessment

Client: Wates Developments Limited

i-Transport Ref: DS/ML/DM/ITB16634-017C

Date: 28 April 2025

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Quality Management

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SECTION 1 Introduction

1.1 Background

1.1.1 i-Transport LLP has been commissioned by Wates Development ('the Applicant') to prepare a Transport Assessment (TA) in respect of a proposed residential development on land situated to the immediate east of Foxhole Lane and west of The Street in Bolney.

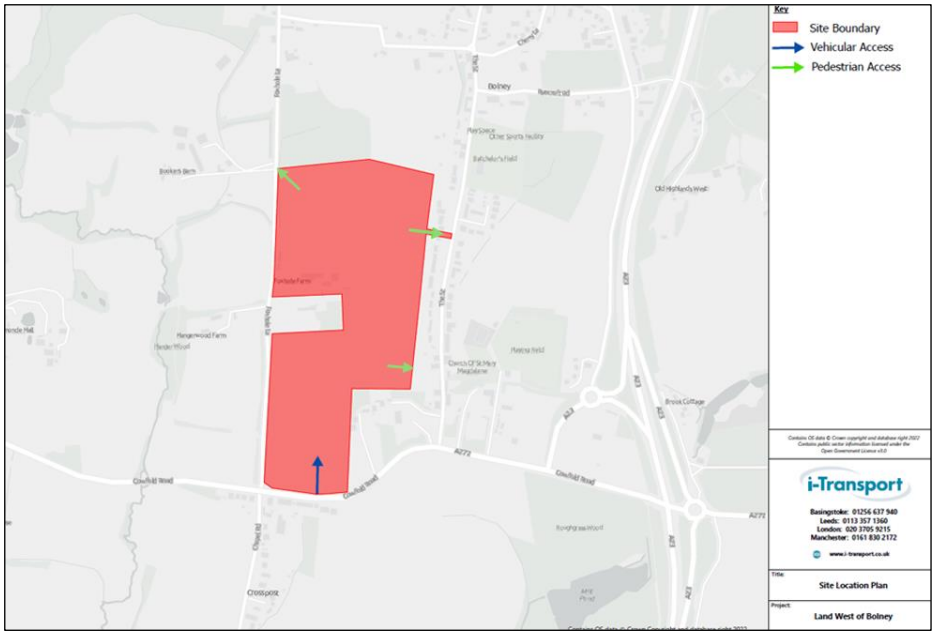
1.1.2 The site lies within the administrative boundary of Mid Sussex District Council (MSDC), which is the Local Planning Authority (LPA). West Sussex County Council (WSCC) is the Local Highway Authority (LHA).

1.1.3 The site has a draft allocation for 200 dwellings in the Mid Sussex Regulation 19 District Plan. The Applicant is submitting an outline planning application comprising:

> ***'Outline planning application (appearance, landscaping, layout and scale reserved), for the erection of up to 200 dwellings; a community building (use class F1) encompassing land for education provision, together with associated access, ancillary parking and landscaping; the creation of a vehicular access point from the A272 Cowfold Road, and pedestrian and cycle only access to The Street; and creation of a network of roads, footways, and cycleways through the site; together with the provision of countryside open space, children's play areas, community orchard, and allotments; sustainable drainage systems and landscape buffers.'***

1.1.4 An illustrative masterplan has been prepared by Re-Format and is reproduced in **Appendix 1.A**. The location of the site in its local context is shown in **Figure 1.1**.

Figure 1.1: Site Location



1.2 Scoping of the Transport Assessment

1.2.1 i-Transport have undertaken extensive scoping discussions with Officers at WSCC as the LHA.

1.2.2 A Transport Assessment Scoping Note (report reference: ITB16634-002B) was issued to WSCC on 14th April 2021, following which a Transport Assessment Scoping Meeting was held with WSCC on 27th April 2021. Whilst development proposition at the time was for a 100-dwelling scheme, on a smaller site area, which differs from that being assessed within this TA and for which planning permission is sought, a number of parameters were agreed at the time including:

- The proposed trip rates.
- The distribution methodology.
- Details of committed developments to be assessed.
- That a Travel Plan will be produced and submitted alongside this Transport Assessment.

1.2.3 Following the meeting, extensive discussions have been held regarding the change in nature of the proposals, and the vehicular access to the site from A272 Cowfold Road; the, means and design of the access has now been agreed with WSCC. Further information is provided in Section 4.

1.2.4 In addition to the scoping exercise undertaken with WSCC, there has been extensive engagement with MSDC during the development of the MSDC Local Plan. This has included the submission of a Mobility Strategy (ITB16634-014) that sets out the sustainable transport vision for the site, and a Pedestrian Accessibility Assessment (ITB16634-016) that identifies potential enhancements within Bolney village.

1.3 Structure

1.3.1 The remainder of this report is structured as follows.

- Section 2 articulates the Applicant's development vision for the Site.
- Section 3 considers the transport policy which is relevant to the consideration of the application.
- Section 4 describes the development proposals in detail.
- Section 5 considers the accessibility of the Site.
- Section 6 sets out the sustainable movement strategy including details of proposed infrastructure improvements and further details on the proposed active travel, public transport and decarbonisation strategies that will be implemented.

- Section 7 discusses existing highways conditions.
- Section 8 then sets out the methodology adopted to assess the traffic impacts arising from the proposed development.
- Section 9 presents the quantitative assessment of traffic impacts arising from the proposed development on the external highway network.
- Section 10 presents the summary and conclusions.

1.3.2 The TA should be read in conjunction with the following documents:

- Planning Statement prepared by Judith Ashton Associates.
- Design and Access Statement prepared by ReFormat ;
- Framework Travel Plan prepared by i-Transport.

1.4 Conclusions

1.4.1 The TA concludes that:

- The proposals represent sustainable development in the context of the NPPF and seek to take up and prioritise cycling and walking relevant to the nature and location of the site, consistent with the requirements of paragraph 115 of the NPPF.
- A comprehensive sustainable transport strategy has been prepared to support the proposals, which includes a wide range of measures for pedestrians, cyclists, wheelers and public transport users to encourage active and sustainable travel. The strategy provides opportunities for multi-modal travel and the site is therefore accessible to a range of key facilities, services and amenities catering for every day journey purposes. The sustainable transport strategy has been developed with reference to Active Travel England's 'planning application assessment toolkit'. More information on Active Travel England is set out in section 5.6.
- The proposed access arrangements have been designed to provide safe and suitable access to the site for all users, consistent with the requirements of paragraph 115 of the NPPF.
- Detailed traffic assessment has demonstrated that the residual cumulative impacts of the proposed development are not severe, again consistent with the requirements of the NPPF; and

- The proposals are consistent with local and national policy, including the NPPF. Accordingly, it is concluded that there should be no highways or transport reasons why the proposals should not be granted planning permission.

SECTION 2 Transport and Movement Vision

2.1 Introduction

2.1.1 As set out in more detail in Section 3, the latest National Planning Policy Framework (NPPF) (December 2024) endorses a vision-led approach when considering development proposals. A vision-led approach is inherent within this TA and is central to the development proposals.

2.1.2 This section of the TA sets out the transport and movement vision for the site, which will be achieved through the delivery of the sustainable transport strategy set out in section 6.

2.2 Literature Review

2.2.1 The Applicant's development vision for the site has been informed by a detailed literature review of best-practice guidance.

2.2.2 There is an emerging body of policy and other central government guidance around transport decarbonisation principles and benefits, as well as the promotion of active and sustainable modes of transport.

2.2.3 The following documents prepared by the UK Government have been considered in developing a vision for Wates' proposed development at Bolney:

- Gear Change: A bold vision for cycling and walking (DfT, July 2020).
- The National Planning Policy Framework (Ministry of Housing Communities and Local Government, December 2024)
- Decarbonising Transport: A better, Greener Britain (DfT, July 2021).
- Taking Charge: the electric vehicle infrastructure strategy (HM Govt, March 2022).
- Decarbonising Transport: A Better, Greener Britain: One Year On (DfT, July 2022).
- Transitioning to zero emissions cars and vans: 2035 delivery plan (HM Govt, July 2021).
- Circular 01/2022: Strategic road network and the delivery of sustainable development (DfT, December 2022).
- Clean Air Strategy (2019).
- National Design Model Code.
- LTN 1/20 Cycle Infrastructure Design (DfT, July 2020).

- ATE's Planning application assessment toolkit and associated checklist user manual (June 2023, and as revised in June 2024).

2.2.4 Reference has also been made to the growing body of industry best-practice guidance, including:

- Net Zero Transport: the role of spatial planning and place-based solutions (RTPI et al., January 2021).
- Electric Vehicles in Car Clubs: Powering the way forward (CoMoUK, October 2022).
- TRICS Decide and Provide (TRICS Consortium, November 2022).

2.2.5 Finally, the University of Manchester's, '*Neighbourhood Planning and Transport Decarbonisation Toolkit*' (March 2022) has been used to frame the development vision for the Site.

2.3 Benefits of Promoting Low Carbon Transport

2.3.1 The UK Government's Net Zero Strategy is to bring greenhouse gas emissions to net zero by 2050. This includes transport policies to increase the share of journeys take by active travel (walking, cycling and wheeling) and public transport and to support the uptake of ultra low or zero emissions vehicles.

2.3.2 The associated Decarbonisation Plan sets out a need to embed transport decarbonisation principles in spatial planning and across policy making. Carbon emissions across the transport sector should be reduced and limited, through emphasis on modal shift and structuring development to better provide and support sustainable modes.

2.3.3 The Applicant recognises the various benefits of promoting a low-carbon future and the scientific evidence base for these. These benefits can be categorised as relating to health and quality of life benefits; local economic benefits; and natural environmental benefits. These are briefly discussed below.

Health and Quality of Life Benefits

2.3.4 Prioritising low-carbon modes of transport can be expected to result in the following benefits relating to health and quality of life:-

- The physical health benefits of walking and cycling are widely recognised – research suggests that keeping active can reduce the risk of heart attack and circulatory disease by up to 35% and risk of early death by as much as 30%.

- The mental health and well-being effect of walking and cycling are becoming better understood and these include a reduced propensity for depression and anxiety as well as reduced risk of dementia in later life.
- Shifting vehicular trips to active modes (walking, wheeling and cycling) will consequently reduce disturbance associated with traffic noise and air pollution arising from vehicle emissions.
- Studies have demonstrated that where the dominance of the private car can be reduced, residents are generally more content, children feel safer and more independent and that there are wider social cohesion benefits.

Local Economic Benefits

2.3.5 Promoting low-carbon transport options can be expected to benefit the local economy. Retaining trips locally has been shown to result in increased levels of local spending, reduced levels of vacant retail premises and more vibrant local neighbourhoods and high streets.

Natural Environment

2.3.6 The natural environment can also be expected to benefit from a development vision that emphasises substituting car trips, shifting modes and switching fuels.

2.3.7 There is an increasing evidence base to support the notion that the largest benefits arising from low-carbon travel modes accrue in terms of environmental enhancement. There is also a strong evidence base to link active travel interventions to reduced air and noise pollution.

2.3.8 Studies that investigated the benefits of replacing short car trips with walking and cycling found that these active travel modes can realistically substitute up to 41% of short car trips (defined as being less than 3 miles) saving nearly 5% of CO^2 emission from car travel.

2.4 Discussion

2.4.1 The planning of transport systems and movement has, in the past, focused on 'predict and provide' approach: in simple terms, high levels of growth and transport demands – notably private car travel – have been predicted and transport infrastructure has been provided to accommodate these demands.

2.4.2 For local and urban movements, this has largely resulted in the provision of significant additional highway capacity. When this additional highway capacity is provided, it is recognised that it will increase traffic i.e. there is more traffic in a location that would otherwise be the case. This results in many cases, in congestion and continued growth in carbon emissions.

2.4.3 The need to change this approach is recognised. The government has a commitment to end the country's contribution to climate change and has set a target of achieving net zero greenhouse gas (GHG) emissions by 2050.

2.4.4 Given this context, the need to consider an alternative approach has been advocated by many – a 'Vision and Validation' approach rather than predict and provide. Fundamentally, this is about developing on a vision for the place in which we want to live – and which should also assist with meeting GHG emission objectives – and then considering how the development and transport planning process can contribute to this vision.

2.4.5 Creating a sense of place, planned around sustainable movement, can make a significant contribution to this approach and is advocated in the Government's policy position. This is central to the Applicant's proposals, from the uses that are proposed to be delivered, through the design of the site and to the delivery of sustainable travel infrastructure and initiatives.

2.5 Vision

2.5.1 The Applicants vision for the site is to create a high-quality, sustainable, residential-led neighbourhood, where people want to live and spend time.

2.5.2 Providing significant amounts of open space and land for community allotments will allow a proportion of trips generated by residents of the site to be retained within the development (i.e. internalised). Similarly, connections are to be made to the wider community and the existing services and facilities a short distance beyond the boundary (e.g. local shop, primary education, employment etc). The propensity for those trips to be made by sustainable modes of transport in the future is therefore improved by the development proposition.

2.5.3 The Masterplan for the development provides a network of 'Liveable streets' – where access to vehicles and for parking is managed. In addition, a network of traffic free routes will provide connections between the development parcels within the site and to the existing infrastructure beyond the site boundary.

2.5.4 The Applicant is also seeking to improve sustainable mobility through the implementation of appropriate and commensurate active and sustainable travel strategies, as well as providing safe and efficient transport infrastructure. These matters as discussed further in Section 6.

2.5.5 Doing so will maximise opportunities afforded by changing societal attitudes and behaviour towards active travel, working from home and on-line shopping, increasing the likelihood of retaining trips within the area, achieving modal shift away from the private car and reducing the overall level of vehicular traffic generated by the development.

2.6 Objectives

2.6.1 The development's objectives are to:

- Deliver much needed housing, community facilities, and associated infrastructure.
- Assist with growing the local economy.
- Foster a connected community and provide a choice of safe, attractive and sustainable transport options to meet daily needs.

2.7 Key Principles

2.7.1 The development has been planned to deliver transport and environmental benefits, around a sustainable movement framework. Specifically:

- Providing community uses and accessible green spaces on the site will allow a significant number of trips to be retained locally, with these facilities catering for day-to-day needs and reducing off-site trip making by car.
- Delivering a sustainable movement strategy to provide improved active travel and public transport infrastructure for the future residents of the site and the existing community.
- The Masterplan for the development will provide:
  - A network of 'Liveable streets'; and
  - A network of traffic free routes across the development and into the local community.

2.8 Anticipated Outcomes

2.8.1 The Applicants vision for the development follows the central messages of the UK government's policy, the evidence base and industry best-practice. It is expected to result in a range of benefits including (but not limited to):

- Fewer vehicle movements than would otherwise be the case on the external road network.
- Fewer vehicle movements on the internal street network within the development.
- Reduced disturbance associated with traffic noise and air pollution arising from vehicle emissions.

- Better physical and mental health for future residents of the site as a consequence of the opportunities for active and sustainable travel being promoted by the developer.
- A sense of community, safety and inclusivity through passive surveillance and providing opportunities for people to interact with one another.
- Potentially a more resilient local economy through the retention of trips, and hence spend, at the local level.

SECTION 3 Policy Context

3.1 Introduction

3.1.1 To provide context for the assessment, this section of the TA provides an overview of national and local transport planning policies relevant to the proposed development.

3.2 National Policy

National Planning Policy Framework (December 2024)

3.2.1 The latest version of the NPPF was published in December 2024.

3.2.2 The specific transport policies of the NPPF are contained in Section 9 of the document.

3.2.3 Paragraph 115 sets out the keys *'tests'* for the consideration *of* development proposals*, noting that:*

> ***'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:***
>
> ***a) Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;***
>
> ***b) Safe and suitable access to the site can be achieved for all users;***
>
> ***c) The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Code and the National Model Design Code; and***
>
> ***d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-le approach.'***

3.2.4 Paragraph 116 confirms that:

> ***'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.'***

3.2.5 Paragraph 117 stipulates that planning applications should:

> ***a) Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services; and appropriate facilities that encourage public transport use;***

b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) Create places that are safe, secure and attractive – which minimise the scope of conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) Allow for the efficient delivery of goods and access by service and emergency vehicles; and

e) Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

3.2.6 Paragraph 118 goes on to state that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a ***vision-led*** transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

3.3 Local Policy

Mid Sussex District Plan (2014-2031)

3.3.1 The Mid Sussex District Plan covers the period between 2014 and 2031 and was adopted in March 2018.

3.3.2 The District Plan sets out the delivery strategy for the region and how these will be achieved in order to help communities maintain a high quality of life, increase economic prosperity and protect the environment. The relevant transport polices are listed below:

DP21: Transport

3.3.3 Policy DP21 covers Transport and stated that the strategic objective of the District Plan is to ***"ensure that development is accompanied by the necessary infrastructure to support development"***.

3.3.4 Policy DP21 also states that the Plan aims to ***"create sustainable communities, which includes a sustainable local transport network and ease of access to local services and facilities".***

3.3.5 Appropriate opportunities to facilitate and promote the increased use of alternative means of transport to the private car, such as the provision of, and access to, safe and convenient routes for walking, cycling and public transport, including suitable facilities for secure and safe cycle parking, have been fully explored and taken up;

Mid Sussex District Plan 2021 – 2039 Submission Draft (Regulation 19)

3.3.6 The District Plan 2021 – 2039 comprises an updated vision, strategy, site allocations and policies and will supersede the 2018 District Plan upon its adoption.

3.3.7 Policy DPT1 *'Placemaking and Connectivity'* states:

> ***'Development must provide appropriate infrastructure to support the vision and objectives of the West Sussex Transport Plan 2022-2036 and meet the requirements of the NPPF,***
>
> ***To meet the objectives:***
>
> ***1. Development that is likely to generate significant amounts of movement and/or have a significant impact on the transport network shall provide a Transport Assessment/ Statement, Sustainable Transport Strategy and Travel Plan to identify appropriate mitigation and demonstrate how development will be accompanied by the necessary sustainable infrastructure to support it and to accord with the requirements of the NPPF.***
>
> ***2. All major developments must demonstrate how all relevant sustainable travel interventions (for the relevant local network) will be maximised and taken into account in terms of their level of mitigation before considering physical highway infrastructure mitigation.***
>
> ***3. Developments which generate significant amounts of movement must provide a Travel Plan and undertake and report regular monitoring of travel movements by all modes, to enable enforcement of agreed travel plan actions and targets.***
>
> ***4. Development shall create liveable communities which embody the 20-minute neighbourhood principles, demonstrate accordance with the movement hierarchy and deliver attractive, healthy places that have a permeable street network within the site, connecting to existing networks and services, with clearly defined street hierarchies that are safe, and incorporate green infrastructure, particularly on walking and cycling routes, whilst ensuring they are designed for all users and supporting desirable opportunities for people to choose not to travel by car.***
>
> ***5. Development must integrate relevant requirements of Chapter 4 of the Mid Sussex Design Guide SPD and be designed to prioritise sustainable and active modes of travel and define a clear street hierarchy, providing safe and convenient routes for walking, wheeling and cycling through the development and linking with existing and enhanced networks beyond, including schemes identified in Local Cycling & Walking Infrastructure Plans, before the highway layout is planned.***
>
> ***6. New streets must be designed and built to adoptable standard which can easily incorporate advanced digital infrastructure, including full fibre to support opportunities for home working and incorporate and integrate with green infrastructure.'***

3.3.8 The site benefits from a draft allocation for 200 dwellings (Policy DPA14) within the Regulation 19 District Plan. The site-specific policy includes financial contributions towards the provision of *'Sustainable Transport'* and the provision of *'Sustainable Transport Measures'*. Specific transport related policy requirements include the following:

- ***'Retain the character of footpath 44Bo which runs along the site's northern boundary and create a pedestrian link from the site.***
- ***Provide suitable vehicular, pedestrian and cycle access from Cowfold Road (A272).***
- ***Provide pedestrian and cycle access to The Street into the north part of the site between the properties of Westmeadow and Downland. In addition, explore potential for additional pedestrian and cycle access to The Street into the south central part of the site.'***

Other Local Policy

3.3.9 This TA has also been produced with reference to the following documents:

- West Sussex Transport Plan 2022 to 2036
- West Sussex Guidance on Parking at New Developments
- Mid Sussex Design Guide
- Bolney Neighbourhood Plan 2015 – 2031:
  - BOLA4 Infrastructure Provision
  - BOLT1 Transport Impact of Development
  - BOLT 2 Parking in the Village

3.4 Summary

3.4.1 The NPPF sets four key 'tests' for the consideration of the transport aspects of development. Development should only be prevented or refused on highways grounds where there is an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future year scenarios.

