



Reps to Mid Sussex Local Plan
Matter 4: Transport
(representors 1191064)

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Reps to Mid Sussex Local Plan Matter 4: Transport

On Behalf of the landowners of West House Farm &
Gunnors, Albourne (representors 1191064)

September 2024

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TECHNICAL NOTE				VELOCITY	
Client	Nikki Ernest			Page No.	1 of 20
Project	West House Farm, Henfield Road, Albourne, Hassocks, West Sussex, BN6 9DE			Project No.	24245
Subject	Transport & Highways Technical Note			Document No	TN01
Prepared By	TW	Checked and Authorised By	TW	Date	Sept 2024

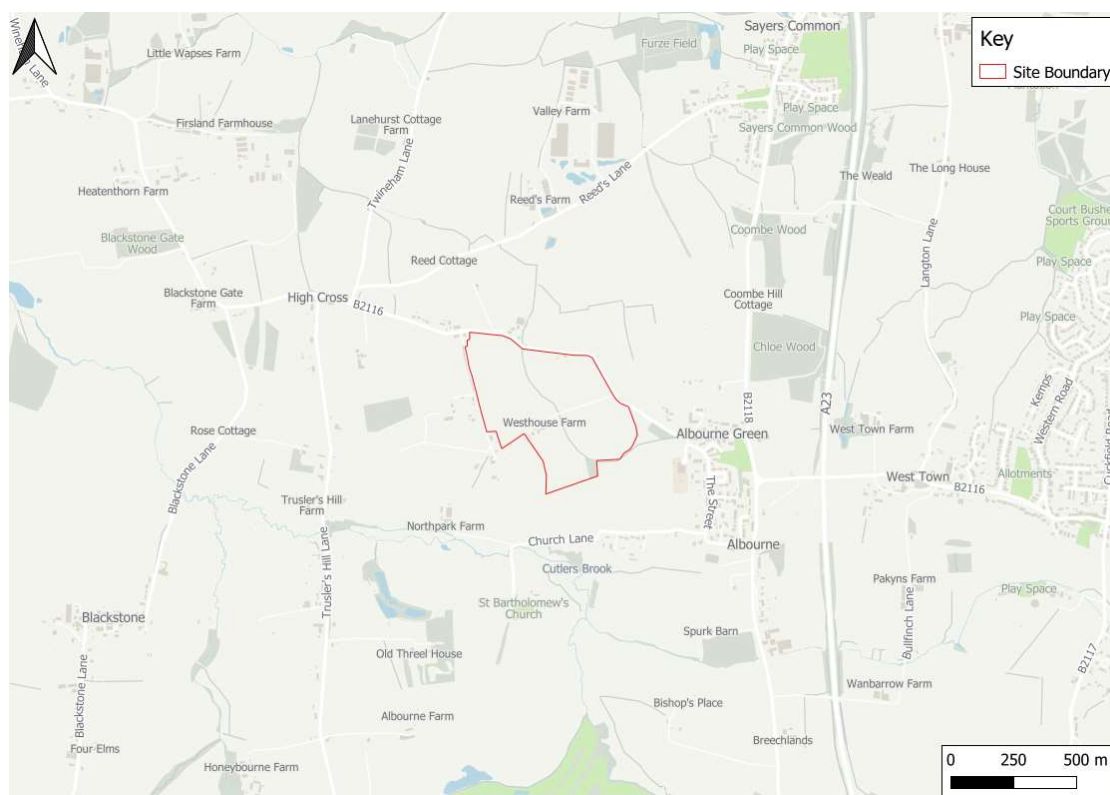
1 INTRODUCTION

1.1 SCOPE OF TRANSPORT AND HIGHWAYS TECHNICAL NOTE

1.1.1 This Transport and Highways Technical Note (THTN) has been prepared by Velocity Transport Planning (VTP) on behalf of the Landowners of West House Farm (WHF) to support the allocation of a residential-led development on land at West House Farm (WHF), which is located immediately adjacent, and between, the eastern and western sections at the southern end of the proposed allocation DPSC3, ‘Land to the South of Reeds Lane, Sayers Common’ (Sayers Common Garden Village) in Albourne, West Sussex.

1.1.2 WHF (herein referred to as ‘the promoted site’) encompasses an area of circa 25-hectares of open arable land located off the southern side of the B2116 Henfield Road, approximately 850-metres north-west of Albourne village centre. The site is bounded to the north and in part to the east by the B2116 Henfield Road, arable open land to the south, and metalled track facilitating access to Priestfield Farm to the west. The site in context with the local area and highway network is shown in **Figure 1-1**.

