

## Framework Decide & Provide Strategy

### Section 1: Introduction

This Framework Decide & Provide (D&P) Strategy relates to the:

*“Outline planning application (All matters reserved except for access) for the redevelopment of land east of Ansty to create a new Garden Community, comprising the erection of up to 1.450 homes (including 30% affordable housing), up to 90 residential care (C2 units), a primary school, a SEND school, health HUB, sports facilities including all weather hockey pitches and tennis centre, allotments, retail, community and employment uses with ancillary and associated development including new and enhanced pedestrian / cycle routes, open spaces and landscaping.”*

The Outline Planning Application (“OPA”) (Ref. DM/23/2866) was submitted to Mid Sussex District Council (“MSDC”) in November 2023 and was accompanied by a comprehensive suite of technical documents and reports prepared by the incumbent Transport Consultant appointed by the Appellants at that time, Ardent Consulting Engineers (“ACE”).

Throughout the determination period of the OPA, ACE engaged in extensive consultation and agreed matters with the relevant statutory consultees dealing with highways, transport, accessibility, and sustainability matters. This has included West Sussex County Council (“WSCC”), acting as the Local Highway Authority (“LHA”) as well as their Public Rights of Way (“PRoW”) officers, National Highways (“NH”) as the Highway Authority responsible for the Strategic Road Network (“SRN”) and Active Travel England (“ATE”), the government agency focussed on promoting walking, wheeling and cycling.

The OPA went to MSDC Planning Committee with Case Officer recommendation for approval. However, against Officer recommendation, the Planning Committee refused the application.

Following the issue of the Decision Notice, the Appellant has continued to engage with WSCC to establish matters of common ground for the purposes of the Appeal (PINS Ref. 6002030). A Highways Statement of Common Ground (HSoCG) has been agreed between the parties and submitted to the Inspector as a Core Document.

As part of the HSoCG, the Appellant and WSCC agreed that a Trip Monitoring Strategy would be developed and secured through the Section 106 Agreement.

The purpose of this Framework D&P Strategy is to establish the framework for implementing the agreed Trip Monitoring Strategy and to identify the potential mitigation measures that may be considered should monitored trip generation exceed agreed thresholds.

The contents of this Framework D&P Strategy are as follows:

- Section 2: Explains how the Framework D&P approach to the Development is expected to achieve reduced vehicle trip rates relative to a traditional forecast-led approach.
- Section 3: Sets out the agreed Trip Monitoring Strategy, including the methodology, monitoring periods and reporting requirements that will be applied as the Development is built out and occupied.
- Section 4: Defines the vehicle trip generation thresholds against which monitoring results will be assessed. These thresholds are derived from the latest version of the Mid Sussex Strategic Highway Model (MSSHM), which formed the basis of the highway impact assessment, and are presented in the ACE Transport Addendum (May 2025), submitted to the Inspector as a Core Document.
- Section 5: Sets out the details of mitigation measures that may be considered where monitored trip generation exceeds the agreed thresholds, together with the process for determining and implementing any such measures.

## Section 2: Framework Decide & Provide Approach

This section outlines the principles of the Framework D&P Strategy that have informed the design of the Development and the associated vehicle trip generation forecasts.

The Framework D&P Strategy seeks to prioritise sustainable travel choices, particularly active travel modes such as walking and cycling. Through a vision-led approach to development, the strategy ensures that proposals are inherently sustainable and supported by a comprehensive package of sustainable interventions. These measures are designed to reduce the need to travel, provide genuine transport mode choice, and reduce reliance on private car use. This approach is increasingly being adopted by local and strategic highway authorities, including WSCC.

The Development has been designed in accordance with the principles set out within the “TRICS Guidance Note on Practical Implementation of the Decide and Provide Approach” (February 2021). The guidance describes a vision-led approach to transport planning whereby a desired future transport outcome is identified, and the development and transport strategy is designed to support its delivery.