3.4.2 The remainder of this TA considers the Proposed Development in this transport planning policy context and ultimately concludes that the key NPPF tests are passed and hence the development of the site should not be prevented from coming forward.

SECTION 4 Proposed Development

4.1 Site Description

4.1.1 The site is located in the village of Bolney, within the administrative boundary of Mid Sussex, c.7km to the east of the town of Haywards Heath, c.6.5km northwest of Burgess Hill and c.13km south of Crawley (distances measured at the crow flies from the centre of the site). The site lies directly in between The Street and Foxhole Lane and to the west of the A23, which runs between Crawley and Brighton.

4.2 Development Scheme

4.2.1 The Applicant is progressing an outline planning application for the following:

- Outline application for:
  - Up to 200 residential dwellings (including affordable housing).
  - Large area of countryside open space.
  - Children's play areas.
  - Community orchards and allotments.
  - A 425sqm community building in partnership with charity Kangaroos Mid Sussex.

Illustrative Masterplan

4.2.2 An illustrative masterplan has been prepared by Re-Format and is reproduced in **Appendix 1.A**.

4.2.3 The masterplan plan illustrates that the residential dwellings will be split across two parcels, with the community building and associated parking located in the northern parcel and the remaining dwellings located in the southern parcel. A spine road connects the two parcels.

Build Period

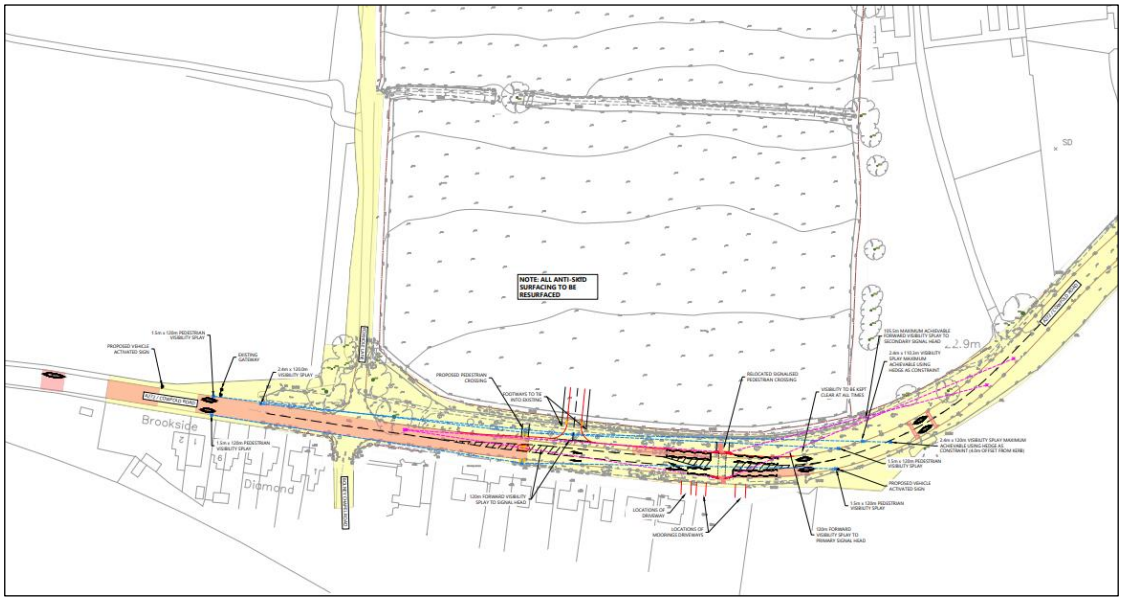
4.2.4 Subject to achieving a planning consent, the developer expects to commence construction in the year 2027/2028 at a rate of 50 dwellings per annum over a c.4 year build period to 2031. It is envisaged that a Construction Traffic Management Plan will form a planning condition, requiring a strategy for managing vehicle routeing, parking and any necessary mitigation to the local and strategic road network during the construction period. – e.g. all construction parking will occur within the confines of the site, and use of The Street to access the site will not be permitted.

4.3 Points of Access

Proposed Arrangement

4.3.1 The proposed access arrangements have been discussed extensively with WSCC Highways through their pre-application service, with input provided from across a number of teams including Transport Policy, Development Management, Signals and Road Safety. Following an iterative design process, the priority T-junction arrangement with a ghost island right turn lane, as shown on drawing ITB16634-005G contained in **Appendix 4.A**, has been agreed as suitable for serving the development proposals. An extract of ITB16634-005G is presented in Figure 4.1 below.

Figure 4.1: Proposed Access Arrangements



4.3.2 The arrangement comprises the following geometric design parameters:

- Carriageway width of 5.5m with 6m corner radii on both sides of the access.
- 2m wide footways on both side of the access road.
- Mainline widening to facilitate the introduction of a ghost island right turn lane.
- Relocation of the signalised crossing 25m to the west of its current position to facilitate the introduction of the ghost island right turn lane.
- Introduction of coloured anti-skid markings to the west of the access and on the approaches to the pedestrian crossing.
- A dropped kerb and tactile paving pedestrian crossing with a 2m refuge island immediately to the west of the site access.

4.3.3 The access arrangements have been subject to swept path analysis to demonstrate that the proposed design does not adversely affect any existing movements in relation to the properties to the south of the A272.

4.3.4 An Independent Stage 1 Road Safety Audit has been undertaken in accordance with the Department for Transport guidelines and the WSCC Road Safety Audit Policy.

Visibility Splays

4.3.5 Drawing ITB16634-GA-017 illustrates visibility splays of 2.4m x 120m from the site access in accordance with the 40mph speed limit and the standard stopping distance set out in the '*Design Manual for Roads and Bridges'* (DMRB). This can be achieved to the nearside kerb to the west to approximately the centreline to the east.

4.3.6 Visibility splays of 2.4m x 105m to the nearside kerb can be achieved to the east; 105m equates to a standard stopping distance of a vehicle traveling at 54mph based on the Manual for Streets (MfS) parameters or 40mph using the DMRB parameters. The 85th percentile speeds from the automatic traffic counts (see section 7) conducted in November 2023 were 38.9mph eastbound and 40.6mph westbound.

4.3.7 Drawing ITB16634-GA-005G also illustrates forward visibility to the primary signal head on the relocated pedestrian crossing of 120m from both the eastbound and westbound approaches. Forward visibility to the secondary signal head of 120m can be achieved on the eastbound approach and 110.3m from the westbound approach.

4.3.8 All visibility splays fall within the adopted highway and will be kept clear at all times.

4.3.9 A number of safety measures are proposed including vehicle signage on both the eastbound and westbound approaches and anti-skid surfacing introduced.

4.3.10 Considering the observed speeds, design guidance and safety measures in conjunction, it has been demonstrated that safe and suitable vehicular access can be provided from the A272 Cowfold Road as shown on Drawing ITB16634-GA-005G.

Alternatives Considered

4.3.11 During the promotion of the site for development, a range of access options have been considered and subsequently discounted as a means of achieving 'safe and suitable access' consistent with the requirements of the National Planning Policy Framework. This includes the following arrangements:

- A simple priority junction with no right turn facility.

- Alternative locations for the access along the A272 site frontage.
- Roundabout access to the site.

4.3.12 Whilst the site also benefits from frontages onto Foxhole Lane and the Street as well as the A272 Cowfold Road, providing a vehicular access onto Foxhole Lane or the Street has been discounted to reduce impacts through the village.

Simple Priority Arrangement

4.3.13 While the A272 is a primary road, it is not a trunk road. Manual for Streets guidance states:

> ***"it is therefore recommended that as a starting point for any scheme affecting non-trunk roads, designers should start with MfS". Further, para 1.3.3 identifies that where "designers do refer to DMRB for detailed technical guidance on specific aspects, for example on strategic inter-urban non-trunk roads, it is recommended that they bear in mind the key principles of MfS and apply DMRB in a way that respects local context".***

4.3.14 In respect of right turn provision, Manual for Streets 2 (para 9.4.7) states that:

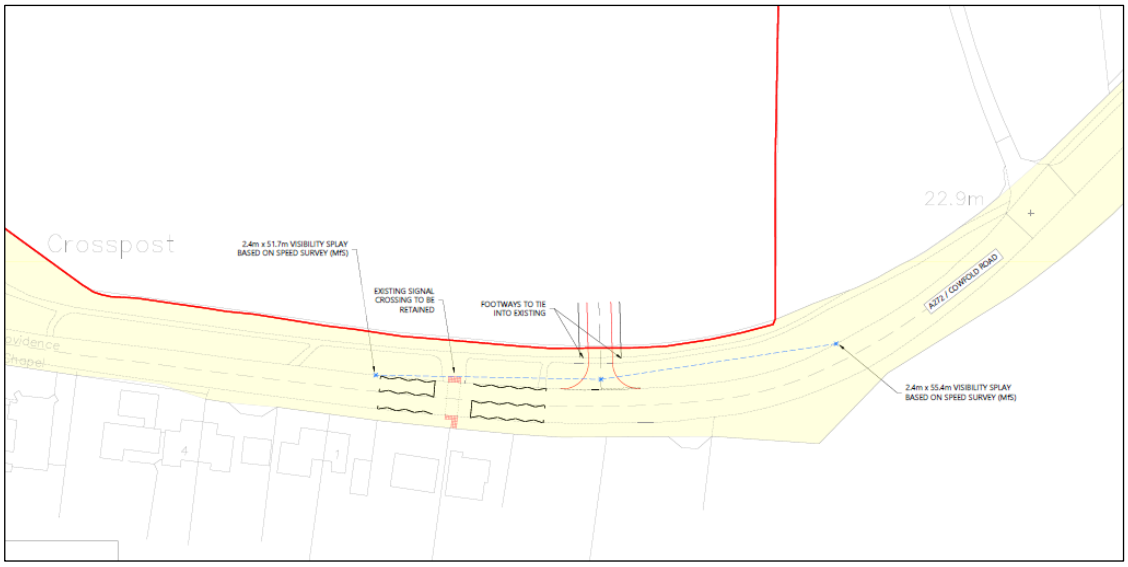
> ***"TD 42/95*** *(note: superseded by CD123 but the principles remain)* ***that consideration should be given to providing a right turning lane at priority junctions where the side road flow exceeds 500 vehicles per day (****note: Table 2.3.1 of CD123 identifies a threshold of 300 vehicles)****, but this advice relates to trunk roads, where there is an emphasis on providing an unimpeded route for through traffic. It is a relatively low flow, and junctions without right lanes will often be able to cater for higher levels of turning traffic without resulting in significant congestion".***

4.3.15 There are three key factors in determining whether a right turn lane is necessary:

- Highway safety – e.g. vehicles have clear visibility towards any stationary vehicles as not to create a rear shunt hazard.
- Capacity – that a simple priority junction does not result in excessive queuing or delay; and
- Whether such provision is consistent with the network in the immediate vicinity of the site.

4.3.16 Other junctions in the immediate vicinity of the site (e.g. Foxhole Lane and Bolney Chapel Road) do not have right turn facilities. Therefore, a simple priority arrangement without a right turn function was explored, as shown in Figure 4.2.

Figure 4.2: Simple Priority Arrangement



4.3.17 The arrangement would have retained the crossing in its current location, and the calling of the crossing would enhance opportunities for vehicles to turn right into the site access. However, capacity assessment of junction identified that the arrangement would introduce delay on the mainline flow, as a result of vehicles waiting to turn right into the site access. Given the A272 forms a route to the A23, which is part of the trunk road network, the introduction of delay should be avoided where alternative access arrangement can be explored.

4.3.18 On this basis, a simple priority arrangement was discounted.

Alternative Access Locations

4.3.19 A number of alternative locations have been considered for the ghost island right turn lane arrangement, including positions to the east and west.

4.3.20 A position to the west of the southern boundary has been discounted, on the basis of insufficient junction spacing. The proximity of the junction to the Foxhole Lane cross roads would not provide for a *safe and suitable* access, when the spacing of the junctions can be enhanced by providing for an access further east.

4.3.21 An access to the eastern side of the boundary has also been discounted, on the basis that this would require the ghost island to be located on the bend and may restrict forward visibility.

4.3.22 On this basis, the alternative access locations have been discounted.

Roundabout

4.3.23 As set out in Section 9 the ghost island right arrangement provides for an access that has more than adequate capacity to accommodate the proposed development. As such, a roundabout junction is not required to satisfy the requirements of the NPPF. Notwithstanding this, consideration has been given to whether a roundabout would provide a suitable access arrangement.

4.3.24 In respect of a mini-roundabout, paragraph 2.8 of CD116 '*Geometric Design of Roundabouts*' states that mini roundabouts should only be used on roads with a speed limit of 30mph or less and goes on to state in paragraph 2.9 that they should not be used at new junctions or accesses serving or intended to serve one or more properties. Manual for Streets indicates that the traffic flows on each arm should be reasonably balanced for a mini roundabout to operate effectively. The traffic flows on A272 Cowfold Lane will be significantly higher than the flows on the site access arm, thus the flows will not be reasonably balanced. On this basis, the use of a mini roundabout at this location is not appropriate.

4.3.25 In respect of a 'normal' or 'compact' roundabout, the presence of dwellings to the immediate south of the road is a significant constraint to the introduction of a roundabout. As such, it would be necessary for the roundabout to be situated offline in order to achieve the necessary deflection to satisfy design standards, utilising land within the DPA14 site. CD116 *'Geometric Design of Roundabouts'* states at Note 6 of paragraph 2.3.3 that:

'New roundabouts positioned off-line from the existing link can result in approaching road users looking past the roundabout central island, creating a 'see-through' effect which could increase collision risk.'

4.3.26 Peak hour traffic flows on Cowfold Road are c.1,900 pcu (two-way), whilst (as set out in Section 8) forecast flows on the site access arm are forecast to be less than 100 pcu (two-way) during peak hours. Therefore, if the site was to be served by a roundabout, there would be unbalanced flows on the approach arms.

4.3.27 Paragraph 2.6.1 of CD116 identifies that a roundabout should self-regulate, and that a factor that prevents this is where there is 'an unbalanced flow at one or more entries'.

4.3.28 Finally, there are a number of private driveways along the southern side of Cowfold Road directly opposite the site frontage. If a roundabout was to be delivered along this stretch the dwellings to the south would not be able to take access directly onto the roundabout, therefore it is unlikely that the delivery of a roundabout would be feasible without impacting upon access to these dwellings.

4.3.29 On that basis, a roundabout has been discounted as an appropriate means of achieving *safe and suitable* access.

Extension of Right Turn Facility

4.3.30 During engagement with the Parish Council, it was queried whether the extension of the proposed right turning lane could be achieved, to improve through flow of the A272 should a vehicle be waiting to turn right into the garage to the south of the A272.

4.3.31 While this is not required to achieve safe and suitable access to the proposed development site, given that it is an existing access arrangement downstream from the proposed access junction and that turning movements into and out of the proposed development site are unaffected by the operation of the garage, and we would not wish to promote such a scheme given its potential implications, see below, the deliverability of such a scheme has been considered should the Parish Council wish to pursue this as a Community-led works project using Community Infrastructure Levy or alternative sources of funding, or for WSCC to implement as a potential capital works scheme. A preliminary arrangement is presented in Figure 4.3.

4.3.32 Widening of the A272 carriageway would be required to achieve an extension of the right turn provision that complies with relevant Design Manual for Roads and Bridges guidance. The presence of a fixed building line exists on the southern side of the carriageway – to achieve the necessary width, asymmetrical widening would be required to the northern side of the carriageway.

4.3.33 While there is a wide highway verge, the widening would result in the existing Oak tree to the east of the Foxhole Lane being immediately adjacent to the kerb. While it is likely that any works this close to the tree would inevitably cause harm to the tree, should it managed to be retained then it would be immediately adjacent to the kerb – this would have a detrimental impact on highway safety, as well as integrity of the road construction. As a result, the established Oak tree would need to be removed. The works would also increase the areas of hardstanding within the root protection areas of the other trees adjacent to Foxhole Lane, potentially placing them as risk of harm.

4.4 Active Travel Connections

4.4.1 In addition to the vehicular access which provides a pedestrian and cycle connection to A272 Cowfold Lane, two active travel accesses are proposed into the site as follows:

- Onto the Street between the properties of Westmeadow and Downland.
- Onto public footpath 44Bo which runs along the site's northern boundary.

4.4.2 The masterplan also illustrates a potential additional connection onto the Street via the car park to the south of properties no. 19 and 20.

4.4.3 Further details of active travel connections are set out in section 6.

Parking

4.4.4 Cycle, car and motorcycle parking – as well as electric vehicle charging provision – are all reserved matters.

4.4.5 Parking quanta for the residential (outline) element of the site will be provided in accordance with WSCC's prevailing standards as set out in the *'Guidance on Parking at New Developments'* (September 2020) document.

Community Building

4.4.6 The development proposals include a 425sqm Community Building on the northern parcel of the site. Additional outdoor space and accessible play areas are also to be provided.

4.4.7 The building itself is located on the entrance to the to the northern parcel acting as a gateway feature and will be accessed directly from the spine road. It is anticipated that the building would be occupied by Kangaroos, a well-established charity within Mid Sussex who support children, teenagers and adults with severe learning disabilities and complex needs.

4.4.8 Kangaroos are currently operating out of various facilities in the Mid Sussex area which are shared with other organisations and limit the activity that kangaroos can provide. The new bespoke space at Bolney will give the charity the opportunity to continue to expand the work they do with the local children and adults and reach a bigger audience.

4.4.9 The WSCC '*Guidance on Parking at New Developments'* (September, 2020) document does not include specific standards on minimum vehicular and cycle parking levels of use class F1. (Non-residential institutions). However, the proposed parking levels have been discussed with Kangaroos and are appropriate based on-site specific needs.

4.4.10 Whilst parking is a reserved matter, the illustrative masterplan includes a total of 12 parking spaces are illustrated on the outline masterplan contained in Appendix 1.A. A layby is also illustrated on the spine road adjacent to the building for coach drop off and pick up to minimise the number of vehicles accessing the facility. In addition, a field with a gated entrance is located immediately to the south of the car park – in the event that there is a peak in parking demand (e.g. an activity requiring attendance of parents / guardians), this area can be used as an overflow car park as not to create an overspill demand on local roads.

4.4.11 The nature of the use is such that visitors to the centre will look to access the community centre directly, and that parking remotely to the centre and undertaking the remainder of the journey on foot would not be appropriate for those attending. Nevertheless, a Car Parking Management Plan could be secured by Condition that requires the strategy to be submitted to and approved by the end user of the community centre prior to first occupation. This Condition could include:

- Management of the overflow car parking area.
- Use of the car park / measures to prevent off-site car parking.
- Prohibiting off-site drop offs.
- Means of contacting the Operator in the event of any complaints relating to inconsiderate parking by users.
- Management of the servicing / coach lay-by (e.g. timing of activities to ensure it is available for use at relevant times).

