
Land to the rear
Firlands, Church Road,
Scaynes Hill

Access & Transport Statement

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1 INTRODUCTION

1.1 Scope

- 1.1.1 Lanmor Consulting Ltd has been commissioned to provide highway and transportation advice in relation to the allocation of the site on land to rear Firlands, Church Road, Scaynes Hill for development of up to 30 residential properties. Location plan of the site is provided as figure 1.1 below.

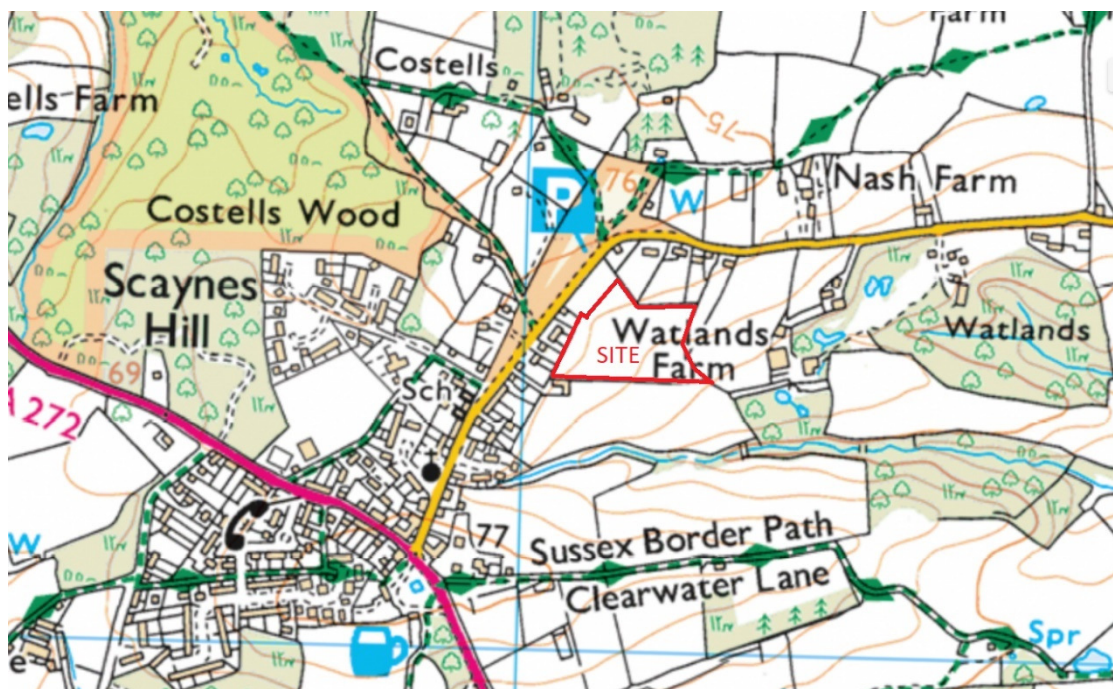


Figure 1.1 – Site Location Plan

- 1.1.2 Within this statement, detailed consideration will be given to local policy, the location of the proposed development in terms of its accessibility by car and non-car modes of travel and highway impact.
- 1.1.3 The site is being promoted through the call for site by Mid Sussex District Council for allocation in their DPD.

1.2 Site Description and Existing Conditions

- 1.2.1 The site is situated in a rural area on the edge of the village. The site is located behind a small development of 6 residential units approved March 2015 ref 14/04312/FUL. The proposed site will be accessed through the access approved by planning application 14/04312/FUL.

1.2.2 Further consents were approved in 2016 application ref DM/16/4612 and DM/16/4840 for erection of 3 additional properties, bringing the total of properties served of the access to 9. The Highway Authority raised no objection of either application.

1.2.3 The site will be accessed via the existing junction of Downs Hill Close with Church Road. The surrounding area is mainly residential to the south and open fields to the north and east.

1.3 Proposed Development

1.3.1 The proposed site is being promoted for development of up to 30 houses, no apartments are being proposed at this stage and the mix of units will be subject to discussion and local needs. Illustrative layouts for up to 30 houses have been prepared to show that this density can be achieved on site.