This differs from the traditional Predict and Provide (P&P) approach, which has historically focused on forecasting future travel demand and providing infrastructure to accommodate that demand. The TRICS Guidance Note identifies a number of risks associated with this approach, including the potential over-provision of highway capacity, the under-provision of sustainable transport infrastructure and the creation of underutilised transport assets.

The TRICS Guidance Note states that the D&P approach provides an opportunity for more integrated transport and land-use planning and supports the application of the modal hierarchy by giving greater emphasis to walking, wheeling, cycling, and public transport from the outset of the planning process.

The TRICS Guidance Note further identifies a number of key drivers supporting the adoption of the D&P approach, including:

- Supporting the transition to net zero greenhouse gas emissions;
- Assisting with the delivery of national and local transport decarbonisation objectives; and
- Promoting health and wellbeing through increased levels of active travel.

In light of the above, the Development has been planned and assessed having regard to these principles.

## Section 3: Trip Monitoring Strategy

This section sets out the agreed Trip Monitoring Strategy, including the methodology, monitoring periods and reporting requirements that will be applied as the Development is constructed, occupied and brought into full operation.

The Owners covenant with West Sussex County Council (WSCC) to implement the Trip Monitoring Strategy from Commencement of Development.

As previously mentioned, the Trip Monitoring Strategy forms a key component of the wider Framework D&P Strategy adopted for the Development. The Strategy has been developed to support the Travel Plan objectives of encouraging travel by sustainable modes, reducing reliance on private car use and monitoring whether the anticipated transport outcomes associated with the Development are being achieved.

To facilitate this monitoring, permanent Automatic Traffic Count (ATC) equipment shall be installed on each principal vehicular access to the Development, namely the Northern Access Roundabout, Western Access Roundabout, and Southern Access Roundabout. The ATC equipment shall comprise permanent traffic detection infrastructure capable of continuously recording vehicle movements entering and leaving the Development.

Details of the ATC equipment specification shall be submitted to and approved in writing by WSCC prior to installation. Subject to agreement with WSCC, the installation of the ATC equipment may be undertaken as part of the approved highway works delivered pursuant to Sections 278 and 38 of the Highways Act 1980.

The Trip Monitoring Strategy shall remain in operation until the second anniversary of Complete Occupation of the Residential Development, unless otherwise agreed in writing by WSCC.

Monitoring results shall be reviewed at the agreed assessment stages identified within this Strategy (i.e. at 50%, 75%, 100%, and +2 years of final occupation) and compared against the trip generation thresholds set out in Section 4. Where monitored trip generation exceeds the agreed thresholds, the review and mitigation procedures set out in Section 5 shall apply.

#### Section 4: Trip Generation Comparison Threshold

This section defines the vehicle trip generation thresholds against which monitoring results will be assessed. These thresholds are derived from the latest version of the Mid Sussex Strategic Highway Model (MSSHM), which formed the basis of the highway impact assessment, and are presented in the ACE Transport Addendum (May 2025), submitted to the Inspector as a Core Document.

For the purposes of monitoring, observed traffic flows shall be compared against forecast two-way vehicle trip generation rates (arrivals plus departures). This approach has been adopted because directional traffic patterns may vary between survey periods, whereas the principal consideration when assessing the impact of the Development on the surrounding highway network is the total volume of vehicle movements generated.

The vehicular trip rates presented in Table 4.1 are those agreed with WSCC for the Development and form the basis for calculating the applicable monitoring thresholds.

Table 4.1 Development Trip Generation & Trip Rates

Peak Hour	Without Reduction	With Reduction
AM (08:00 - 09:00)	0.512	0.479
PM (17:00 - 18:00)	0.459	0.426

The agreed trip rates comprise two categories:

- A standard trip rate; and
- A reduced trip rate applicable to strategic-scale developments where supporting infrastructure and sustainable travel measures have been delivered.

The reduced trip rates reflect assumptions incorporated within the MSSHM regarding home working trends, internal trip capture, local service provision, educational facilities and anticipated future mode share changes.