4.4.12 Cycle parking will also be provided within close proximity to the building entrance.

4.4.13 Loading / unloading and servicing at the community building will take place from the layby adjacent to the building entrance. Drawing ITB16634-GA-014 contained in Appendix 4.B illustrates the swept path of a 7.5t rigid vehicle accessing the community building, turning around and departing the site.

4.5 Summary

4.5.1 The operational performance of the site access is set out in Section 9. The assessment demonstrates that the proposed access junction will operate well within capacity, with minimal queuing and delay. A higher order site access junction, such as a roundabout, is neither necessary nor warranted.

4.5.2 It is expected that the community group Kangaroos will occupy the community building. A bespoke parking provision has been developed based on their operational needs and in consultation with Kangaroo, albeit layout is a Reserved Matter at this time. In order to manage parking behaviours associated with the community building, a planning condition requiring a Car Parking Management Strategy Plan to be developed and approved prior to first occupation is appropriate.

4.5.3 Overall, the development proposals accord with prevailing policy and the Applicants vision for the site.

SECTION 5 Accessibility of the Site

5.1 Overview

5.1.1 This section considers the accessibility of the site. It describes existing sustainable transport networks and considers access to key services by active modes of travel.

5.2 Existing Infrastructure

Walking

5.2.1 The following headings provide an overview of the existing infrastructure in place to accommodate pedestrian trips. This infrastructure is shown in the context of the proposed site on **Figure 5.1**.

A272

5.2.2 The A272 spans the entire frontage of the site with footways provided on both sides of the carriageway along the site frontage. The footway on the northern side measures approximately 1.2m wide with a circa 5.0-6.0m grass verge separating the footway from the carriageway. This footway remains unbroken to the east and ties in with the existing footway on the west side of The Street. The footway continues east, providing access to Bolney Nursery and the existing employment area. A puffin crossing is also provided circa 65m east of the service station access along the site frontage.

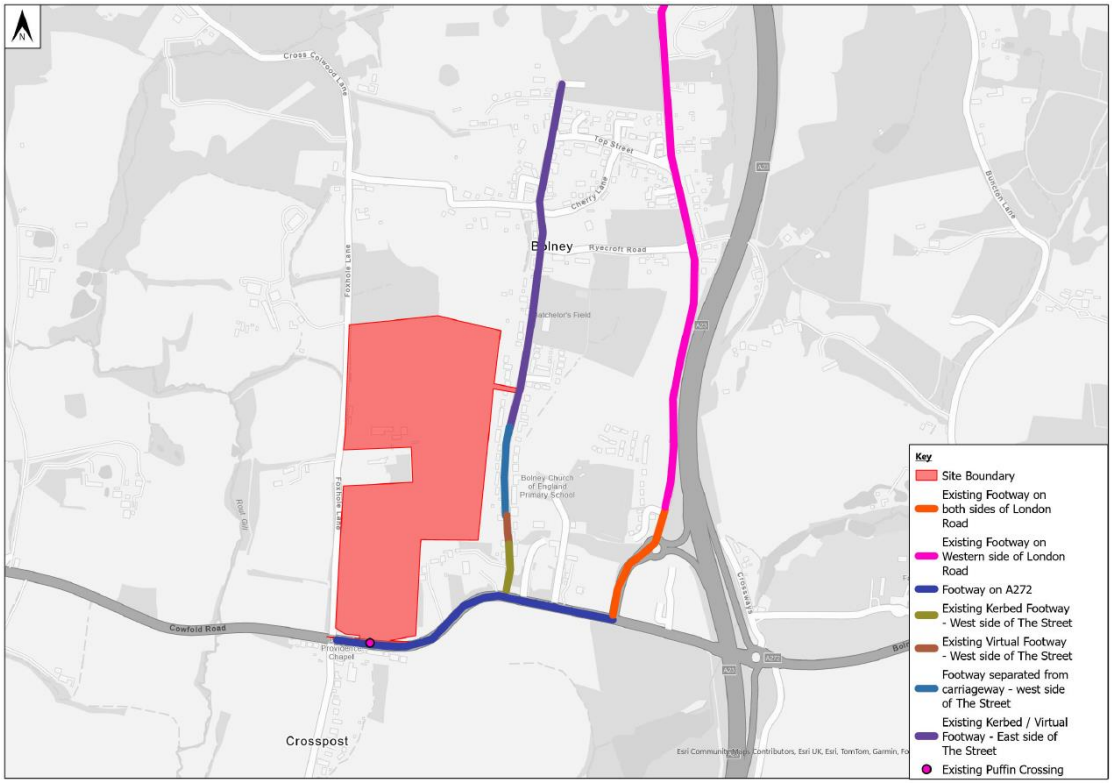
The Street

5.2.3 Routing north from the junction with the A272, a circa 1.2m wide footway is provided on the west side of The Street. The footway takes the form of a kerbed footway for c.90m north of the A272 before becoming a virtual footway, demarcated by red colouration and a solid white line, from the access to The Eight Bells public house.

5.2.4 Approximately 220m north of the junction with the A272, the footway on the west side of The Street moves away from the carriageway, up a gradient where it remains separated from the carriageway by a steep 7.0m-wide grass bank.

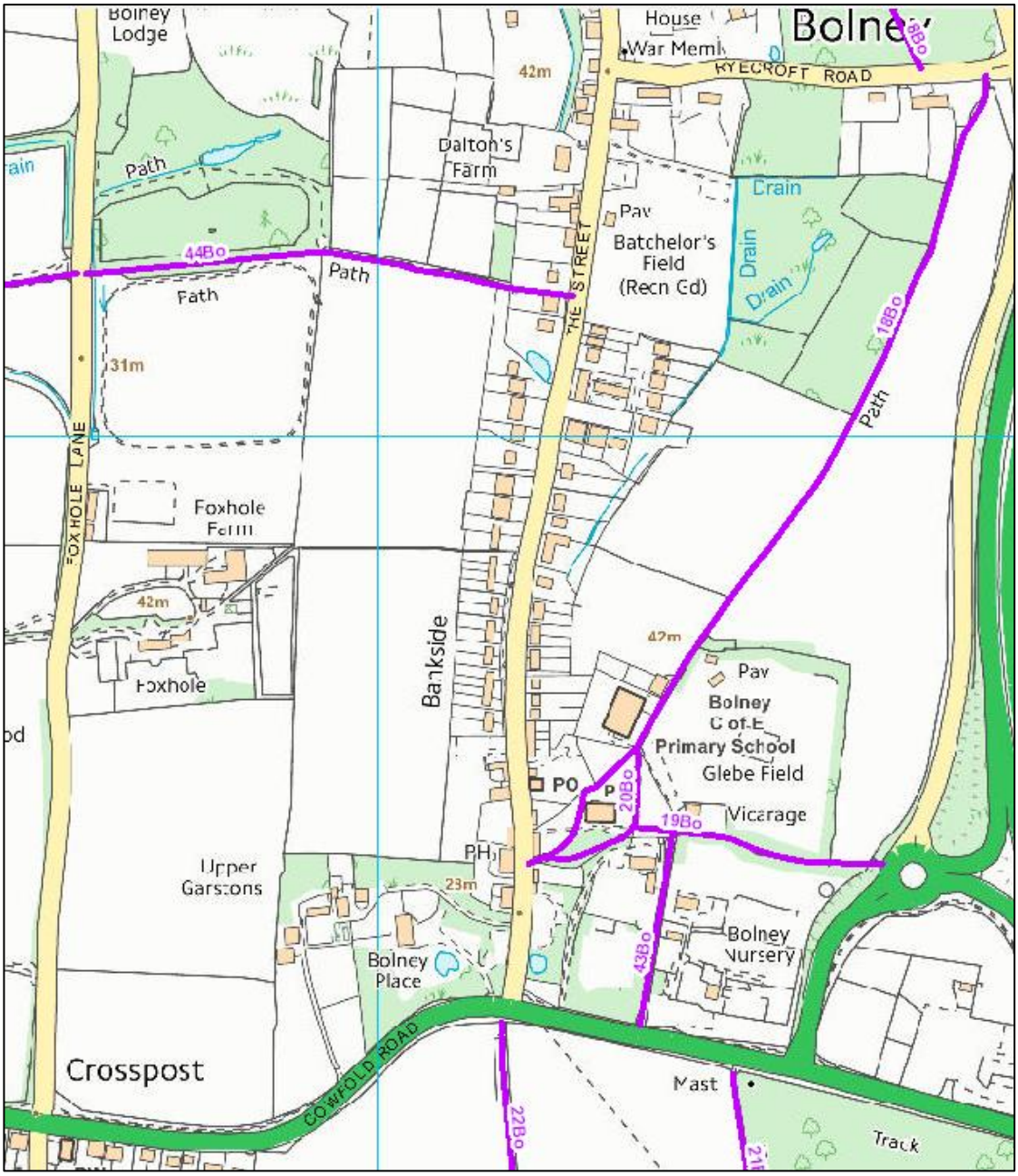
5.2.5 A footway is introduced on the east side of The Street just north of Number 29. This takes the form of a circa 1.2-2.0m wide kerbed footway serving the existing properties along the route. The footway then takes the form of a virtual footway between 'Oakside' and 'West Meadow' before continuing north towards the village centre as a kerbed footway.

Figure 5.1: Existing Walking Infrastructure



5.2.6 In addition to the above, public footpaths no. 18BO, 19BO and 20BO run to the east of the village, whilst public footpath no. 44Bo runs to the north of the site. The location and routing of these public footpaths is shown on **Figure 5.2**.

Figure 5.2: Public Rights of Way (PRoW) Plan



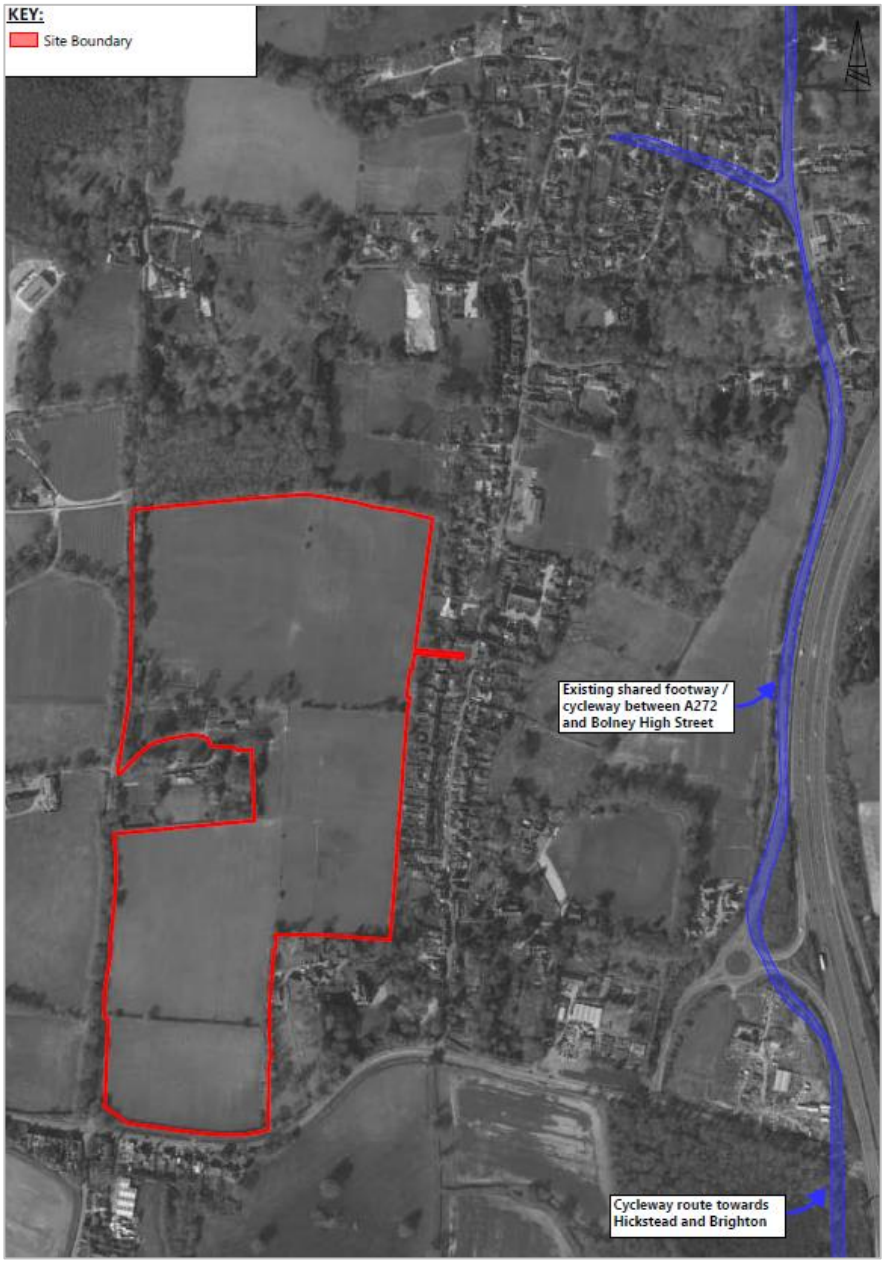
5.2.7 As illustrated on the masterplan, a connection will be provided from the site to Public Footpath 44Bo. Collectively, these existing PRoW will provide a useful network of alternative walking routes for residents of the proposed development. The active travel connections are shown on Figure 6.3 in Section 6.

Cycling

5.2.8 A traffic free cycle route is provided to the east of the site, connecting London Road with the A2300 to the south of the site, where on carriageway cycle lanes are provided along both sides of the A2300. London Road is described as '***generally lightly trafficked and wide enough to allow cyclists to share the carriageway in reasonable safety and to access local facilities or for recreational purposes.'*** in the WSCC Highways response to a consented local development of up to 30 dwellings (*ref: DM/17/4392*).

5.2.9 The existing cycle infrastructure is illustrated in **Figure 5.3**.

Figure 5.3: Existing Cycle Infrastructure

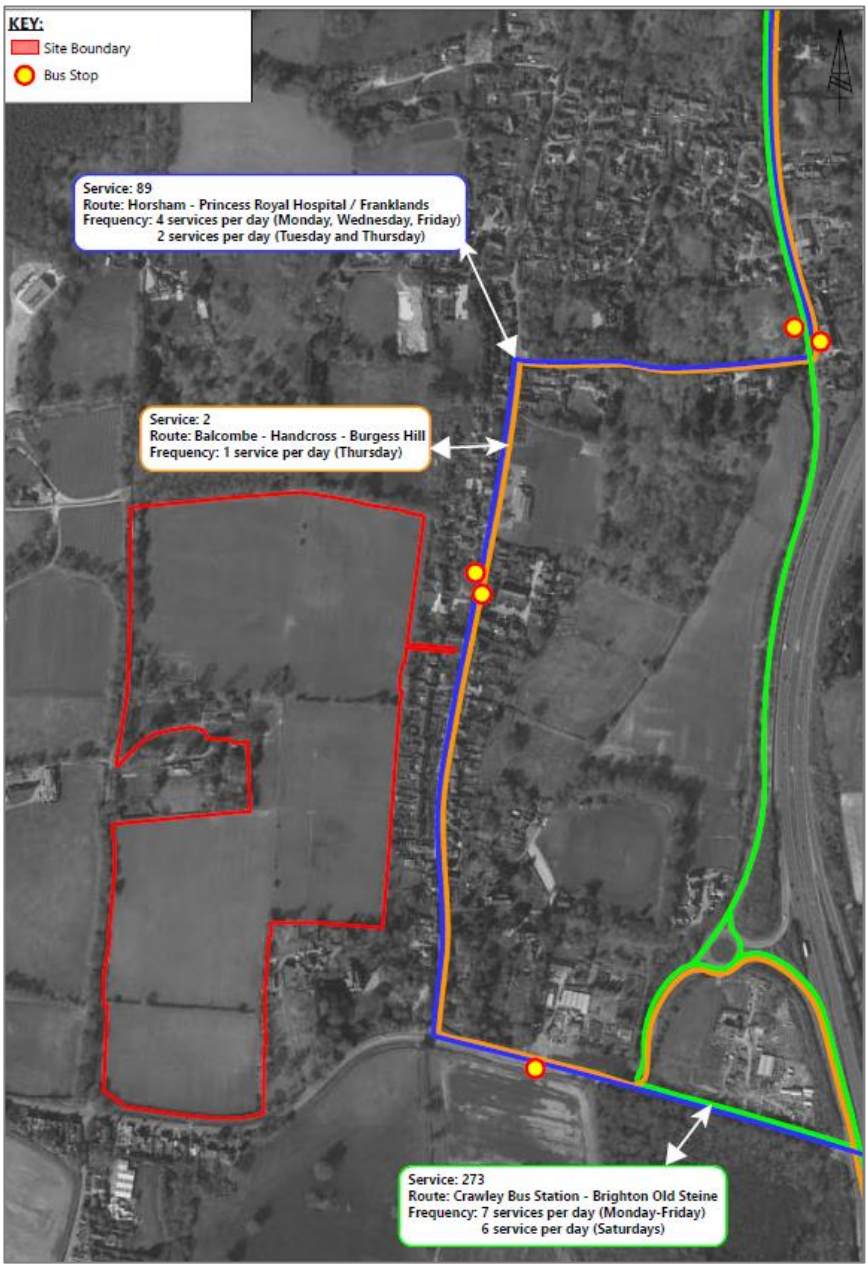


5.2.10 The traffic free cycle route shown above is accessible from The Street and Top Street to the north or via the A272 Cowfold Road to the south.

5.3 Public Transport

5.3.1 The nearest bus stops to the site are located on The Street just south of the property named 'Agates' and are served by the number 2 and 89 services. In addition to these services, the number 273 bus operates from London Road to the east of the site, providing direct access between Crawley and Brighton, and an additional stop, also served by the number 89 bus, is available circa 400m east of the existing puffin crossing on the A272.