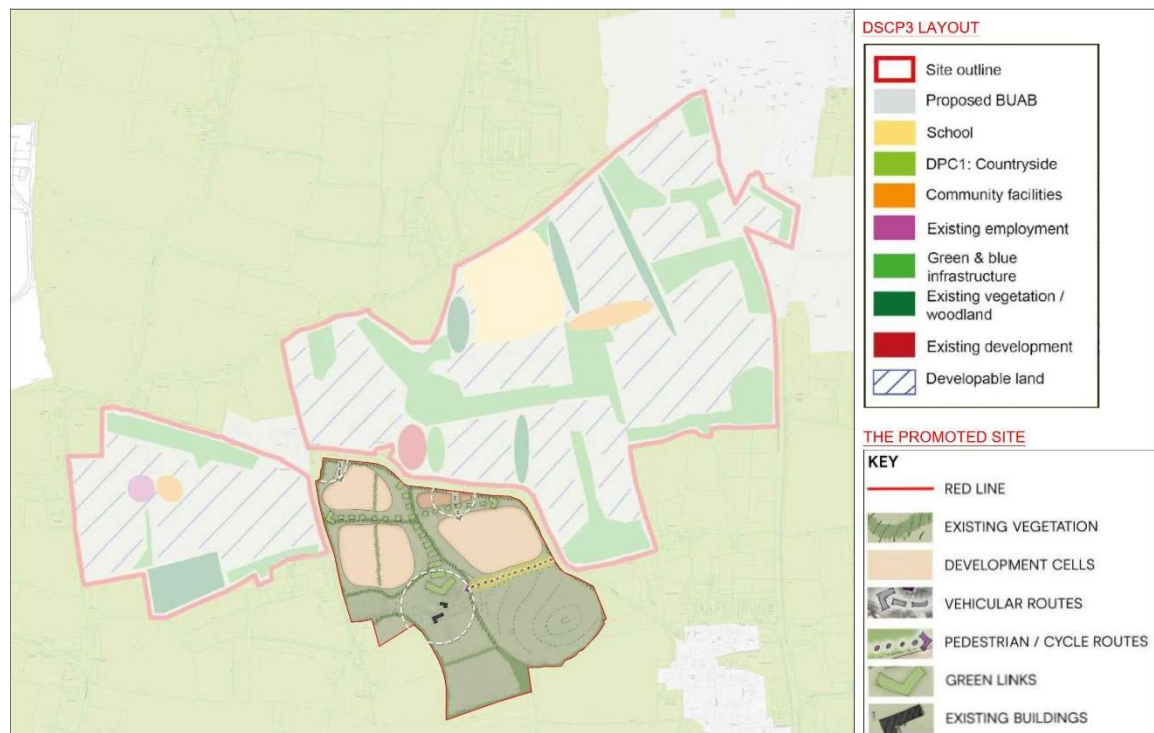
Figure 1-1: Site Location Plan – Wider Context



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- 1.1.3 As outlined in the Mid Sussex District Plan 2021 – 2039 Submission Draft (Regulation 19) that was published in December 2023, the 'Land to the South of Reeds Lane, Sayers Common' encompasses an area of 90.05-hectares that lies to the west of Sayers Common and north of Albourne. The DPSC3 site aims to deliver a sustainable urban extension to Sayers Common as well as a range of new community facilities and services as part of a mixed-use development.
- 1.1.4 The promoted site would aim to provide continuity between the eastern and western sections of the DPSC3 allocation, and thus 'fill the gap' that currently exists with the western part of the allocation, which appears isolated. The promoted site in context with the wider DPSC3 site is shown in **Figure 1-2**.

Figure 1-2: Promoted Site in Context with the DPSC3 Allocation



- 1.1.5 The emerging Framework Plan, prepared by Omega Architects demonstrates that the promoted site can deliver an additional 300 residential units (at 40pdh average) to the proposed DPSC3 allocation. The residential units would be accommodated on land to the north of the existing access track to West House Farm. The land to the south would remain undeveloped and form a buffer to the village of Albourne.
- 1.1.6 The purpose of this THTN is to:-
- ◉ Evaluate the site's accessibility by sustainable transport modes;
 - ◉ Establish whether safe and suitable access can be achieved; and
 - ◉ Assess the multi-modal trip generating potential of the emerging development proposals during the weekday AM and PM peak periods, and associated impact on the local transport and highways network.



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1.1.7 Following this introduction, the THTN is structured as follows:-

- ⦿ **Section 2** describes the site’s location in context with the local highway and transport networks, and it’s current accessibility by a variety of travel modes to local amenities available in Albourne and Sayers Common, to assess the potential for future households and other end-users to adopt long-term sustainable travel patterns and behaviours in accordance with national, regional, and local planning policy.
- ⦿ **Section 3** presents a strategic transport and movement strategy, which accords with the key access principles of the
- ⦿ **Section 4** assesses the multi-modal trip generating potential of the residential-led development proposals together with its impact on the local and strategic highway and transport networks during the weekday AM and PM peak hour periods in context with other promoted sites.
- ⦿ **Section 5** presents a summary of the main conclusions.