For the purposes of the Trip Monitoring Strategy, the standard trip rates shall apply until:

- a) more than 150 dwellings are occupied; and
- b) the relevant supporting non-residential infrastructure identified within the approved phasing strategy has been delivered and is operational (i.e. Local Centre and Primary School delivered and operational).

Thereafter, the reduced trip rates shall apply for the purposes of calculating the monitoring thresholds.

The applicable trip generation threshold for each monitoring stage shall be calculated by multiplying the number of occupied dwellings at the time of the survey by the relevant agreed trip rate set out in Table 4.1.

For the avoidance of doubt, the thresholds derived from Table 4.1 shall represent the baseline for monitoring purposes unless and until a Travel Plan adjustment has been formally agreed in writing with the County Council in accordance with this Strategy.

The submitted Framework Travel Plan identifies indicative outcome targets relating to reductions in single occupancy vehicle use, namely:

- a 3% reduction within 3 years of first occupation; and
- a 10% reduction within 5 years of first occupation.

These targets represent Travel Plan performance objectives and shall not automatically be applied to the trip generation thresholds.

Where, and only where, Travel Plan monitoring surveys demonstrate that the relevant outcome targets have been achieved and such achievement is agreed in writing by the County Council, an equivalent adjustment factor may be applied to the monitoring assessment for subsequent monitoring periods.

In such circumstances, the adjusted threshold shall be used solely for the purposes of comparison against observed traffic flows at future monitoring stages.

Where no such agreement is reached, the baseline thresholds derived from Table 4.1 shall continue to apply.

In the event that the applicable threshold is exceeded at any monitoring stage, the mitigation provisions set out in Section 5 shall apply.

### Section 5: Mitigation Measures

This section sets out the mitigation measures that may be implemented where monitored vehicle trip generation exceeds the agreed thresholds identified in Section 4, together with the process for determining and delivering such measures.

Threshold exceedance shall be calculated by comparing observed two-way vehicle trip generation against the applicable trip generation threshold for the relevant monitoring stage.

The agreed mitigation measures identified in Table 5.1 have been selected to support the objectives of the Framework D&P Strategy by promoting sustainable travel choices and reducing reliance on private car use. The measures are intended to provide a proportionate and evidence-led response to any exceedance of the agreed monitoring thresholds.

Table 5.1 reveals the agreed strategy for triggers and anticipated mitigation

**Table 5.1 Fallback Mitigation Measures**

Stage of Development	Traffic Threshold Exceedance (Indicative)	Fallback Mitigation Measure	Delivery Mechanism
50% Occupation	>5% but <10%	Additional £200 per dwelling travel voucher and personal travel planning	Delivered by the developer through the Travel Plan process
	>10%	Off-Site active travel enhancements to local enhancements up to the value of £20,000	Delivered by the developer through S106 / S278 process
75% Occupation	>5% but <10%	Additional £200 per dwelling travel voucher and personal travel planning	Delivered by the developer through the Travel Plan process

	>10%	Off-Site active travel enhancements to local enhancements up to the value of £20,000	Delivered by the developer through S106 / S278 process
Complete Development	>5% but <10%	Additional £200 per dwelling travel voucher and personal travel planning	Delivered by the developer through the Travel Plan process
	>10% but <20%	Off-Site active travel enhancements to local enhancements up to the value of £20,000	Delivered by the developer through S106 / S278 process
	>20%	Provision of active and sustainable travel fund to WSCC up to the value of £85,000	Delivered via the S106 Agreement
2 Years Post Completion	>5% but <10%	Additional £200 per dwelling travel voucher and personal travel planning	Delivered by the developer through the Travel Plan process
	>10% but <20%	Off-Site active travel enhancements to local enhancements up to the value of £20,000	Delivered by the developer through S106 / S278 process
	>20%	Provision of active and sustainable travel fund to WSCC up to the value of £85,000	Delivered via the S106 Agreement
Maximum Contribution Value:		£250,000	