Figure 5.4: Local Bus Services



5.4 Access to Key Facilities

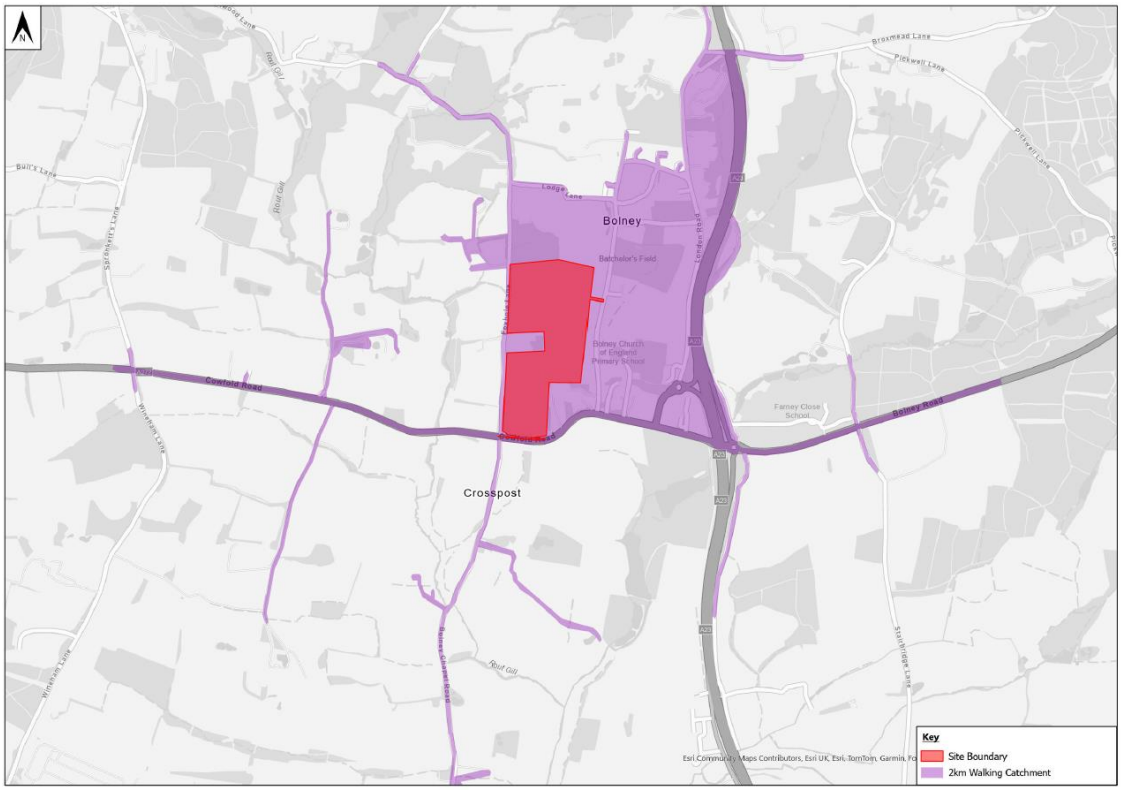
5.4.1 The following paragraphs consider the accessibility of the site to a range of employment, education, health, retail and leisure facilities.

Walking Distances – Guidelines

5.4.2 A walking distance of 2km is generally deemed acceptable for a range of journey purposes, including school and commuting to work.

5.4.3 **Figure 5.6** shows a 2km walking catchment measured from the centre of site.

Figure 5.6: 2km Walking Catchment



5.4.4 The figure demonstraes that the whole of Bolney is within an acceptable walking distance from the site.

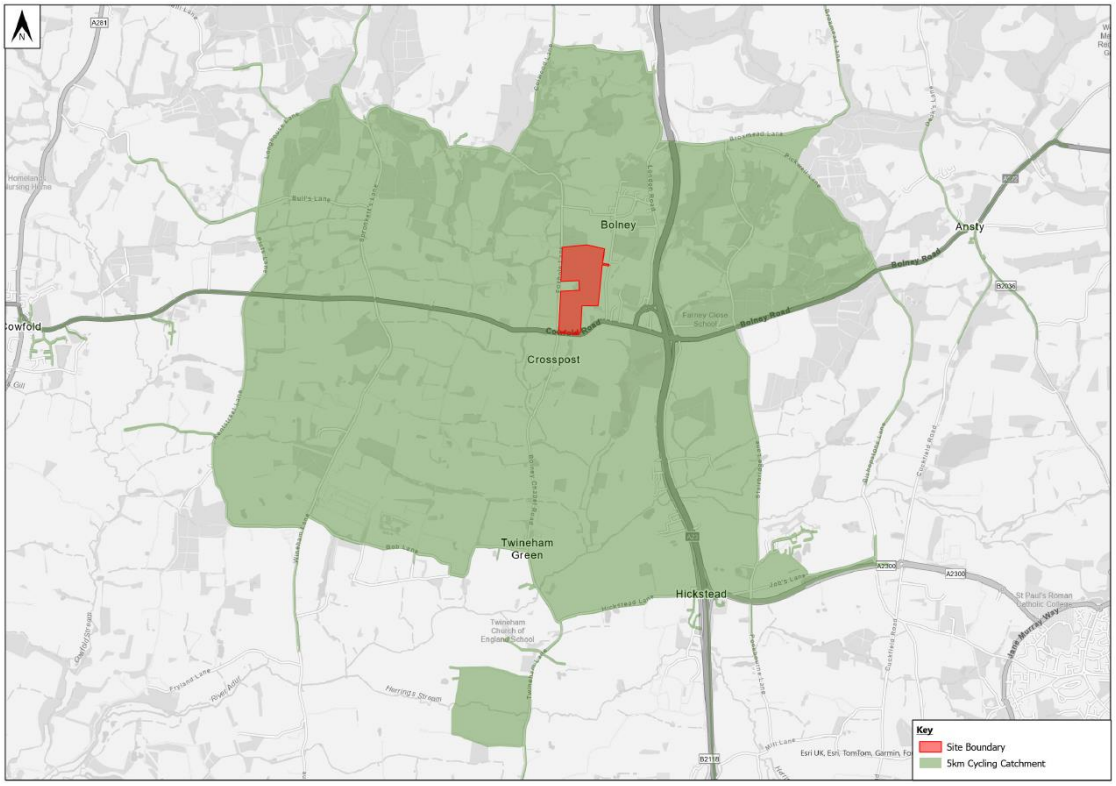
Cycle Distances – Guidelines

5.4.5 Specific cycle distances are not included in the NPPF but its predecessor document, PPG13, identified that:

> ***'Cycling also has potential to substitute for short car trips, particularly those under five kilometres, and to form part of a longer journey by public transport.'***

5.4.6 A 5km cycle catchment, measured from the centre of the site, is presented in **Figure 5.7**.

Figure 5.7: 5km Cycling Catchment



5.4.7 Local Transport Note 1/20 'Cycle Infrastructure Design' goes further, noting at Paragraph 2.2.2 that two out of every three personal trips are less than five miles (c.8km) in length, which the document refers to as being 'an achievable distance to cycle for most people'.

Key Facilities Accessibility

5.4.8 Bolney is placed in category 3 out of 5 categories in MSDC's settlement hierarchy, defined as:

> ***'Medium sized villages providing essential services for the needs of their own residents and immediate surrounding communities.'***

5.4.9 The existing key facilities around the site location are shown in **Appendix 5.A**.

5.4.10 Based on a typical distance of 2km, there is a good range of key facilities and services within a 2km reasonable walking distance of the site and additional services within a 5km cycle distance as shown in **Table 5.3**.

Table 5.3: Local Services and Facilities

Service/Facility	Within 2km Walking Distance	Within 5km Cycle Distance
Bolney C of E Primary School	✓	✓
Bolney Under 5s (Pre-School)	✓	✓
Bolney Nursery (Garden Centre)	✓	✓
Marylands (B8 Employment Site)	✓	✓
Village Hall (Rawson Hall) and Playing Fields	✓	✓
Community Cafe (Rawson Hall)	✓	✓
Bolney Post Office (Rawson Hall)	✓	✓
St Mary Magdalene Church	✓	✓
Bolney Cross Village Stores and Service Station	✓	✓
Bolney Cricket Club	✓	✓
Bolney Wine Estate	✓	✓
The Bolney Stage Public House	✓	✓
Cowfold Surgery	-	✓
St Peters C of E Primary School - Cowfold	-	✓
Twineham C of E School	-	✓
The Complete Barber Shop – Cowfold	-	✓
The Co-Op Food – Cowfold	-	✓
Londis / Esso – Jeremy's Corner	✓	✓
Fitz Gym	-	✓

Note: Journey time based on routing from GoogleMaps.

5.5 Active Travel England

5.5.1 Active Travel England (ATE) became a statutory consultee on all large planning applications (over 150 dwellings) on 1st June 2023. The Active Travel England Planning Assessment Tool has been developed by ATE to assist in the appraisal of development proposals based on existing national and local active travel policy requirements.

5.5.2 The initial iteration of the toolkit included a total of 31 criteria upon which a planning application could be assessed. A revised version of the toolkit has since been released (in June 2024) which reduces the number of criteria to 10.

5.5.3 The current criteria are noted below and are cross-referenced to where they are considered the in this report.

Table 5.9: Active Travel England Criteria

Criteria	Description	Relevant Section
Trip Generation & Assignment	Does the application appropriately forecast all day trips to, from and within the site by walking wheeling and cycling?	5.2
Active Travel Route Audit	Has an appropriate assessment of the design and accessibility of existing active travel routes in the locality of the site been presented?	5.3
Pedestrian access to local amenities	Are most buildings within 800m from a range of amenities (such as primary schools, parks, play areas, food shops, cafes and community buildings) using well-designed routes?	5.5
Cycling accessibility	Are a range of local amenities, and town centres, railways station, employment areas and the National Cycle Network as appropriate accessible for cyclists using well-designed routes?	5.5
Access to public transport	Are all buildings within 400m of a high-frequency bus stop or 800m of a rail/light rail station or tram stop, with appropriate facilities, using well designed routes?	5.5
Off-site transport infrastructure	Does the application include proposals to enhance local active travel and public transport infrastructure?	6.5
Site Permeability	Does the development prioritise pedestrian and cycle movements within the site?	4.4
Placemaking	Does the development establish a strong sense of place, with well-designed streets, public spaces that feel safe and key amenities provided?	4.2
Cycle parking and trip-end facilities	Does the application provide the requisite amount and quality of cycle parking and trip-end facilities?	4.4
Travel Planning	Does the travel plan outline ambitious mode share targets and measures to embed active travel, alongside appropriate monitoring and remedial strategies?	6.7

5.6 Summary

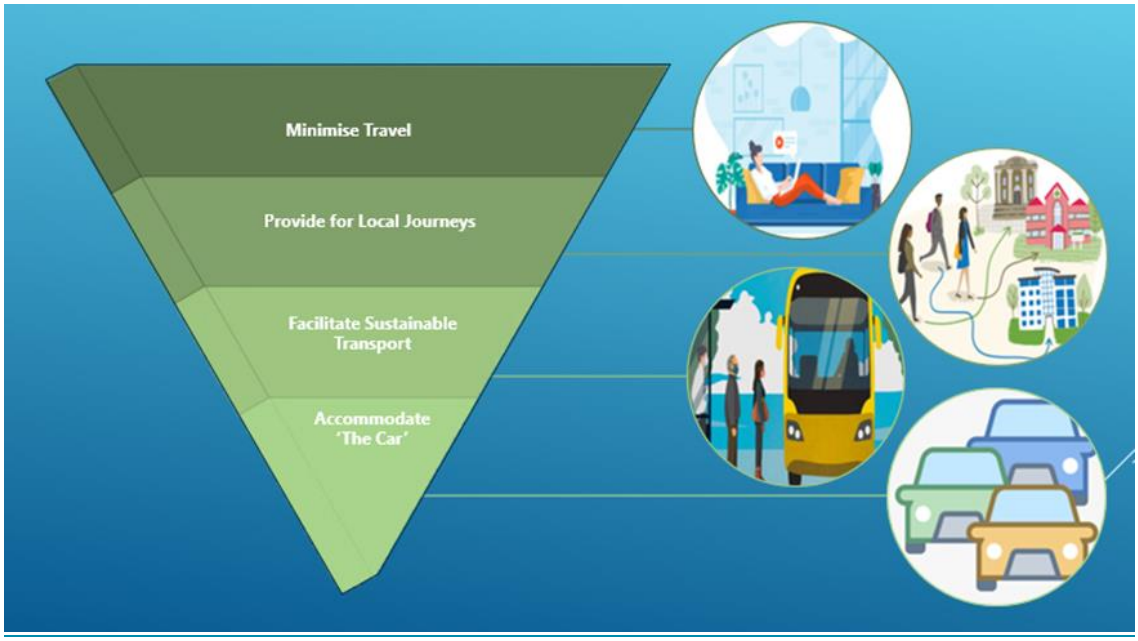
5.6.1 Based on the above, it can be concluded that residents of the proposed development will be able to access a range of key facilities and services via sustainable modes such as walking and cycling as well as existing public transport connections.

SECTION 6 Proposed Sustainable Transport Strategy

6.1 Introduction

6.1.1 To achieve the overarching objective of sustainable development, a clear and targeted strategy is required. The Sustainable Transport Strategy will seek to take a 'Reduce, Contain and Facilitate Alternatives' approach to travel demands – only after these steps have been taken should the strategy allow for the mitigation of vehicular impacts.

Image 6.1: Mobility Strategy



Reduce

6.1.2 The first step of the strategy will be to seek to minimise the need for travel. One of the biggest contributors to travel demand during peak periods, as identified by NTS 2022, is that attributed to commuting journeys.

6.1.3 The national response to Covid has resulted in a significant shift in the working culture. More employees are able to work either from home or remotely, with less time spent in offices as a result of hybrid working approaches. As a result, the design of residential dwellings has become a key focus, with many homebuyers now seeking space within properties to enable home working, and travel demand can be reduced by providing dwellings that reflect these requirements.

Contain

6.1.4 The location and scale of development provides the opportunity to provide infrastructure that can help contain some travel demands generated by the site within the village. This has the benefit of reducing the traffic impacts of the development and reducing overall journey length so that the undertaking of these movements on foot or by bicycle becomes the first-choice mode of transport.

6.1.5 Key to encouraging local journeys will be to provide for a layout that has 'walkable neighbourhoods', characterised as being within 10 minutes walking distance (around 800m). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating and the design of the site will strive to achieve this through good design and prioritising journeys on foot and by bicycle. Well designed open space within the site can reduce the need for residents to travel elsewhere for such activity.

Facilitate Sustainable Travel

6.1.6 Whilst the reduce and contain aspects of the strategy will minimise the need and distances travelled, there will still be a travel demand arising from the site.

6.1.7 Analysis of travel patterns enables targeted investment in sustainable transport infrastructure to encourage the uptake of sustainable modes of transport to accommodate these journeys, and the opportunity exists to embrace new and innovative methods to capture these trips.

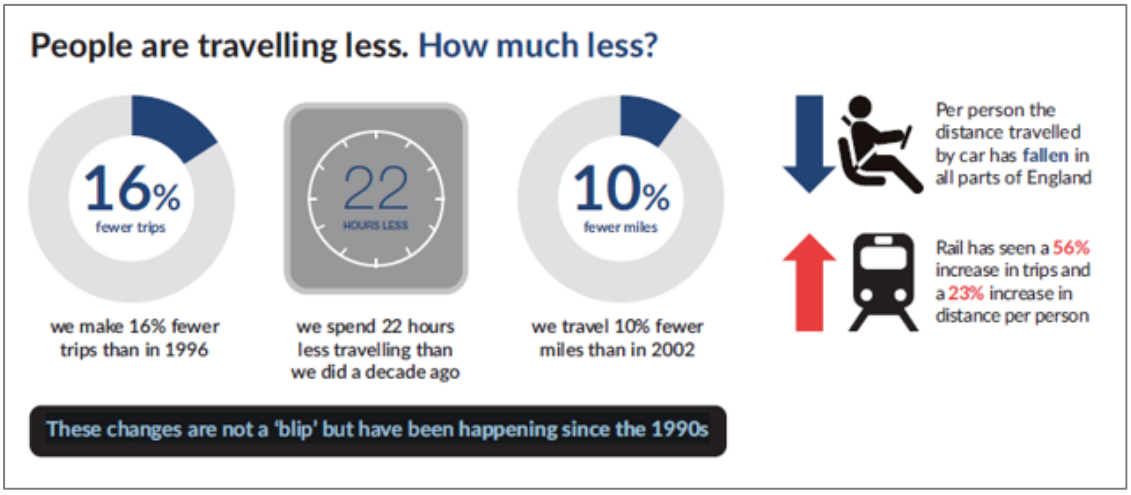
6.1.8 The site will deliver improvements to infrastructure in the village, benefitting not only new residents but also those within the existing community. This could include enhancement of pedestrian and cycle routes, to financial support and additional patronage to existing bus services. Contributions may be provided to deliver the infrastructure schemes identified at paragraph 4.84 of the Bolney Neighbourhood Plan, this may include improvements to The Street, more information of which is provided in Section 6.0.

6.2 Sustainable Transport Strategy

Reduce

6.2.1 There is an identified decrease in car ownership and use in society; we travel substantially less today, per head of population, than we did one or two decades ago. Research by the Commission on Travel Demand indicates we make 16% fewer trips than we did in 1996, travel 10% fewer miles than we did in 2002 and spend 22 hours less travelling than we did a decade ago.

Figure 6.2: Statistics Published by the Commission on Travel Demand



6.2.2 Key to supporting a reduction in travel demand will be the provision of high-speed broadband connections and houses that are designed to support home working. This will provide residents with the tools necessary to complete day-to-day activities without the need to travel, such as:

- Working remotely.
- On-line shopping.
- Catching up with friends and family remotely.

Contain

6.2.3 Key to encouraging local journeys will be to provide for a layout that has 'walkable neighbourhoods', characterised as having a range of facilities within 10 minutes walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating and the design of the site will strive to achieve this through good design and prioritising journeys on foot and by bicycle.

6.2.4 To provide access to the village, pedestrian and cycle connections are proposed directly onto The Street., allowing a walking journey into the village to be the shortest and direct means of travel. Vehicle access will be provided onto the A272, thus routing vehicular traffic away from the village and on to a higher order road, to reduce the impact on existing journeys using The Street.

Figure 6.3: Access Strategy

6.2.5 The connections formed to The Street will also provide an alternative route for pedestrians and cyclists to the A272, using a network of purpose-built routes through the site as an alternative to The Street and improving connectivity to the south for existing residents as well as new infrastructure / facilities provided within the site.

6.2.6 The development proposals also include a number of on-site facilities, reducing the need for residents to travel away from the site. These facilities are summarised below.

Table 6.1: On-Site Facilities

Type	Detail
On-Site Infrastructure	Countryside Open Space
	Community Allotments
	Community Building
	Community Orchards

Facilitate Sustainable Travel

Day-to-day living requires that people travel, be this to a place of work, for leisure purposes or a myriad of other reasons and it is this area where the development can have the biggest impacts – in providing the tools for, and encouraging the uptake, of sustainable modes of travel.

Mobility Hub

6.2.7 Mobility Hubs are defined by Collaborative Mobility UK (CoMoUK) as being:

> ***"highly visible, safe and accessible spaces where public, shared and active travel modes are co-located alongside improvements to public realm and, where relevant, enhanced community facilities. The redesign and reallocation of space from the private car is intended to enhance the experience of travellers as well as benefitting local residents and businesses. The concept has been applied to the streetscape in many European and North American cities and is now being replicated in the UK."***

Figure 6.4: Mobility Hubs - CoMoUK

Source: CoMo UK

6.2.8 The proposed development presents an opportunity for the features of a Mobility Hub to be introduced across the site. This includes:

- Access to Car Club vehicles.
- Public electric vehicle charging facilities.
- Bike repair facilities for both standard bikes and e-bikes.
- Parcel drop and storage.
- Sustainable travel display screen equipment.

Car Club

6.2.9 Car club vehicles can be incorporated into the site, and extensive research has been undertaken in relation to the impact car clubs have on people's decision to own their own personal vehicles. The most recent Annual Summary Report (COMO, 2022) identified that there has been a 114% increase in the growth of car club membership since 2019, and 73% of those who had got rid of a car agreed that car club membership saves them money compared to owning or leasing a car.

6.2.10 Car Clubs are proven to reduce the need for car ownership and provide residents the ability to access the car for occasional use, without the considerable costs associated with ownership of a vehicle including maintenance and insurance. Electric vehicles now comprise a large proportion of car club fleets, vehicles can be hired on an hourly basis or over a longer period of time, and can be conveniently booked using a mobile application, through the Car Club website or over the phone.

6.2.11 Car clubs are not designed to be exclusive to developments, but rather provided in a location accessible to the wider community to enable use by new and existing residents within a community. Pedestrian connectivity between the site and The Street will enable existing residents to have access to this infrastructure, allowing it to be a facility that benefits Bolney village as a whole.