2 TRANSPORT POLICY

2.1 National Planning Policy Framework (NPPF) revised 2019

2.1.1 In March 2012, the Department for Communities and Local Government published the NPPF document which was revised in 2019 and replaced Planning Policy Guidance notes and Planning Policy Statements, including the Planning Practice Guidance (PPG), relating to transport.

2.1.2 The NPPF constitutes guidance for local planning authorities and decision-makers both in drawing up plans and as a material consideration in determining applications.

2.1.3 NPPF also states:- *In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) 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.

2.1.4 Paragraph 109 of NPPF states 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 would be severe.*

Promoting Sustainable Transport

2.1.5 NPPF acknowledges Transport policies have an important role to play in facilitating sustainable development but also in contributing to the wider sustainability and health objectives and it states planning policies should;

a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;

- b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
- d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans); and
- e) Provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements.

2.2 Mid Sussex District Plan 2014-2031

2.2.1 Policy DP21: Transport states that ‘decisions on development proposals will take account of whether:

- The scheme is sustainably located to minimise the need for travel;
- 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;
- The scheme provides adequate car parking for the proposed development taking into account the accessibility of the development, the type, mix and use of the development and the availability and opportunities for public transport; and with the relevant Neighbourhood Plan where applicable;

- Development which generates significant amounts of movement is supported by a Transport Assessment/ Statement and a Travel Plan that is effective and demonstrably deliverable including setting out how schemes will be funded;
- The scheme provides appropriate mitigation to support new development on the local and strategic road network, including the transport network outside of the district, secured where necessary through appropriate legal agreements;
- The scheme avoids severe additional traffic congestion, individually or cumulatively, taking account of any proposed mitigation; and
- The scheme protects the safety of road users and pedestrians. Neighbourhood Plans can set local standards for car parking provision provided that it is based upon evidence that provides clear and compelling justification for doing so'.

3 SUSTAINABLE ACCESSIBILITY

3.1 Sites Accessibility and Local Facilities

3.1.1 This section sets out the existing walking, cycling and public transport facilities in proximity of the sites. Local and national government guidance in respect of new developments is to ensure that sites are accessible by public transport.

3.1.2 Local facilities and services are available within the immediate vicinity, directly south of the is a village social club a primary school is located to the west and within the village there is a public house, petrol station with convenience store. Also with in the village is the millennium village centre and 2 bus stops.

3.2 Pedestrian & Cycle Access

3.2.1 Walking is the most important mode that offers the greatest potential to replace car trips for short journeys it is recognised walking offers the greatest potential to replace short car trips, particularly those under 2 km.

3.2.2 The section of Church Road to the front of the site has no footways, but once past St Augustine's there are footways into the village centre. There are no existing dedicated cycle routes in the immediate vicinity of the site. However, it is understood that there is an desire to provide facilities between Scaynes Hill and Lindfield, offering potential for residents to cycle in the future.

3.2.3 The guidance suggests that for commuting, school, and sight-seeing, up to 500 metres is the desirable walking distance, up to 1,000 metres is an acceptable walking distance, and 2,000 metres is the preferred maximum walking distance.

3.2.4 Figure 3.1 below shows the walking distances for 500m, 1000m and 2000m. The village centre and bus stops in the village are with a 500m walk of the site.

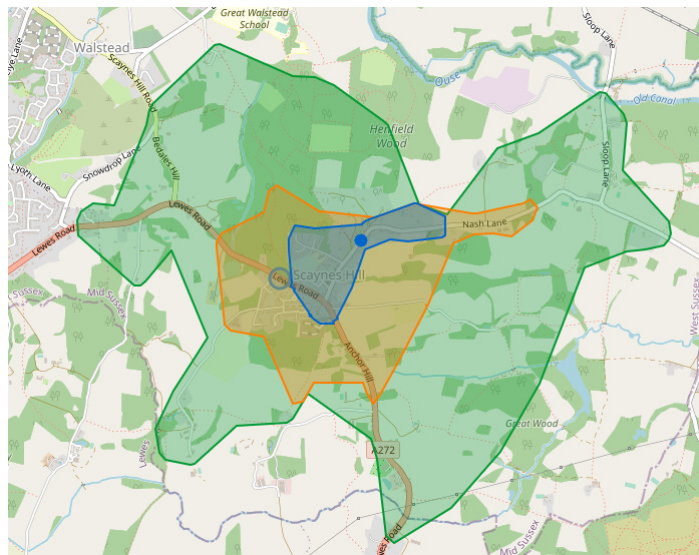


Figure 3.1:- Walking Isochrones

3.2.5 Figure 3.2 below demonstrates the areas reachable by bicycle within 1km, 2km, and 5km. As shown Haywards Heath is reachable by cycle.