1.1.8 This THTN has been prepared in accordance with relevant national, regional, and local planning policy including the National Planning Policy Framework (NPPF), and emerging Reg 19 Mid Sussex District Council (MSDC) Local Plan.



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2 SITE'S ACCESSIBILITY CREDENTIALS

2.1 INTRODUCTION

- 2.1.1 In accordance with national, regional, and local planning policy objectives, which seek to promote sustainable travel patterns in favour of the private car, this section of the note assesses the promoted site's existing level of accessibility on-foot, by cycle, and public transport infrastructure to a range of local amenities available in Albourne and Sayers Common.

2.2 SITE LOCATION

- 2.2.1 The promoted site encompasses an area of circa 25-hectares of open arable land located off the southern side of the B2116 Henfield Road, approximately 850-metres north-west of Albourne village centre (see **Figure 2-1**).

Figure 2-1: Site Location Plan – Local Context



- 2.2.2 The principal access to WHF is via a simple priority junction located off the western side of the B2116 Henfield Road located 350-metres north-west and 1.2-kilometres south-east of the give-way priority junction with The Street and Twineham Lane, respectively. This access adjoins to a metalled track, which has gates set-back circa 10-metres from of the edge of carriageway to prevent large vehicles from obstructing the free-flow of traffic along the B2116 Henfield Road.



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2.2.3 Additional accesses to a private dwelling known as Gunners and field gate are located off the southern side of the B2116 Henfield Road circa 300 and 550-metres north-west of the principal access to WHF.

2.3 LOCAL HIGHWAY NETWORK

2.3.1 The B2116 Henfield Road takes the form of a two-way single carriageway rural road measuring circa 6.0-metres in width and 3.6-kilometres in length. The section of the B2116 Henfield Road that runs alongside the site's eastern and northern boundaries is subject to the national speed limit (i.e. 60-mph for single carriageway roads) with the transition to the 30-mph zone located circa 200-metres south-east of the promoted site's existing access.

2.3.2 As shown in **Figure 2-2**, signage indicating the presence of double bends together with slow markings are present along sections of the B2116 Henfield Road.

Figure 2-2: View of the B2116 Henfield Road



2.3.3 To the south-east of the promoted site's access, the B2116 Henfield Road serves a number of residential dwellings and commercial property (Albourne Court) located on either side of the carriageway, prior to forming a give-way priority junction including a right-turn lane facility with the B2118 London Road.

2.3.4 The B2118 London Road is oriented a north to south alignment with the section running through Albourne subject to a 40-mph posted speed limit. It forms a signalised junction with the B2116 Albourne Road with the latter facilitating direct access to the neighbouring settlements of Hurstpierpoint and Hassocks.

2.3.5 The northern end of the B2118 London Road runs through the centre of Sayers Common, prior to intersecting with the northbound on-slip and southbound-off slip of the A23 and Mill Lane via a 4-arm roundabout junction. The southern end of the B2118 London Road intersects with the B2117 Brighton Road via a give-way priority junction with right-turn lane facility. To the east of this junction, the B2117 Brighton Road directly connects to the northbound off-slip and southbound on-slip of the A23 with the latter facilitating access to Brighton.

2.3.6 To the north-west of the promoted site's access, the B2116 Henfield Road facilitates access to a small number of residential dwellings and commercial enterprises (Albourne Equestrian Centre and Winterpick Business Park), prior to merging with the B2116 Wheatsheaf Road at the junction with Wineham Lane. The B2116 Wheatsheaf Road continues in a westerly direction and intersects with the A281 Crouch Hill, which on a local facilitates access to Horsham (via Cowfold) and Henfield to the north and south.



2.3.7 The A23 London Road adjoins to the M23 and A27 to the north and south of Albourne, all of which form part of the Strategic Road Network (SRN).

2.4 WALKING AND CYCLING ACCESSIBILITY

2.4.1 In keeping with the site's rural location, there are no lit footways present on either side of the section of the site's frontage with the B2116 Henfield Road. Several sections of the B2116 Henfield Road benefit from the presence of highway verge, which provide pedestrians accessing the Public Right of Way (PRoW) network with some degree of refuge from motorised users.

Figure 2-3: View of Site's Frontage with the B2116 Henfield Road



2.4.2 As shown in **Figure 2-4** the nearest footway is present on both sides of The Street facilitating access to Albourne Church of England Primary School, Albourne Village Hall / Recreation Ground and a number of residential dwellings. Beyond the junction with The Twitten, there are no footways present along the southern section of The Street. Consequently, pedestrians gaining access to Church Lane would be required to walk in the carriageway. However, given the lightly trafficked and low speed environment present along The Street, this does not raise a material highway safety concern.