6.2.12 There is an agreement in principle from a Car Club operator to support the delivery of two car club vehicles on site. The locations of the Car Club vehicles will be confirmed at the Reserved Matters stage, upon entering into a contract with the operator, but will be in locations that are accessible to both residents of the development as well as the wider community. It is envisaged that one space will be in the northern portion of the site, in close proximity to the community building, and a second space adjacent to the access road in the vicinity of the site access.

Parcel Drop and Storage

6.2.13 Online shopping and parcel collection are becoming increasingly important in day-to-day life, and the development presents an opportunity to explore a parcel drop off facility where parcels can be collected should the recipient not be at home to receive delivery or requires a more convenient location for the goods to be dropped off.

6.2.14 In turn, this reduces the need to travel for the collection of those all-important missed parcels and reduces the number of vehicular movements on the roads – it is a lot more efficient for the environment for a single vehicle to deliver multiple parcels, than it is for multiple journeys to be undertaken to obtain goods directly or to collect a missed delivery.

6.2.15 Again, such provision would be accessible to the wider community with the intention for such a provision to be located where it may be publicly accessible e.g. near the community building.

Electric Vehicles

6.2.16 While residents of the development will seek to own their own vehicles, the provision of comprehensive on-plot electric vehicle charging will enable residents to reduce the reliance upon traditional combustion engine vehicles, and own private vehicles that have less of an impact on the environment, while overcoming one of the major obstacles to electric car ownership in providing dedicated facilities to enable charging.

6.2.17 In addition, electric vehicle charging can be incorporated into some visitor spaces to provide publicly accessible charging provision.

Cycle Parking / Repair / Electric Bicycle Charging

6.2.18 Publicly accessible cycle parking will be provided, adapted to provide for electric cycle charging. In addition, these locations will be provided with repair stations which provide tools (e.g. spanners, bicycle pumps etc) that can be used to undertake maintenance and repairs.

6.2.19 The provision will be incorporated within the local equipped areas of play.

Travel Display Equipment

6.2.20 Information totems can be provided within the site on the main pedestrian routes within the site (e.g. at the site access and the eastern connections to The Street). These boards can inform users of travel opportunities – i.e. bus timetables, location of Car Club vehicles as well as providing users with information regarding the site Travel Plan. They will be operated and maintained by the Site Management Company.

6.2.21 The sustainable travel measures identified can be secured by planning obligation through the associated Section 106 Agreement.

6.3 Public Transport

6.3.1 Of the key locations where residents of Bolney already travel, including rail stations in Crawley (Three Bridges) and Haywards Heath, many can already be reached by either a direct bus journey or as part of a combined sustainable travel journey, as summarised in **Table 6.2**.

Table 6.2: Key Travel Destinations

Destination	Proportion	Accessible Via Direct Public Transport?	Accessible Via Combined Public Transport?
Haywards Heath	11%	✓	
Burgess Hill	4%	✓	
Horsham	7%	✓	
Crawley	19%	✓	
Greater London	17%		✓
Brighton	4%	✓	
Reigate and Barnstead	5%		✓

6.3.2 As part of the planning process, enhancement and improvement of bus services are being explored with bus operators. Key to this will be reviewing existing service provision and how planned development can enhance this, either through the improvement of infrastructure, an increased service frequency or through the creation of new routes that improve connectivity to planned development sites. The Applicant is and will continue to engage and support this process.

6.4 Off-Site Improvements

Overview

6.4.1 This section of the TA explores the potential to deliver improvements to the off-site infrastructure to further encourage the uptake of walking and cycling for future residents of the site whilst also improving the environment for existing residents of Bolney, consistent with the objectives of Policy BOLT1 of the Bolney Neighbourhood Plan (BNP). The location of the site access on the A272 will discourage the use of The Street by vehicular movements associated with the development, with connections formed to key services and facilities within the village by sustainable modes of travel – the directness of these routes prioritises journeys into the village on foot or by bicycle. To support this strategy, potential improvements within the village have been identified, in accordance with para 4.111 of the BNP.

6.4.2 To inform the assessment of pedestrian infrastructure, an Automatic Traffic Count (ATC) survey undertaken on the Street in November 2023 over a period of 7 days. The outputs of this survey are summarised in **Table 6.3**.

Table 6.3: The Street – Traffic Data Summary

Direction	Ave. Daily Flows (vehicles)	Ave. Max. Hourly Flow (vehicles)	85th Percentile Speed (mph)
Northbound	293	31 (15:00 – 16:00)	23.0
Southbound	427	47 (08:00 – 09:00)	25.6

6.4.3 By way of comparison, Manual for Streets sets out the following criteria for where shared use of the carriageway by pedestrians and vehicles may be suitable:

- In low-speed environments
- Where vehicle flows are less than 100 vehicles per hour.

6.4.4 It should also be noted that the appropriate type of cycle infrastructure is set out within the Department for Transport publication 'Local Transport Note 1/20'. Infrastructure requirements are set out in Figure 4.1 and it identifies that cycling on carriageway is the most appropriate means of accommodating cycle trips where either:

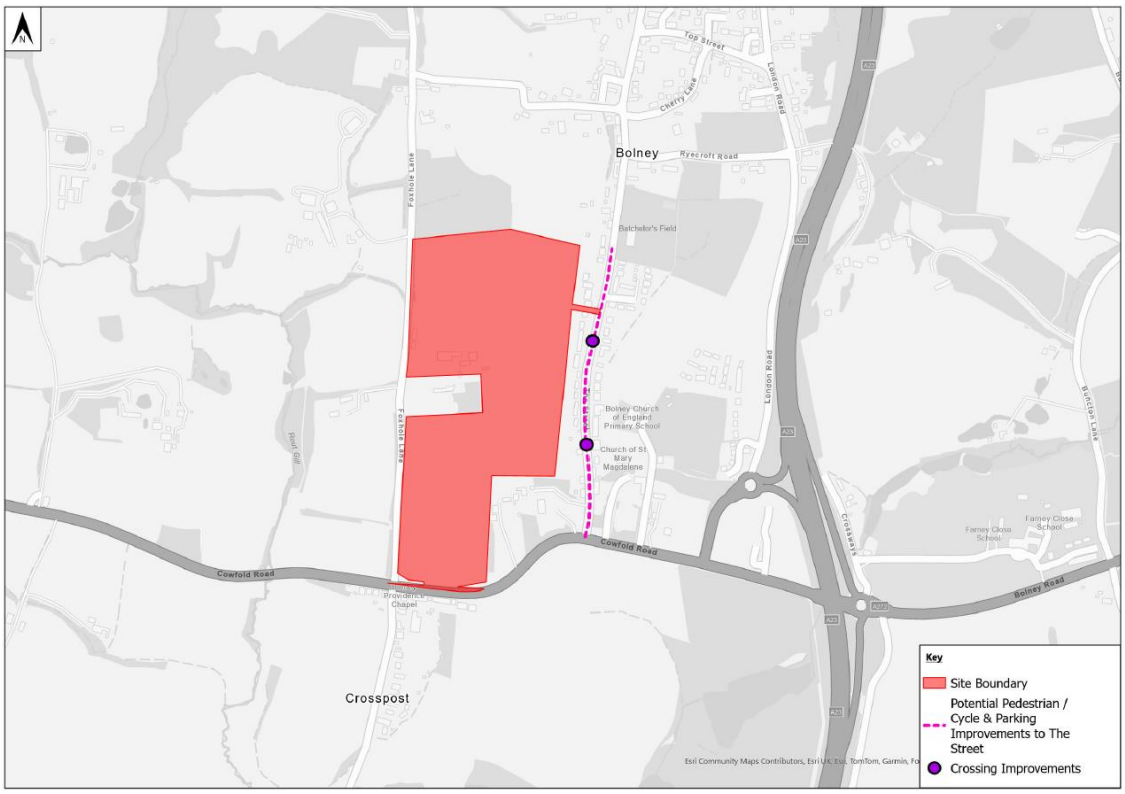
- Traffic flows are up to 2,500 vehicles per day and speeds are c.20mph; or
- In rural areas, traffic speeds are up to 30mph and traffic flows are up to 1,000 vehicles per day.

6.4.5 The Street satisfies these criteria and, in accordance with national design guidance, protected space for cycling is not required. However, improvements to the pedestrian environment (e.g. additional traffic measures etc) identified within this report will have a secondary benefit of enhancing conditions for cyclists.

6.4.6 Two potential options have been identified which would improve the pedestrian amenity along the Street along with the pedestrian connectivity of the site.

6.4.7 **Figure 6.8** below shows the potential off-site improvements:

Figure 6.8: Potential Off-Site Improvements



Option 1

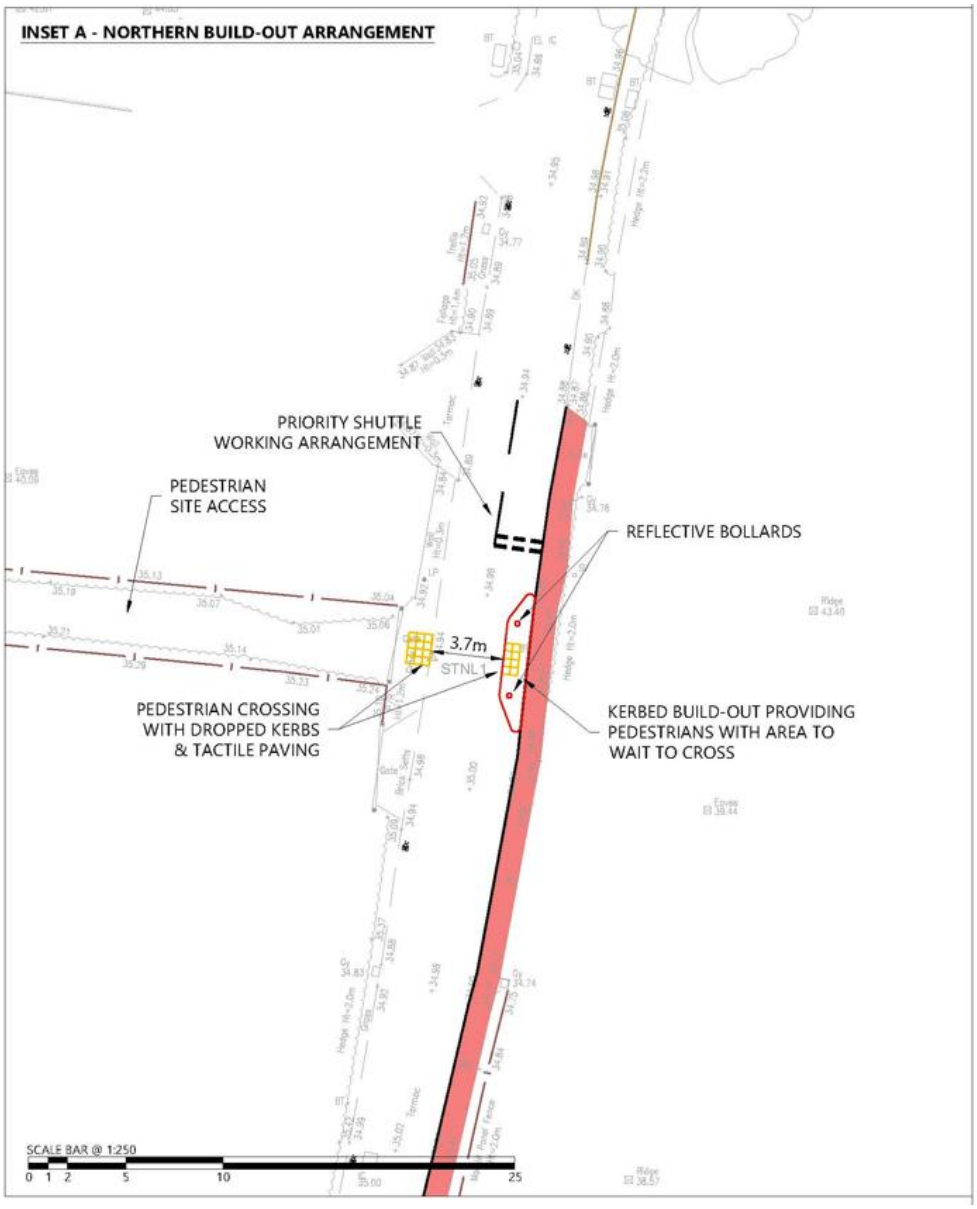
6.4.8 Option 1 is illustrated on **Drawing ITB16634-GA-007** contained in **Appendix 6.A**. The improvement includes the addition of two uncontrolled pedestrian crossings in the form of kerbed builds outs with a one-way shuttle working arrangement, acting as a traffic calming feature for vehicular traffic and a deterrent to use of The Street for 'rat-running' purposes, requiring users to give way to an approaching vehicle.

6.4.9 Examples of kerbed buildouts are provided below in **Figure 6.9** and **Figure 6.10**.

Figure 6.9: Kerbed Build Out Example

6.4.10 The northernmost crossing is located at the proposed pedestrian access onto the Street as shown on **Figure 6.10** below.

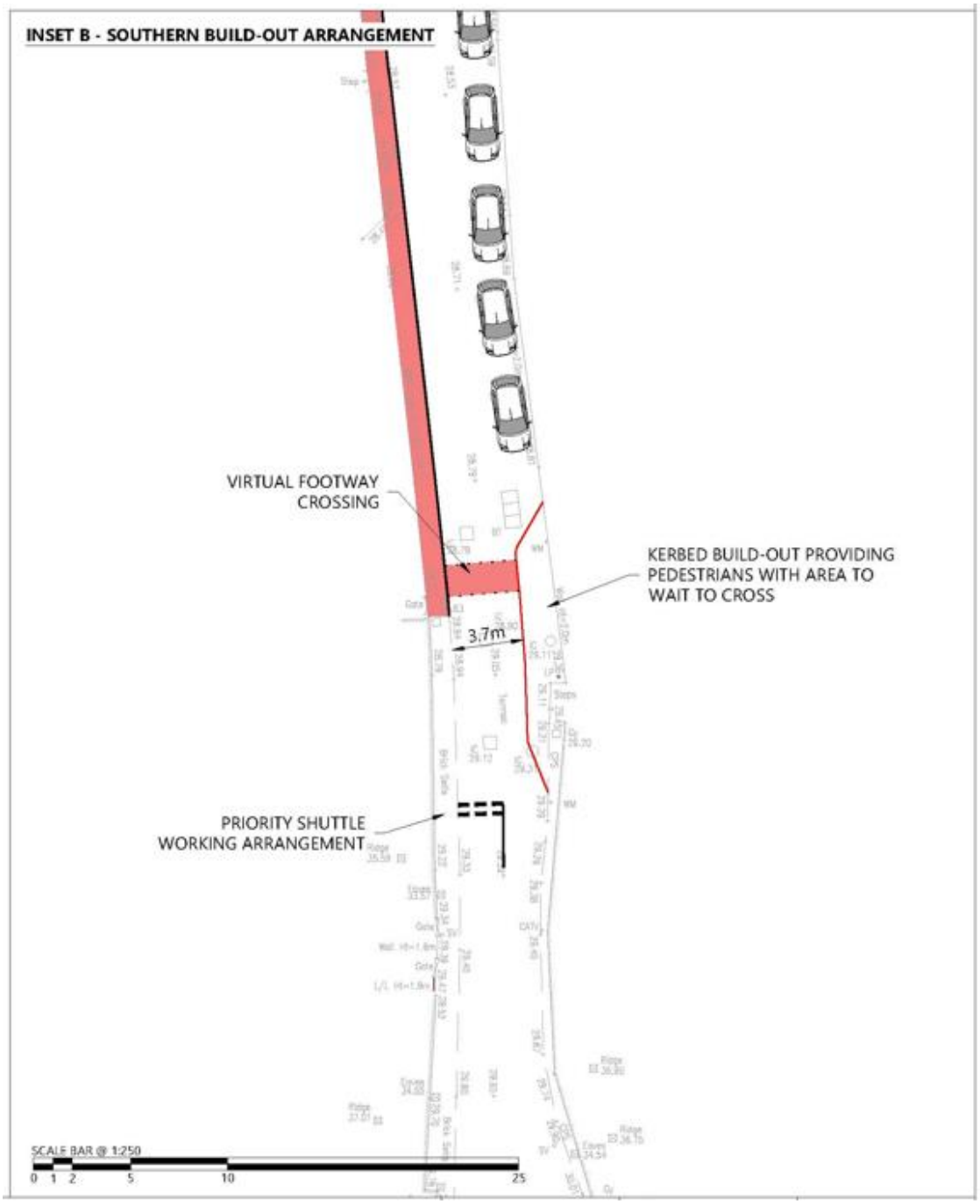
Figure 6.10: Northern Crossing



6.4.11 The potential crossing includes a kerbed build out on the eastern side of the carriageway providing a safe place for pedestrians to wait and cross whilst also providing sufficient carriageway width for emergency vehicles and large vehicles to pass through, consistent with Building Regulations Approved Document B: Fire Safety. Priority is given to the northbound vehicles. This crossing provides a safe connection to the virtual footways on the eastern side of the Street. Dropped kerbs and tactile paving are shown at the crossing.

6.4.12 The southern crossing provides a connection from the virtual footway on the western side of The Street at the location of the Eight Bells pub to the pedestrian footpath connecting to the Bolney CofE Primary School, Bolney Cricket Club and St Mary Magdalene Church. The southern crossing is shown on **Figure 6.11**.

Figure 6.11: Southern Crossing



6.4.13 As can be seen on the above image a virtual footway crossing could be provided with a kerbed build out provided on the eastern side of the carriageway. This provides a refuge for pedestrians when arriving at the Street from the direction of Bolney CofE Primary School.

6.4.14 Priority is given to southbound vehicles with the carriageway narrowing to 3.7m providing sufficient width for emergency vehicles and large vehicles.