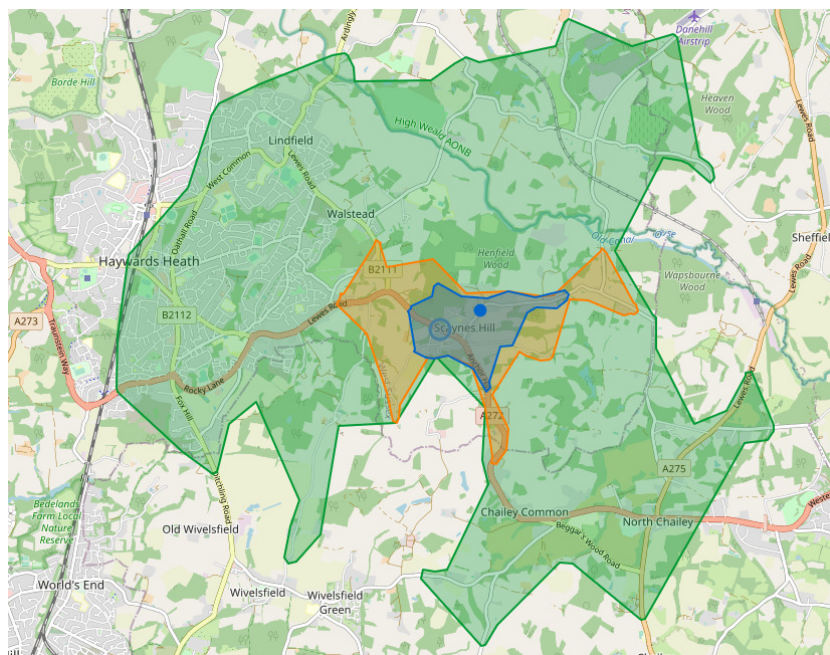


Figure 3.2:- Cycling Isochrones

3.3 Public Transport

3.3.1 The nearest bus stops to the site are located to the south in the village approximately 520m away.

3.3.2 The stops are served by bus service 31, which operates hourly Monday to Saturday to Haywards Heath and Uckfield. A seasonal Sunday bus service (number 769) is also available from these bus stops, at an approximate frequency of 5 buses per day each direction, between Brighton and Sheffield Park Gardens. The table below provides a summary of these bus services.

Service	Route	Weekday Peak Frequency (p/h)	Weekend Frequency (p/h) (sat)	Weekend Frequency (p/h) (sun))
31	Bolnere Village – Haywards Heath – Uckfield – Heathfield – Hurst Green	Hourly Service	Hourly Service	No Service
769	Brighton – Sheffield Park Gardens	No Service	No Service	5 buses per day (seasonal)

Table 3.1 – Bus frequencies

3.3.3 The nearest train station to the site is located at Haywards Heath. This station forms part of the Southern network and benefits from rail services to London, Gatwick Airport and the South Coast (including Brighton and Eastbourne). The station is accessible via bus service 31. The railway station also benefits from cycle parking for approximately 300 cycles as well as a car park for circa 600 vehicles, thus providing opportunities to travel further afield by public transport.

4 DEVELOPMENT IMPACT & IMPACT ON TRANSPORT NETWORK

4.1 Existing Situation

4.1.1 The application site is currently vacant but has consent for 3 new dwellings, the proposed access to the site serves 6 properties to the west of the site.