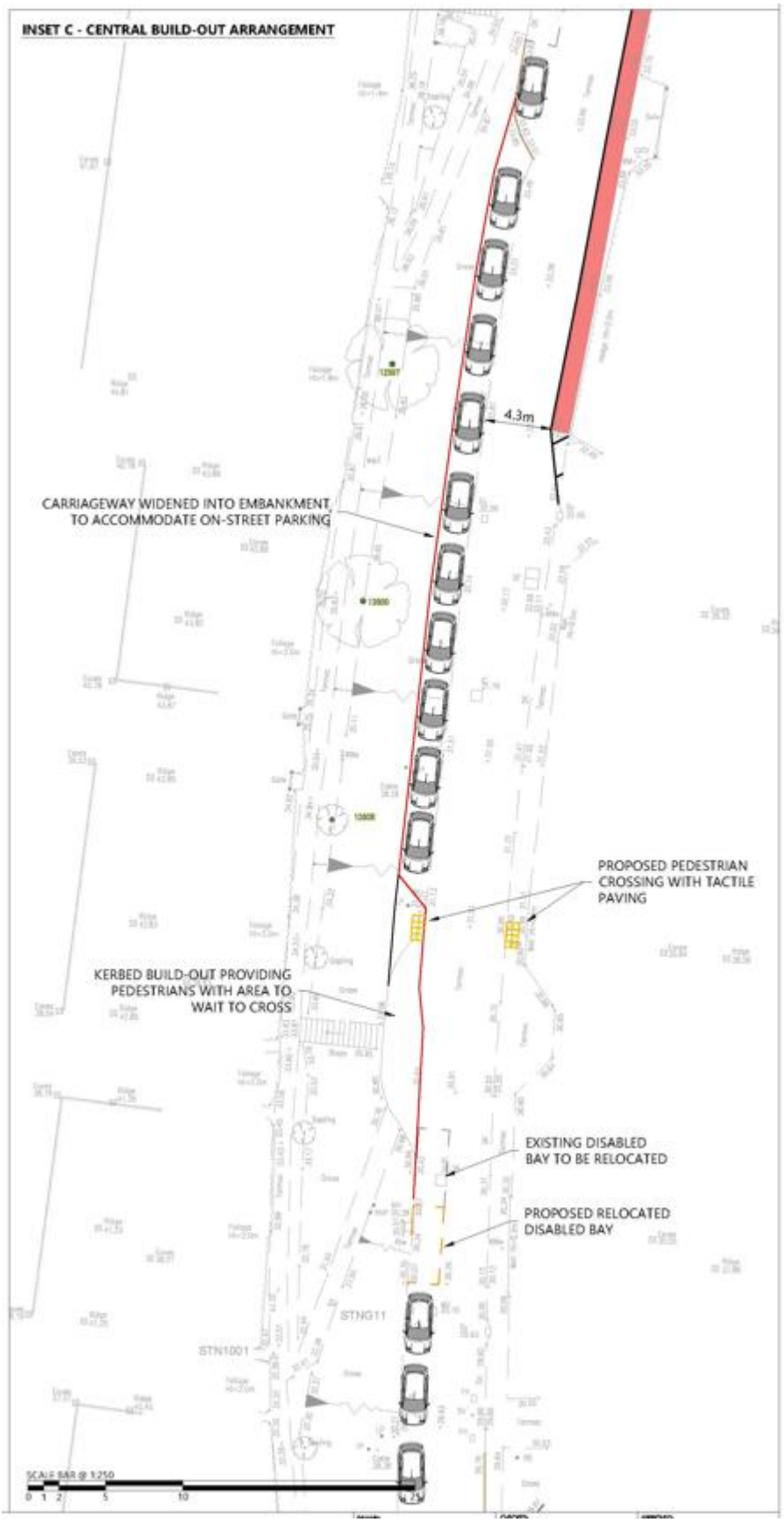
6.5 Option 2

6.5.1 Option 2 is shown on drawing **ITB16634-GA-008** also contained in **Appendix 6.A**, and includes the two pedestrian crossings identified in Option 1 along with a more comprehensive scheme of improvements to the central section of The Street, comprising:

- Carriageway widening to accommodate on-street parking.
- Kerbed build-out and additional uncontrolled crossing with dropped kerbs and tactile paving.
- Relocation of the existing disabled parking bay.

6.5.2 The relocation of car parking from The Street carriageway is consistent with Bolney Neighbourhood Plan Policy BOLT2 and seeks to address some of the parking constraints identified in the supporting text. Figure 6.12 illustrates the potential improvements to the central section of The Street.

Figure 6.12: Potential Improvements to the Central Section of The Street



6.5.3 The section upon which the widening is shown is an area which is currently used for on-street parking which reduces the available carriageway width and increases the propensity for cars to overrun the virtual footway. Providing the widening into the embankment increases the available carriageway width to 4.3m which is sufficient width for two cars to pass without the need to overrun the footway. A retaining feature would be required to facilitate the widening.

6.5.4 The potential improvements show a kerbed build out on the western side of the street in the location of the steps and ramp from the footway to the west of the embankment, an uncontrolled crossing is also shown connecting to the footway on the eastern side of the carriageway. Dropped kerbs and tactile paving are shown at the crossing.

6.5.5 In order to facilitate the kerbed build out, the existing disabled parking bay on the western side of the Street has been shown relocated slightly to the south.

Wider Improvements

6.5.6 With regard to wider improvements and enhancing connections to other local settlements and the wider pedestrian and cycling infrastructure, the development of the site has a part to play in this process.

6.5.7 West Sussex County Council has an established Walking and Cycling Strategy (2016-2026) and Mid Sussex has recently published the Local Cycling and Walking Infrastructure Plan (LCWIP). The Development of proposed allocations across the district would be expected to provide proportional contributions, consistent with the requirements of CIL Regulations, towards the delivery of key infrastructure identified within these strategic documents, alongside any other measures identified through the Infrastructure Delivery Plans associated with the MSDC Local Plan.

6.5.8 The delivery of such schemes will enhance not only connectivity for residents of the proposed development, but also the existing communities across Mid Sussex and beyond.

Improvements Summary

6.5.9 The existing traffic volumes and speeds on The Street are low, and the proposed development is unlikely to have a significant impact upon either. However, there are potential measures which could be introduced to improve the pedestrian amenity of The Street and enhance connectivity to the site.

6.5.10 Option 1 would deliver safe crossing facilities from the site to the existing pedestrian infrastructure on The Street and a connection to the Primary School, whilst also reducing traffic speeds on the approach to the village through the introduction of kerbed build outs which act as traffic calming.

6.5.11 Option 2 would deliver the same benefits as Option 1 whilst also providing space for existing parked vehicles, reducing the propensity for cars to overrun the virtual footway and also provide an additional safe crossing facility in the central section of The Street.

6.5.12 Provide appropriate financial contributions to the delivery of strategic infrastructure improvements to enhance connectivity across the wider area.

6.6 Travel Plan

6.6.1 The policy review (in Section 3.0 of this TA) highlights the role of Travel Plans in exploiting opportunities for the use of sustainable transport modes for the movement of goods or people.

6.6.2 A Framework Travel Plan (report reference: ITB16634-0013) accompanies the planning application as a stand-alone document. It has been prepared with reference to current best practice guidance and includes a comprehensive package of measures.

6.6.3 The Travel Plan includes targets relating to traffic generation, modal split and the take up of sustainable modes and it is considered that the plan will further reduce the net traffic impacts of the proposed development.

6.6.4 The Sustainable Movement Strategy above and the accompanying Travel Plan provide the means by which modal shift towards sustainable forms of transport will be achieved at the Site, in line with the requirements of Local Plan Policy T1 'Mitigation of Transport impacts on the network'.

6.7 Public Transport Service Enhancement

6.7.1 The Applicant has engaged the local bus operator, Metrobus, in relation to the provision of and access to bus services in Bolney.

6.7.2 At the current time, the operator is in discussion with West Sussex County Council regarding improvements to the 273 service and this is expected to be concluded in early 2025. The outcome of these discussions will shape the S106 requirements for bus service enhancement. However, at present, the following options are being considered:

- Improvement of bus infrastructure at the Rycroft Road stops on London Road – including the provision of real time passenger information (both stops) and a bus shelter (southbound stop).
- The introduction of new bus stops on London Road to the south of the existing location, on the approach to the roundabout. This would provide a shorter connection from the site to bus services.
- Financial contributions towards the bus service to assist with service enhancement.

6.7.3 Discussions with the bus operator will continue during the course of the application in order to agree enhancement through the S106 Agreement.

SECTION 7 Existing Highway Conditions

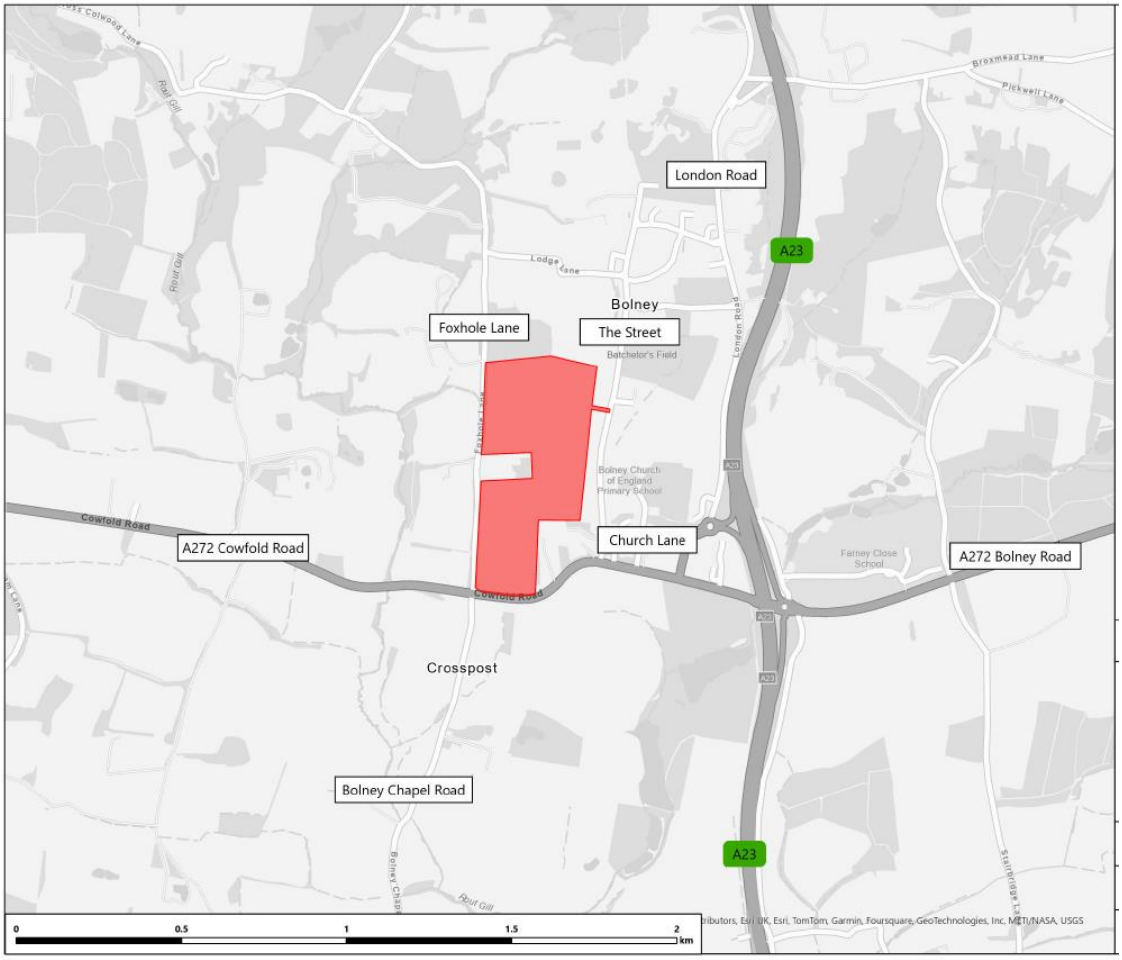
7.1 Introduction

7.1.1 This section describes the highway network in the vicinity of the site, before identifying existing traffic volumes on the network, assessing existing junction capacity, and considering collision data records.

7.2 Existing Highway Network

7.2.1 The location of the site in the context of the surrounding highway network is shown on the plan at **Appendix 7.A** an extract of which is reproduced in **Figure 7.1** below.

Figure 7.1: Surrounding Highway Network



Local Road Network

A272 Cowfold Road

7.2.2 The A272 Cowfold Lane is a 40mph single carriageway route connecting Bolney to the A23 and Haywards Heath to the east and the A24 via Cowfold to the West. The A272 has a carriageway width of approximately 7.3m along the site frontage.

7.2.3 Immediately west of the site the A272 meets Foxhole Lane and Bolney Chapel Road at a priority controlled crossroads before continuing to the village of Cowfold where two mini-roundabouts form junctions with the A281.

7.2.4 To the east of the site the A272 meets the Street and London Road at priority controlled T-junctions and the A23 southbound slips at a priority controlled roundabout.

The Street

7.2.5 The Street is a single carriageway route subject to a 30mph speed limit, running throught the centre of the village from the A272 in the south to Ryecroft Road, Lodge Lane and Top Street to the north.

7.2.6 The Street provides direct frontage to a number of properties, and on-street parking is observed at a number of locations along its length.

London Road

7.2.7 London Road connects the A272 to the A23 northbound slip roads, running adjacent to the A23 through the village and parallel with The Street.

Strategic Road Network

7.2.8 The A23 forms part of the trunk road network connecting Brighton in the south with Crawley and M23 in the north.

7.3 Existing Traffic Flows

Traffic Surveys

Manual Classified Counts

7.3.1 Comprehensive independent traffic surveys, including manual classified counts (MCC's) and queue observations, were carried out across the study area as agreed with WSCC. The extent of the study area was agreed with WSCC through pre-application scoping and is set out in the Technical Note (ITB16634-0012A) contained in **Appendix 7.B**.

7.3.2 The following five junctions were surveyed on Wednesday 22nd November 2023:

1 A272 Cowfold Lane / The Street (priority T-junction)

2 A272 Cowfold Lane / London Road (priority T-junction)

3 A272 Cowfold Lane / Foxhole Lane (priority crossroads)

4 A272 Bolney Road / A281 (mini-roundabout)

5 A281 / A272 Station Road (mini-roundabout)

7.3.3 Following completion of the traffic surveys, it was agreed with WSCC that a further two junctions be surveyed. This took place on Thursday 17th October 2024, and include:

1 London Road / A23 Slip Roads

2 A272 Cowfold Road / Bolney Road / A23 Slip Roads

7.3.4 The surveys were conducted during the morning (07:00 – 10:00) and evening (16:00 – 19:00) peak periods.

7.3.5 The queue surveys recorded the following information:

- Observed queue on the minute, every minute for each lane on each approach.
- Maximum queue length observed within the minute for each lane of each approach.

Automatic Traffic Counts

7.3.6 Automatic Traffic Count (ATC) surveys were carried out for a continuous 7-day period between Monday 20th November and Sunday 26th November 2023, to coincide with the day of the MCC's, at the following locations:

1 A272 Cowfold Road(east of Bolney Cross Service Station)

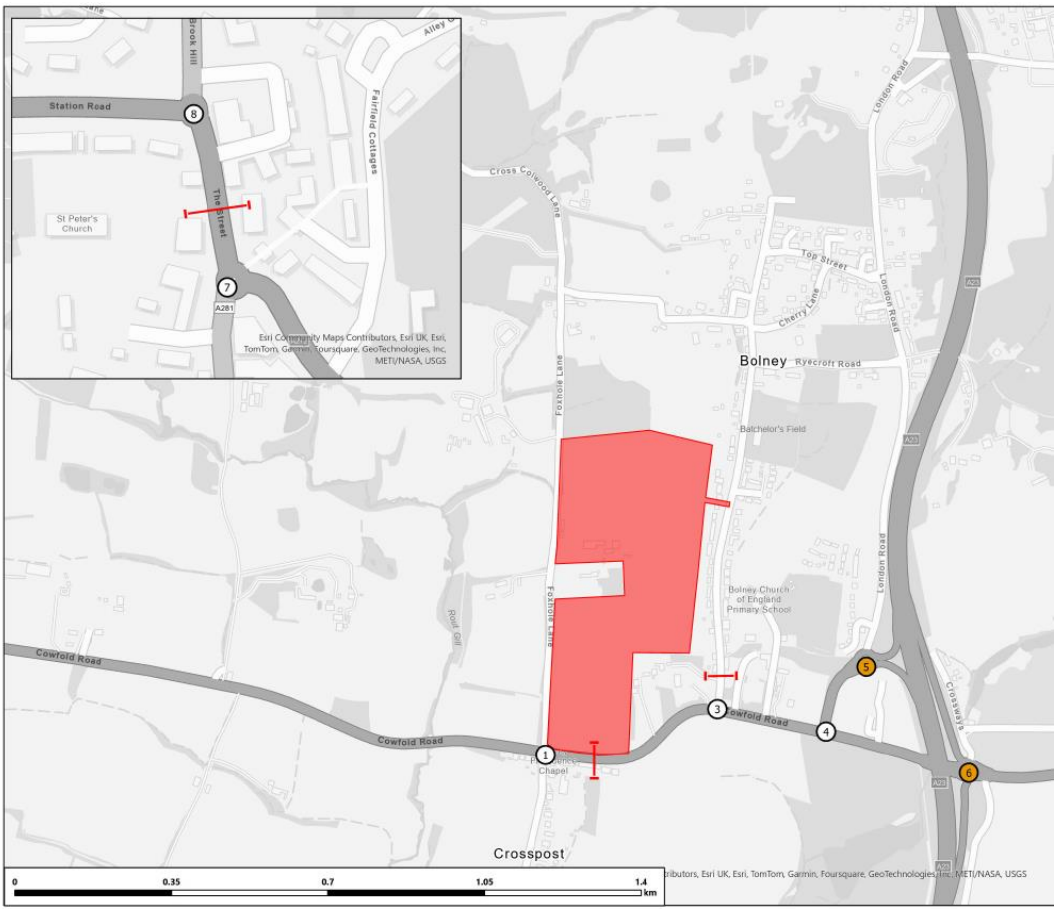
2 The Street (north of the junction with A272 Cowfold Road)

3 A281 (between the junction with A272 and the junction with Station Road).

7.3.7 The ATC surveys recorded the total number of vehicles in each hour by category. Traffic speeds were also recorded.

7.3.8 The location of the MCC's and ATC's is illustrated on **Figure 7.2** below.

Figure 7.2: Traffic Survey Locations



7.3.9 The surveys were conducted during a suitable neutral period, during the school term and avoiding any scheduled roadworks.

7.3.10 Table 7.2 below presents a comparison of the traffic flows from the ATC survey on the day of the November 2023 ATC with the average weekday.

Table 7.1: ATC Traffic Data Comparison

ATC	AM Peak Period (07:00-10:00)			PM Peak Period (16:00-19:00)		
	22nd November 2023	Average Weekday (Tues – Thurs)	% Diff	22nd November 2023	Average Weekday (Tues – Thurs)	% Diff
ATC 1	4,739	4,775	-0.8%	4,762	4674	+1.8%
ATC 2	178	187	-4.8%	179	153	+17.0%
ATC 3	4,969	4938	+0.6%	4,907	4,820	+1.8%
Total	**9,886**	**9,900**	**-0.1%**	**9,848**	**9,647**	**+2.1%**

7.3.11 The table demonstrates that the traffic flows on the day of the November 2023 survey were typical of neutral conditions and within daily variation (which can be +/- 10%).

Peak Hour Traffic Flows

7.3.12 The surveyed traffic flows have been converted to equivalent 'passenger car unit' (PCU) flows using factors from Research Report 67 'The prediction of Saturation Flows for Road Junction Controlled by Traffic Signals' (RR67) as follows.

Table 7.2: PCU Factors

Vehicle Type	PCU Factor
Pedal Cycle	0.2
Motorcycle	0.4
Car	1.0
Light Goods Vehicle	1.0
Ordinary Goods Vehicle 1	2.3
Ordinary Vehicle 2	2.3
Bus / Coach	2.0

7.3.1 The total traffic flows across the surveyed network have then been summed and the peak hour flows, in PCU/hour, have been derived for use in the subsequent traffic capacity analysis. The peak hours are:

Table 7.3: Network Peak Hours

Time Period	Hour
Weekday Morning Peak	07:30-08:30
Weekday Evening Peak	16:00-17:00

7.3.2 The surveyed peak hour traffic flows are included in **Appendix 7.A.**

7.3.3 The total observed flows entering the junctions in the peak hours (in pcu/hour) are set out in **Table 7.4.**

Table 7.4: 2023/24 Observed Traffic Flows Entering Junctions

Junction	Traffic Flows (PCU/Hour)	
	AM	PM
1) A272 Cowfold Lane / The Street	1,995	1,963
2) A272 Cowfold Lane / London Road	2,402	2,248
3) A272 Cowfold Lane / Foxhole Lane	1,975	1,955
4) A272 Bolney Road / A281	2,162	2,021
5) A281 / A272 Station Road	2,342	2,203
6) London Road / A23 Slip Roads	816	740

Junction	Traffic Flows (PCU/Hour)	
	AM	PM
7) A272 Cowfold Road / Bolney Road / A23 Slip Roads	1,844	1,839

7.4 Existing Junction Capacities

Local Road Network

7.4.1 The existing capacity of junctions across the local road network included within the study area as set out above, have been assessed using industry standard software (Junctions 10).