4.2 Access Arrangements

4.2.1 Pedestrian and vehicular access to the site is proposed via the existing access off Church Road to Downs Hill Close. Downs Hill Close is a private road and wraps around the most southern dwelling approved in 2015. The access onto Church Road is a simplified junction, the arrangement of the access was approved in 2015. No objections was raised to the most recent consent in 2020 for approval of reserved matters for landscaping of the scheme.

4.2.2 The visibility from the access onto Church Road was approved in 2015 at 4.5m x 33m in both directions. The highways authority accepted the visibility as being acceptable in this location and agreed that the setback could be reduced to 2.4m to provide greater visibility. Figure 4.1 below show the approved layout.

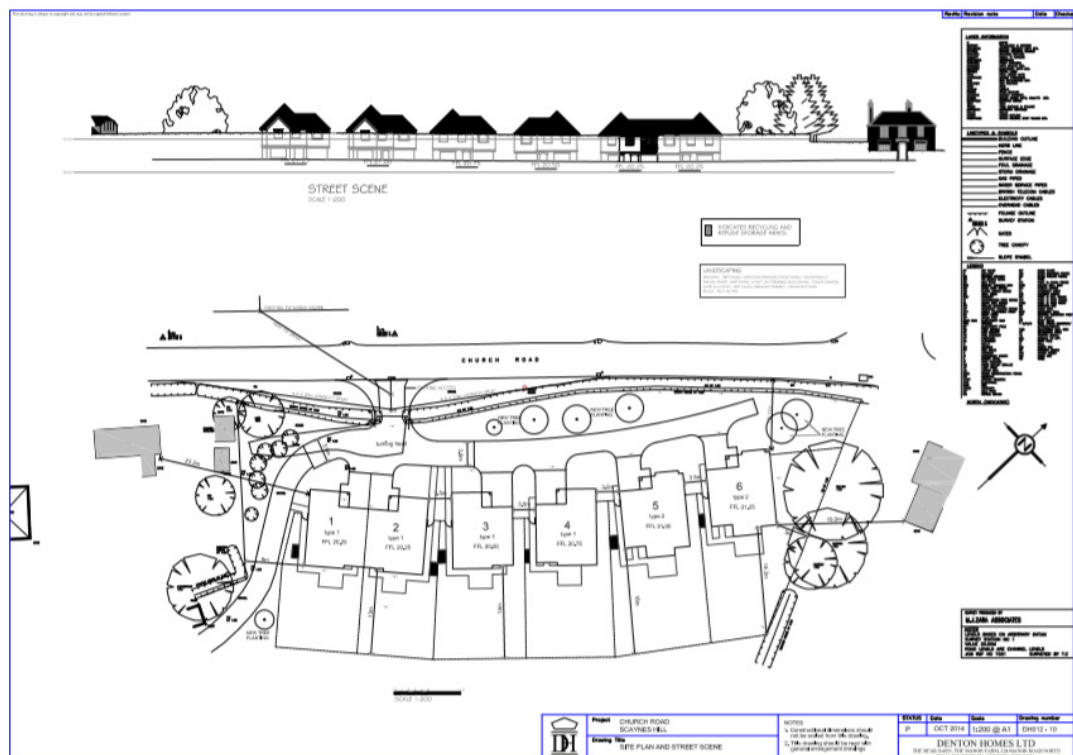


Figure 4.1:- Approved Access Layout

- 4.2.3 The access has been in use for a number of years and Personal Injury Collision (PIC) records for the local highway network has been reviewed for the last 5 years. As shown on figure 4.2 below there have only been 5 PICs recorded in the area and none of these were on Church Road.
- 4.2.4 Of the five PIC four were of slight severity and one serious none of these are at or in the vicinity of the site access. The lack of PIC suggests that there is no safety issues related to the access point or the visibility achievable from it. The use of this access to serve the allocation site is considered acceptable given there is currently no safe hazard identified, even with the slight intensification the development might cause.
- 4.2.5 The existing access is currently used by delivery and refuse vehicles to serve the 6 properties. This will be main access to the site proposed for allocation, therefore it will also be suitable for service vehicles to access the site.