7.4.2 Junction models have been built using geometry from OS mapping supplemented by google aerial view. Base model Junctions 11 outputs along with Geom drawings are set out in **Appendix 7.B.**

7.4.3 It is noted that the A272 Cowfold Road / London Road junction has been subject to an improvement scheme as part of the Marylands development (DM/20/2640). The scheme widened the approach to the junction allowing for separate lanes for traffic turning left and right onto the A272. This scheme had been fully implemented at the time of the November 2023 surveys and therefore inherent in the base models. The geometry for the scheme has been taken from the Junctions 9 output contained in Appendix J of the DHA Transport Technical Note dated December 2020. Albeit the London Road arm has been modelled as two lanes, whereas it had been modelled as '*one lane plus flare*' in the DHA Transport Technical Note. It is stated within the Junctions 11 User Guide:

> ***'If there are two full lanes extending back from the give-way line to beyond the normal maximum queue length, the arm should be modelled as having two lanes.'***

7.4.4 On the day of the survey the queue lengths did not exceed 4 vehicles which is a distance of approximately 23m, the two lanes on London Road extend for c.70m and therefore modelling the lane as two lanes is appropriate.

7.4.5 In accordance with the observed traffic flow profile junctions 1-5 operate on a flat profile, whilst junctions 6 and 7 operate on a one-hour profile.

7.4.6 Table 7.5 sets out the existing operational performance at off-site junctions informed by the 2023 / 2024 surveyed traffic flows. The table sets out the ratio of flow to capacity (RFC) and mean max queue (MMQ) at each junction, along with the observed queues from the day of the survey.

Table 7.5 Existing Junction Capacities on the Local Road Network

Arm/Movement	AM Peak Hour (07:30-08:30)			PM Peak Hour (16:00-17:00)		
	Max RFC	MMQ (PCUs)	Observed Queue	Max RFC	MMQ (PCUs)	Observed Queue
Junction 1: A272 Cowfold Lane / The Street						
The Street	0.13	0	0	0.10	0	0
A272 Cowfold Lane (east)	0.02	0	0	0.03	0	0
Junction 2: A272 Cowfold Lane / London Road						
London Road (left turn)	0.64	2	0	0.60	2	0
London Road (right turn)	0.73	3	0	0.62	2	0
A272 Cowfold Lane (east)	0.27	0	1	0.18	0	1
Junction 3: A272 Cowfold Lane / Foxhole Lane						
Bolney Chapel Road	0.10	0	0	0.09	0	0
A272 Cowfold Road (east)	0.07	0	0	0.03	0	0
Foxhole Lane	0.05	0	0	0.11	0	0
A272 Cowfold Road (west)	0.04	0	0	0.02	0	0
Junction 4: A272 Bolney Road / A281						
A272 Bolney Road	1.30	233	2	1.19	148	3
A281 (south)	0.55	1	7	0.55	1	4
A281 (north)	0.98	23	0	1.02	39	1
Junction 5: A281 / A272 Station Road						
A281 (south)	1.60	409	2	1.38	261	5
A272 Station Road	1.04	54	1	0.92	10	1
A281 (north)	0.71	2	2	0.84	5	4
Junction 6: London Road / A23 Slip Roads						
A23 Northbound Off-Slip	0.21	0	0	0.16	0	0
Sussex Junction Access	0.00	0	0	0.01	0	0
London Road (south)	0.19	0	0	0.19	0	0
London Road (north)	0.06	0	0	0.06	0	0
Junction 7: A272 Cowfold Road / Bolney Road / A23 Slip Roads						
A272 Bolney Road	0.51	1	1	0.50	1	1
A272 Cowfold Road	0.60	2	0	0.55	1	0
A23 Southbound Off-Slip	0.27	0	1	0.30	0	1
Crossways	0.00	0	0	0.11	0	1

7.4.7 The table demonstrates that junctions 1, 3, 6 and 7 operate within capacity with minimal queuing on all arms, consistent with the observed queues from the day of the survey. The junctions therefore validate and are fit for use in the assessment that follows in Section 9.0.

7.4.8 With regards to junction 2, the queue surveys from the day of the MCC demonstrate that there was no queuing on the London Road arm whereas the model gives modest queues of 2-3 pcu. As the model has been agreed with WSCC through the Marylands application, no adjustments have been made and it is deemed fit for purpose for the assessment that follows in Section 9.0. This gives a worst case scenario in terms of queues.

7.4.9 With regard to junctions 4 and 5, the model significantly overestimates the queue lengths on the A272 Bolney Road and A281 (south) arms at junction 4 and A281 (south) and A272 Station Road arms at junction 5. Positive intercept adjustments have therefore been applied to these arms to calibrate the models against the observed queues. The calibrated model results are presented in table 7.6 and the Junctions 11 outputs, including details of the adjustments applied, can be found in **Appendix 7.B.**

Table 7.6 Calibrated Base Models

Arm/Movement	AM Peak Hour (07:30-08:30)			PM Peak Hour (16:00-17:00)		
	Max RFC	MMQ (PCUs)	Observed Queue	Max RFC	MMQ (PCUs)	Observed Queue
Junction 4: A272 Bolney Road / A281						
A272 Bolney Road	0.75	3	2	0.67	2	3
A281 (south)	0.79	4	7	0.68	2	4
A281 (north)	0.70	2	0	0.72	3	1
Junction 5: A281 / A272 Station Road						
A281 (south)	0.84	5	2	0.71	3	5
A272 Station Road	0.60	2	1	0.52	1	1
A281 (north)	0.74	3	2	0.84	5	4

7.4.10 The table demonstrates that the queue lengths in the calibrated model are much more in line with the observed queues from the day of the survey. The calibrated model is therefore fit for purpose in the assessment of the development proposals in Section 9.0.

7.5 Committed Highway Improvements

7.5.1 As part of the Burgess Hill 'Northern Arc' development (DM /18/5114), the A272 Cowfold Road / London Road junction is to be signalised. It is understood that the trigger for the works is upon the 400th occupation on the site.

7.6 Collision Data

7.6.1 Personal injury accident data for the agreed study area has been obtained from WSCC for the latest five year period available between 1st September 2019 and 31st August 2024. A total of 38 incidents were recorded on the network across the study area, of which 28 were slight and 10 were serious. There were no fatal accidents recorded in the study area during the five-year period.

7.6.2 A summary of the accidents at each junction and at key links in the vicinity of the site has been tabulated and shown in **Table 7.7**, with a summary of the serious accidents provided below and the full data provided in **Appendix 7.C..**

Table 7.7: Summary of the Accident Data in the Vicinity of the Site

Location	Severity			Total
	Slight	Serious	Fatal	
A272 Bolney Road	2	1	0	3
A23	15	2	0	17
A272 / A23	2	2	0	4
A272 / A23 / Crossways	0	1	0	1
A272 Cowfold Road	4	0	0	4
A272 / London Road	1	3	0	4
A23 / London Road / Sussex Junction Access	3	1	0	4
Bolney Chapel Road Crossroads	1	0	0	1
Total	**28**	**10**	**0**	**38**

A272 / London Road

7.6.3 Three serious incidents were recorded at the junction at A272 Cowfold Road and London Road during the five-year period. Each of which occurred when the driver of a car failed to look properly before turning into the carriageway, causing a collision with an oncoming car travelling on the A272.

A272 Bolney Road

7.6.4 One serious accident occurred travelling westbound on A272 Bolney Road when the driver of a car lost control on wet ground, causing the car to mount the verge and overturn.

A272 / A23 / Crossways

An additional serious incident occurred at the A23 southbound on-slip when a driver lost control after veering to avoid a series of badly repaired potholes, causing the car driver to veer off the carriageway.

A23 / London Road / Sussex Junction Access

Two serious accidents occurred at the A23 / London Road / Sussex Junction Access, the first involved the driver of a refuse disposal lorry losing control and turning over onto its nearside and the other was caused by a car colliding into a motorcyclist, resulting in the biker being forced into the verge.

A23

Three serious accidents occurred on the A23, two were caused by vehicles losing control due to a wet surface as a result of bad weather conditions and the other was as a result of a broken-down vehicle that was stopped in a live lane and was struck from behind by another car.

Summary

7.6.5 Analysis of the recorded personal injury accident data across the study area does not indicate any trends or clusters in accidents resulting from the road / junction layouts. It can therefore be concluded that there are no existing road safety issues which the proposed development needs to address.

SECTION 8 Traffic Assessment Methodology

8.1 Introduction

8.1.1 This section sets out the methodology for assessing the development proposals, including consideration of the following:

- The traffic flows generated by committed developments.
- Background traffic growth.
- Development generated traffic flows.
- The methodology used to distribute and assign the development flows.

8.2 Committed Developments

8.2.1 Committed developments are those which benefit from a planning consent but which are not built out at the time of the surveys.

8.2.2 It was confirmed by WSCC during the pre-application scoping meeting held on 27th April 2021 that the only recent committed development is Marylands (DM/20/2640). The Marylands site is now fully built out and operational and was so at the time of both the 2023 and 2024 traffic surveys. Traffic associated with the Marylands development is therefore inherent within the baseline and does not need to be considered further.

8.2.3 Officers have been asked to provide details of any developments which have been granted consent in the intervening period that are to be included within the assessment and no further developments have been identified.

8.2.4 Therefore, no committed developments have been considered within this assessment beyond growth allowances derived through TEMPro.

8.3 Consideration of Background Traffic Growth

8.3.1 Traffic growth forecast from the survey year (2023/24) to the forecast year of submission + 5 years (2030) have been derived from the TEMPro (version 8.1) database for the Mid Sussex local authority area. The factors have been derived from the core scenario, i.e. they do not account for any behavioural change which may come about as a result of the decarbonisation agenda and the switch to more sustainable modes. The growth factors are presented in table 8.1 below.

Table 8.1: TEMPro Growth Factors

	AM Peak	PM Peak
2023 – 2030	1.072	1.072
2024 - 2030	1.066	1.067

Source: TEMPro (version 8.1)

8.3.2 The 2030 base traffic flows are presented in **Appendix 8.A.**

8.4 Trip Generation

8.4.1 As set out in Section 4 the applicant is seeking outline planning consent for 200 residential dwellings a 425sqm community building. The number of vehicular trips associated with residential and community building uses has been derived and set out below.

8.4.2 The development proposals also include the provision of countryside open space children's play areas, community orchard and allotments. These uses will be delivered to serve the future residents of the site and the surrounding community. The trips associated with these uses will be local trips made on foot and have therefore not been considered further.

Residential

8.4.3 The residential trip rates were agreed with WSCC at pre-application scoping stage as a suitable basis for assessment. Trip rates were derived using the following search parameters

- Sites in England (excluding Greater London);
- Sites with between 50 and 200 dwellings;
- Sites undertaken during times of covid restrictions removed;
- Sites in town centre and edge of town centre locations excluded

8.4.4 The trip rates and resultant trip generation, based on 200 dwellings are set out in table 8.2 below.

Table 8.2: Agreed Trip Rates and Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Trip Rate per Dwelling	*0.124*	*0.330*	*0.454*	*0.298*	*0.144*	*0.442*
Trip Generation (200 dwellings)	25	66	91	60	29	89

Source: TRICS database

8.4.5 The agreed trip rates were adopted in the Traffic Survey Scoping Note (ref: ITB16634-0012A) to agree the scope of surveys for the 200-dwelling scheme.

8.4.6 The trip rates as agreed in 2021 and set out above adopt a 'business as usual' approach whereby the travel patterns from the site are based on historical data. Analysis of trip rates over the last 20-30 years demonstrates that vehicular trip rates during the weekday peak hours have been steadily decreasing. If this trend was projected forward to the year of opening (2027) or even further to the future assessment year (2030), trip rates could be expected to be lower than those set out above.

8.4.7 The business-as-usual trip rates also make no allowance for the shift away from private vehicle use as a result of the development vision as set out in Section 2.

8.4.8 The residential trip rates therefore represent a worst-case scenario against which to assess the impacts.

8.4.9 The Houses Privately Owned TRICS Report can be found in **Appendix 8.B.**

Community Building

8.4.10 The trips associated with the community building have been calculated using trip rates from the 07/Q Community Centre land use category within TRICS using the following search parameters:

- Site in England (excluding Greater London).
- Sites with of between 100sqm and 600sqm.
- Sites in Edge of Town and Neighbourhood Centre locations.

8.4.11 The trip rates and resultant trip generation based on a gross floor area of 450sqm is set out in table 8.3 below. The community centre TRICS report can be found in **Appendix 8.C**.

Table 8.3: Community Building Trip Rates and Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Trip Rate per 100sqm GFA	*0.883*	*0.722*	*1.605*	*0.860*	*0.538*	*1.398*
Trip Generation (425 sqm)	4	3	7	4	2	6

Source: TRICS Database

8.4.12 The table demonstrates that a typical community building could be expected to generate 7 vehicular trips in the AM peak and 6 trips hour in the PM peak hour. The expected operator of the site, Kangaroo, has been consulted to review the trip assumptions. It has advised that whilst off-peak movements are broadly comparable with those identified in the TRICS assessment, based on its forecast operations, the following morning and evening peak hour person traffic would be expected (note: not all of the movements would be by single occupancy private vehicle – some staff and visitors may attend the site in multi-occupancy vehicles or by sustainable modes of travel).

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Trip Generation (425 sqm)	25	10	35	10	25	35

8.4.13 Given Kangaroo expects a higher trip generation than a typical community use during the morning and evening peaks, associated with drop-off and collection of attendees, and for the purposes of a robust assessment, it has been assumed that all movements are by private, single occupancy vehicle.

8.4.14 Kangaroo has also advised that movements to and from the site are predominately by car / adapted car. Occasionally, there will be the use of a multi-person vehicle (e.g. small coach / minibus) and infrequent servicing movements. These movements will predominately occur outside peak network conditions.

Total Trip Generation

8.4.15 Table 8.4 below sets out the total external trip generation from the site.

Table 8.4: Total Trip Generation

	AM Peak Hour			PM Peak		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Residential	25	66	91	60	29	89
Community Building	25	10	35	10	25	35
Total	50	76	126	70	54	124

8.4.16 The table demonstrates that the development proposals can be expected to generate up to 126 vehicular trips in the morning peak hour and 124 vehicular trip in the evening peak hour, i.e. less than 2 trip per minute.

8.5 Development Trip Distribution

Residential

8.5.1 The expected trip purposes associated with the residential dwellings have been determined using TEMPro (Version 8.1) data for Mid Sussex 007 middle super output area (MSOA), the MSOA in which the site is located. The existing disaggregated trip purposes for the local MSOA for the peak periods are summarised in table 8.5 below.

Table 8.5: Residential Trip Proportions – Journey Purpose Breakdown

Trip Purpose	MSOA Central Mid Sussex 007	
	AM Peak Period	PM Peak Period
Work	56%	42%
Employer's Business	7%	6%
Education	13%	6%
Shopping	10%	14%
Personal Business	7%	9%
Recreation / social	4%	10%
Visiting friends / family	1%	10%
Holiday / daytrips	2%	3%
TOTAL	**100.0%**	**100.0%**

8.5.2 The journey purpose split has been applied to the residential development traffic generation set out in table 8.5 above.

8.5.3 Residential trips have been distributed based on the following:

- Work plus employer's business: using journey to work census data.
- Education: based on nearby schools.
- Shopping: based on likely shopping destinations.
- Personal business + leisure + visiting friends + holiday/day trips: based on potential destinations.

8.5.4 Work and employers' business trips have been distributed based on the pattern of car driver trips set out in the 2011 census journey to work data using Mid Sussex 007 MSOA level data. Origin / Destination data is not yet publicly available for the 2021 census, which was undertaken at a time when travel patterns were impacted by the Covid-19 pandemic, therefore 2011 represents the latest reliable dataset.

8.5.5 The remaining trips have been distributed based on the location of local facilities.

8.5.6 Table 8.6 below summarises the routes along which the residential trips have been distributed.

Table 8.6: Summary Residential Trip Distribution

Origin / Destination	AM Peak	PM Peak
A272 Station Road	7.8%	5.8%
Brook Hill	3.3%	6.0%
A281 (south)	0.6%	0.5%
The Street	1.5%	1.1%
A23 (north)	25.9%	24.9%
A23 (south)	25.1%	24.9%
Bolney Road	28.5%	32.6%
London Road	1.1%	0.8%
Church Lane	5.0%	2.2%
A272 Cowfold Road	1.2%	1.3%
Total	**100.0%**	**100.0%**

8.5.7 The distribution proportions have been assigned to different routes within the study area based on the quickest and most logical route from the development using Google Maps.

8.5.8 The residential distribution calculations are presented in **Appendix 8.D.**

Community Building

8.5.9 The distribution of the community building trips is based on a gravity model of populations within a 20-minute drive time using data from the 2021 census. This provides a robust analysis of the likely routes to and from the site and extends a distance beyond the scope of the agreed assessment area.

8.5.10 Table 8.7 below summarises the routes along which the community building trips have been distributed.

Table 8.7: Summary of Community Building Trip Distribution

Origin / Destination	%
A272 Station Road	17.4%
Brook Hill	3.0%
A281 (south)	3.3%
The Street	0.9%
A23 (north)	48.6%

Origin / Destination	%
A23 (south)	7.6%
Bolney Road	16.4%
London Road	0.5%
Church Lane	0.0%
A272 Cowfold Road	2.1%
Total	**100.0%**

8.5.11 The community building trips have been distributed based on the quickest and most logical route from the development site using Google Maps.

Total Development Traffic Flows

8.5.12 The total development PCU flows along with the *'2030 Base + Development'* flows are presented in **Appendix 8.E.**

8.6 Traffic Impact

8.6.1 The table below identifies the proportional PCU increases resulting from the proposed development compared to the *'2030 Base'* flows.

Table 8.14: Traffic Impact

Junction	2030 Base (inc Growth + Committed)		Development Traffic		% Impact	
	AM	PM	AM	PM	AM	PM
J1:A272 Cowfold Road / The Street	2,139	2,105	106	102	5%	5%
J2: A272 Cowfold Road / London Road	2,575	2,409	99	98	4%	4%
J3: A272 Cowfold Road / Foxhole Lane	2,117	2,096	20	21	1%	1%
J4: A272 Bolney Road / A281	2,318	2,166	19	19	1%	1%
J5: A281 / A272 Station Road	2,510	2,361	17	17	1%	1%
J6: London Road / A23 Northbound Slip Roads	870	790	31	36	4%	5%
J7: A272 Cowfold Road / Bolney Road / A23 Southbound Slip Roads	1,966	1,962	56	61	3%	3%

8.6.2 The table demonstrates that the development proposals will not increase the traffic flows at any off-site junction by more than 5%. It is generally accepted that detailed capacity assessments of the development impacts are only required where the uplift in traffic flows is 30 pcu or higher. Applying this general rule would require detailed assessments at three of the seven junctions included within the study area. However, for completeness, detailed assessments using industry standard software (e.g. Junctions 11) have been conducted at all seven junctions within the study area and the results are presented in Section 9.0.

SECTION 9 Development Traffic Impact

9.1 Introduction

9.1.1 This section of the report considers the traffic impacts arising as a consequence of the proposed development.

9.2 Strategic Road Network

9.2.1 The MSDC Transport Study undertaken by SYTRA sets out the impact of the Submission Draft Local Plan sites, which includes this site, on the strategic and local transport networks. The interim report dated 16th August 2024 includes the impact on the M23 and A23 Strategic Road Network. Table 5 of the report sets out the max number of vehicles per hour (i.e. capacity) of each of the slip roads along the M23 / A23 corridor and the total flow in vehicles per hour the *'Reference Case'* (2039 including committed developments and highway infrastructure) and the '*Scenario 6M2'* (2039 including local plan development with initial car trip rate reductions) scenarios. The results of the slips at the A272 junction are reproduced in table 9.1 below.

Table 9.1: A23 Slip Road Capacities

Junction	Max Vehicles per Hour	Reference Case		Scenario 6M2	
		AM	PM	AM	PM
Northbound Merge	1,200	239	196	226	205
Northbound Diverge	1,200	614	501	566	600
Southbound Merge	1,200	468	721	514	795
Southbound Diverge	1,200	272	349	296	416

Source: MSDC Transport Study (Scenario 6 Interim Report)

9.2.2 The table demonstrates that all four slip roads have significant spare capacity in all modelled scenarios.

9.2.3 It should be noted that the impact of the development proposals on the slip road provision is negligible with impacts ranging from 8-22 vehicles during the peak hours. No further analysis is therefore required.

9.3 Local Road Network

9.3.1 As set out above, detailed junction capacity assessments have been undertaken at all seven junctions in the study area.

9.3.2 As summary of the junction capacity assessments of the junctions on the local road network is presented in table 9.2 below. The assessments have conducted using the calibrated base models as set out in Section 7.

Table 9.1: Junction Capacity Assessments

Arm/Movement	2030 Base				2030 Base + Development			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Max RFC	MMQ (PCUs)	Max RFC	MMQ (PCUs)	Max RFC	MMQ (PCUs)	Max RFC	MMQ (PCUs)
Junction 1: A272 Cowfold Lane / The Street								
The Street	0.16	0	0.11	0	0.18	0	0.13	0
A272 Cowfold Lane (east)	0.02	0	0.03	0	0.02	0	0.04	0
Junction 2: A272 Cowfold Lane / London Road								
London Road (left turn)	0.76	3	0.52	1	0.78	4	0.56	1
London Road (right turn)	0.92	8	0.75	3	1.06	21	0.88	6
A272 Cowfold Lane (east)	0.30	0	0.20	0	0.31	1	0.20	0
Junction 3: A272 Cowfold Lane / Foxhole Lane								
Bolney Chapel Road	0.12	0	0.10	0	0.14	0	0.11	0
A272 Cowfold Road (east)	0.08	0	0.04	0	0.08	0	0.04	0
Foxhole Lane	0.06	0	0.13	0	0.06	0	0.14	0
A272 Cowfold Road (west)	0.06	0	0.03	0	0.06	0	0.03	0
Junction 4: A272 Bolney Road / A281								
A272 Bolney Road	0.80	4	0.70	2	0.81	4	0.70	2
A281 (south)	0.97	13	0.52	1	1.00	15	0.53	1
A281 (north)	0.75	3	0.75	3	0.76	3	0.76	3
Junction 5: A281 / A272 Station Road								
A281 (south)	0.91	9	0.77	3	0.91	10	0.77	3
A272 Station Road	0.65	2	0.56	1	0.65	2	0.63	2
A281 (north)	0.86	5	0.98	17	0.87	6	1.00	21
Junction 6: London Road / A23 Slip Roads								
A23 Northbound Off-Slip	0.22	0	0.18	0	0.22	0	0.18	0
Sussex Junction Access	0.00	0	0.02	0	0.00	0	0.02	0
London Road (south)	0.57	1	0.57	1	0.61	2	0.61	2
London Road (north)	0.23	0	0.21	0	0.24	0	0.21	0

Arm/Movement	2030 Base				2030 Base + Development			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Max RFC	MMQ (PCUs)	Max RFC	MMQ (PCUs)	Max RFC	MMQ (PCUs)	Max RFC	MMQ (PCUs)
Junction 7: A272 Cowfold Road / Bolney Road / A23 Slip Roads								
A272 Bolney Road	0.52	1	0.51	1	0.53	1	0.53	1
A272 Cowfold Road	0.64	2	0.59	1	0.66	2	0.60	2
A23 Southbound Off-Slip	0.30	0	0.33	1	0.31	1	0.35	1
Crossways	0.00	0	0.12	0	0.00	0	0.13	0

RFC = Ratio of Flow to Capacity MMQ = mean max queue PCUs = Passenger Car Units

9.3.3 The table demonstrates that all junctions in the study area are forecast to operate within capacity in the *'2030 Base'* scenario and continue to do so in the '*2030 Base + Development*' scenario, with the exception of the London Road right turn with the A272. The proposed development has a small increase in the RFC – within the MSDC Transport Study, the impact of development at this junction is not identified as having a 'severe cumulative residual impact'. Therefore, no physical improvement of junctions within the study area is required.

9.4 Site Access Assessment

9.4.1 The proposed site access junction to serve the proposed development is described in detail in Section 4 above. The capacity of the access junction has been assessed using Junctions 11 software and the results are presented in table 9.3.

Table 9.2: Site Access Junction Modelling

Arm/Movement	AM Peak Hour (07:30-08:30)		PM Peak Hour (16:30-17:30)	
	Max RFC	MMQ (PCUs)	Max RFC	MMQ (PCUs)
Access	0.38	1	0.29	0
A272 Cowfold Road	0.11	0	0.15	0

9.4.2 The table demonstrates that the site access junction has sufficient capacity to cater for the traffic associated with the total development, with minimal queuing and negligible impact on the through flows on A272 Cowfold Road.

9.4.3 All future year modelling reports are presented in **Appendix 9.A**.

9.5 MSDC Transport Study

9.5.1 In addition to the assessment set out above, MSDC has progressed a Transport Study that assesses the impact of the planned growth strategy for the District; this process is currently at Stage 6.

9.5.2 A mitigation strategy is being developed to address the impacts of the proposed growth strategy at the following locations:

- B2110 / B2028 – Turners Hill
- A272 / B2036 – Ansty
- A273 / B2216 – Hassocks
- A23 Corridor (Merge and Diverge)

9.5.3 The focus of the mitigation strategy is to address impacts in the following way:

- Delivery of sustainable travel infrastructure and initiatives
- Junction capacity enhancements
- Monitor and Manage

9.5.4 To enable delivery of this mitigation strategy, it is envisaged that financial contributions will be sought through the Infrastructure Delivery Plan towards the mitigation of planned growth across the wider area.

SECTION 10 Summary and Conclusions

10.1 Summary

10.1.1 Wates Developments are proposing a residential development on land to the east of Foxhole Lane, Bolney and has commissioned i-Transport LLP to prepare this Transport Assessment (TA) to assess the transport implications of the proposed development. The application is for:

> ***'Outline planning application (appearance, landscaping, layout and scale reserved), for the erection of up to 200 dwellings; a community building (use class F1) encompassing land for education provision, together with associated access, ancillary parking and landscaping; the creation of a vehicular access point from the A272 Cowfold Road, and pedestrian and cycle only access to The Street; and creation of a network of roads, footways, and cycleways through the site; together with the provision of countryside open space, children's play areas, community orchard, and allotments; sustainable drainage systems and landscape buffers.'***

10.2 Vision

10.2.1 Paragraph 118 requires that development be supported by a transport-led vision assessment. Throughout the evolution of the site through the local plan process, development at Foxhole Farm has had a clear vision to encourage the use of and facilitate sustainable modes of travel, developed alongside a Mobility Strategy.

10.2.2 The Applicant's vision for the site is to create a high-quality, sustainable, residential-led neighbourhood, where people want to live and spend time. Providing an on-site community building, as well as significant amounts of open space and land for community allotments will allow a proportion of trips generated by residents of the site to be retained within the development (i.e. internalised). The propensity for those trips to be made by sustainable modes of transport in the future is therefore improved by the development proposition.

10.2.3 The Masterplan for the development provides a network of 'Liveable streets' – where access to vehicles and for parking is managed. In addition, a network of traffic free routes will provide connections between the development parcels within the site and to the existing infrastructure beyond the site boundary.

10.2.4 The Applicant is also seeking to improve sustainable travel for residents of the wider Bolney community through the implementation of pedestrian infrastructure improvements, access to electric vehicle charging, the introduction of a Travel Plan and associated measures, public transport improvements and an on-site Car Club.

10.3 NPPF Transport Tests

10.3.1 The NPPF identifies four key transport tests for development, and this TA assesses the development proposal against these tests:

Will the opportunities for sustainable travel be taken up appropriately?

10.3.2 The principle that the application site and wider study area provide a sustainable location for development has been established by its allocation in the Mid Sussex District Plan for residential development (ref: Policy DPA14).

10.3.3 The opportunities for the take up of sustainable modes of travel have been considered from the earliest stages of plan making and a key component to how the site has evolved through the plan process. Central to this has been the preparation of a Mobility Strategy, which has informed the measures that accompany the planning application and development of the site.

10.3.4 The site is well located to access local services and facilities, with non-vehicular access to the north, south, east and west of the site. Within the site, recreational areas and allotments are to be provided, alongside a community facility and educational space, to enhance local provision and enable the internalisation of some trips.

10.3.5 The development proposes enhancement to local pedestrian infrastructure along The Street and provides for traffic free connections to this infrastructure via the site's eastern boundary. In addition, the Applicant has and continues to engage the local bus operator to explore means of enhancing service provision and the creation of additional bus stops, measures which are to be secured through Section 106 Agreement.

10.3.6 A bespoke Travel Plan has been developed for this site – this is to be implemented by a Travel Plan Coordinator and includes measures such as the creation and funding of a Car Club (accessible to new and existing residents of Bolney), sustainable travel vouchers and a range of other initiatives to encourage sustainable travel.

10.3.7 The illustrative layout identifies extensive on-plot car parking, enabling the delivery of electric vehicle charging facilities to residents. In addition, further electric vehicle charging is to be made available at the community facility and be available for use by the wider public.

Will safe and suitable access be provided?

10.3.8 A new priority junction with ghost island right turning lane is to be provided to access the site from the A272 Cowfold Road. The design has been developed in consultation with West Sussex County Council through pre-application engagement and accords with national and local design guidance.

10.3.9 In accordance with the WSCC Road Safety Audit Policy, the arrangements have been subject to a Stage 1 Road Safety Audit by an independent auditor, and all matters raised through this process have been addressed in accordance with the Auditor's recommendations.

10.3.10 In addition to pedestrian infrastructure at the main vehicular access to the site, non-vehicular connectivity is provided on the eastern and western boundaries of the site providing links to The Street and Foxhole Lane respectively. Improvements to The Street are proposed to provide suitable infrastructure to facilitate onward journeys.

Will the design be acceptable?

10.3.11 The application is in an Outline form with all matters reserved except 'access'. The site is an illustrative format but has been designed to accord with contemporary guidance including the Department for Transport publication 'Manual for Streets' as well as relevant guidance notes such as Local Transport Note 01 / 20.

10.3.12 The parking strategy has been informed by the West Sussex County Council Parking Standards (2020) and accords with the requirements of the emerging housing mix – any future Reserved Matters application will review the parking provision to ensure that it is consistent with the accommodation schedule that accompanies the RM application.

10.3.13 The illustrative layout has been informed by swept path analysis to ensure that the turning provision identified suitably accommodates both emergency and refuse collection vehicles, and electric vehicle charging will be provided for in accordance with Building Regulations Approved Document S.

Will there be a 'severe' traffic impact?

10.3.14 A full detailed Traffic Impact Assessment has been carried out in respect of the local highway network. The scope of this Traffic Impact Assessment has been agreed with West Sussex County Council. The modelling undertaken has been based upon the delivery of 200 homes and a community facility occupied by Kangaroo.

10.3.15 The results are consistent with the modelling in the MSTS, which forms part of the Local Plan evidence base. The models show that whilst some junctions are sensitive to additional traffic the development proposals will not result in a magnitude of impact that breaches the very high 'severe' bar set by the NPPF.

10.3.16 The assessments demonstrate that, in isolation, the proposed development at Bolney does not have a 'severe' impact upon the performance of the highway network. The MSTS that accompanies the Mid Sussex Local Plan, in which development at Bolney is an allocation, establishes that there is a cumulative impact from planned development. In order to mitigate the impacts of this planned growth, the proposed development will be required to provide proportional contributions to the mitigation strategy identified by MSDC through its Infrastructure Delivery Plan.

10.4 Conclusion

10.4.1 It is concluded that:

- The proposals represent sustainable development in the context of the NPPF.
- A comprehensive transport strategy has been prepared to support the proposals, which includes a wide range of measures for pedestrians, cyclists, wheelers and public transport users to encourage active and sustainable travel. The strategy provides opportunities for multi-modal travel and the site is therefore accessible to a range of key facilities, services and amenities catering for every day journey purposes.
- The proposed access arrangements have been designed to provide safe and suitable access to the site for all site users.
- Detailed traffic assessment has demonstrated that the residual cumulative impacts of the proposed development are not severe; and

10.4.2 The proposals are consistent with local and national policy, including the NPPF. Accordingly, the development proposal is acceptable in highways and transport terms.

Appendix 1.A Illustrative Masterplan

KEY

1. New vehicular access from Cowfold Road
2. New pedestrian / cycle links to The Street
3. New pedestrian link to existing PRoW
4. Primary tree-lined access roads
5. Secondary informal 'rural' lanes / mews
6. New publicly accessible countryside open space
7. Viewpoint with seating area and interpretation
8. Community orchard
9. Community hub building
10. Children's play areas (LEAPs and LAPs)
11. Outdoor gym
12. Community allotments
13. Outdoor educational space
14. SuDS basins
15. Foul water pumping station
16. Electricity Substation
17. New woodland planting
18. Country estate road through countryside open space

rev.	date	changes description	status	issued by
P07	10/04/2025	Drawing updated to incorporate comments from pre-app	S4	DM
P06	07/01/2025	Drawing updated for planning; annotation added	S4	DM

N

0.0 12.5 25.0 50.0 62.5m

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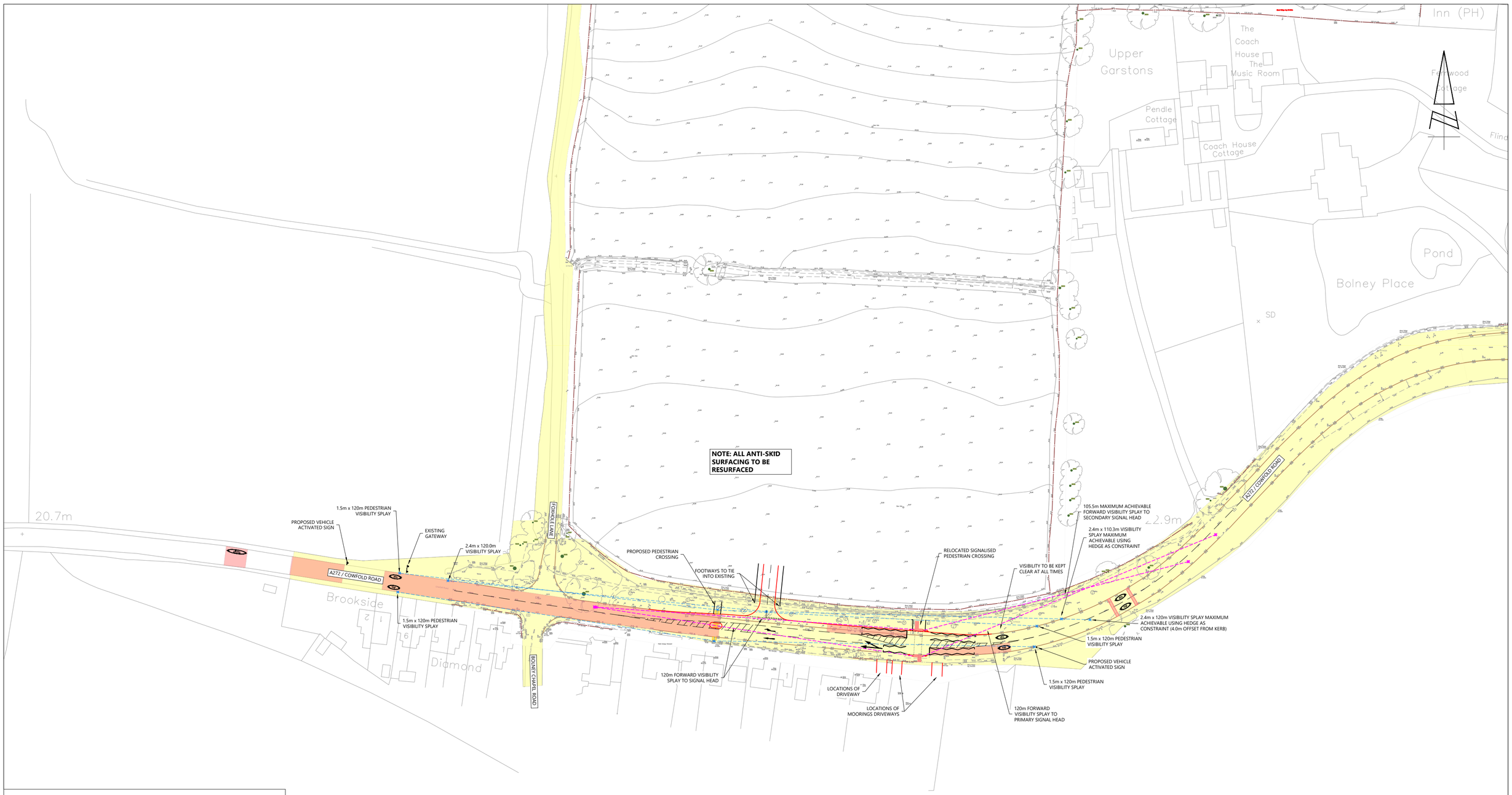
drawn by **DM**
date created **Aug 2024**
checked by **MS**
scale at A1 **1:1250**

project title **Foxhole Farm, Bolney**
document title **Illustrative Masterplan**

project	originator	volume	level	type	role	number
P20074	RFT	XX	XX	DR	A	0101

status **S4** suitability description **For Planning** revision **P07**

Appendix 4.A Site Access Arrangements (ITB16634-005G)



KEY:

SITE BOUNDARY BASED ON OS MAPPING

HIGHWAY BOUNDARY BASED ON OS MAPPING

SCALE BAR @ 1:1000

0 10 25 50 100

i-Transport

Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG

Tel: 01256 338640

www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
G	28.10.24	JB	VISIBILITY SPLAY UPDATED	DS	DS
F	07.08.23	JB	VISIBILITY SPLAY UPDATED	ML	DS
E	06.08.23	JB	DESIGN UPDATED TO TOPO SURVEY	ML	DS
D	10.08.23	JB	DRIVEWAYS AND SIGNAL HEADS ADDED	ML	DS
C	06.06.23	JB	DRAWING UPDATES FOLLOWING RSA	ML	DS
B	28.02.22	JB	UPDATED HIGHWAY BOUNDARY	ML	JCB

STATUS: FOR INFORMATION

TITLE: INITIAL SITE ACCESS ARRANGEMENT

PROJECT: LAND WEST OF BOLNEY

CLIENT: WATES DEVELOPMENTS

DRAWN:	CHECKED:	APPROVED:
JB	ML	JCB
PROJECT No:	SCALE @ A2:	DATE:
ITB16634	1:1000	07.02.22
DRAWING No:		REV:
ITB16634-GA-005		G

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Appendix 5.A Key Facilities Plan

KEY:

Site Boundary

Education

1. Bolney C of E Primary School
2. Bolney Under Fives

Retail

1. Bolney Post Office
2. Bolney Cross Village Stores & Service Station
3. Northlands Nursery Garden Centre
4. Community Cafe

Leisure

1. Village Hall & Playing Fields
2. St Mary Magdelene Church
3. Bolney Cricket Club
4. Bolney Wine Estate

Employment

1. Marylands