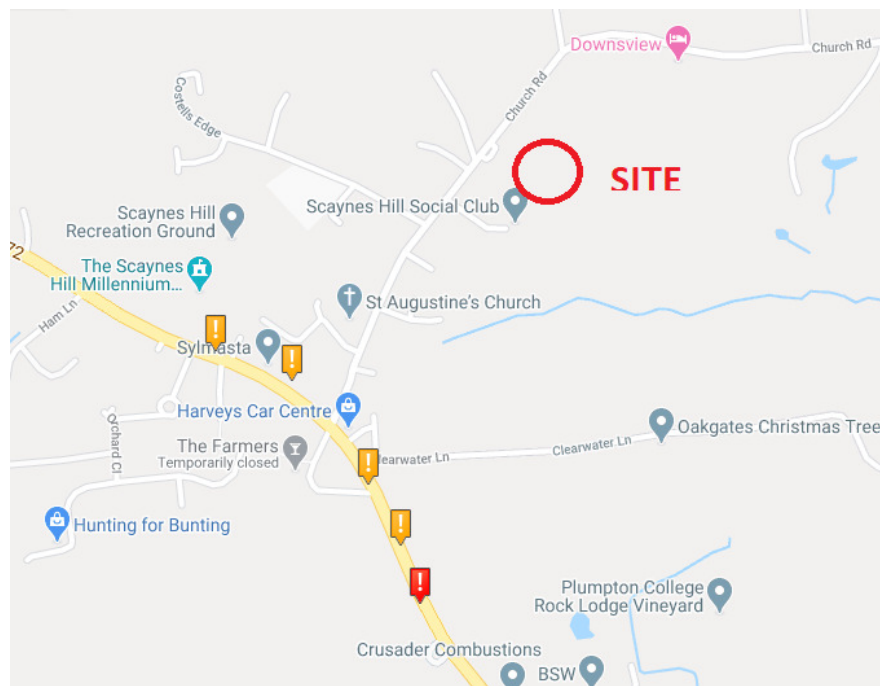


Figure 4.2:- Personal Injury Collision mapping.

- 4.2.6 Parking provision on site for each of the 30 properties will be in line with the maximum levels of parking set out in the council current policy. Cycle parking will be provided on each plot also in line with current council policy.

5 DEVELOPMENT IMPACTS

5.1 Traffic generation

5.1.1 The site for allocation will contain up to 30 dwellings, these will generate a volume of trips that are not currently on the highway network. The peak arrivals and departures to the site are likely to occur during the rush hours on the local highway network of 8:00-9:00am and 17:00-18:00pm.

5.1.2 In order to establish trip rates for the proposed residential dwelling reference has been made to the TRICS database. The trip rates from database for privately owned houses is tabulated below.

Time period	Trip Rate (per dwelling)		Trip Rate (30 dwelling)	
	Arrivals	Departures	Arrivals	Departures
AM Peak (08:00-09:00)	0.146	0.363	4	11
PM Peak (17:00-18:00)	0.322	0.152	10	5
Daily	2.289	2.359	68	70

Table 5.1 – Trip Rates and Traffic Attraction

5.1.3 The residential units have the potential to generate an additional 15 trips in the peak hours, this would be average of 1 departure every 6 minutes and 1 arrival every 10-12 minutes, with a reverse in flows during the evening peak.

5.1.4 It is considered that the level of traffic generated by the proposals is not material, it will not have any impact on the capacity of the local highway network and that no assessment of the roads will be required.

6 SUMMARY AND CONCLUSION

6.1 Summary

6.1.1 This Statement has demonstrated that site would be suitable for residential development. The site is located to the north of Scaynes Hill village centre and approximately 5 kilometres from Haywards Heath. As such, it benefits from access to sustainable forms of travel including walking, cycling and public transport.

6.1.2 The proposals accord with national and local policies relevant to transport, suitable vehicular access is already provided to the site, provision will be made for parking having regard to relevant local parking guidance.

6.1.3 Servicing is accommodated through the existing development to the west of the site, the proposals will not lead to a material increase in traffic on Church Road that would prejudice road safety or the free flow of traffic.

6.2 Conclusion

6.2.1 It is concluded that the proposed development will provide adequate arrangements to allow safe access for all users to the site. The proposed development will seek to promote sustainable transport alternatives and for these reasons, it is considered the site would be suitable for residential development.