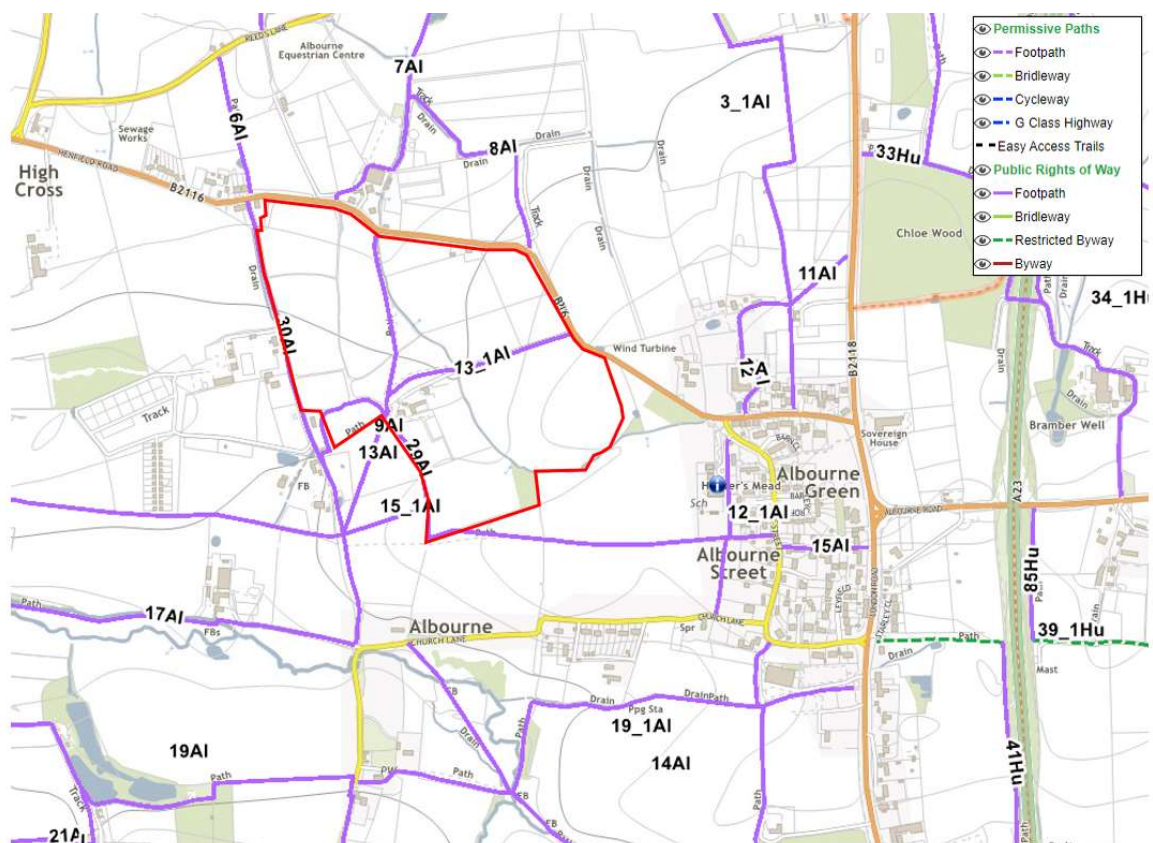
Figure 2-4: View of Footways Present along The Street



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- 2.4.3 A controlled pedestrian crossing together with tactile paving tiles is present on both the southern and eastern arms of the B2118 London Road/B2116 Albourne Road junction. This provides safe and direct access to both north and southbound bus stops located on either side of the B2118 London Road. In addition, an uncontrolled crossing comprised of tactile paving tiles is present circa 10-metres south of the B2116 Henfield Road/B2118 London Road junction.
- 2.4.4 As shown in **Figure 2-5**, there are a number of PRoWs, which traverse the promoted site in a north to south and east to west direction. Footpath No. 13_1AI follows the alignment of the existing access track of the site's principal access, off the western side of the B2116 Henfield Road. It intersects with Footpath No.'s 9AI, 29AI, and 30AI, the latter of which takes the form of a metalled track serving Priestfield Farm and The Stable House, prior to emerging onto the southern side of the B2216 Henfield Road. Footpath No. 6AI commences off the southern side of the B2116 Henfield Road and emerges onto the southern side of Reeds Lane (see **Figure 2-6**).
- 2.4.5 In addition, Footpath No. 29AI intersects with No. 15_1AI, which forms an east to west route that emerges onto the western side of The Street.

Figure 2-5: PRoW Network Plan



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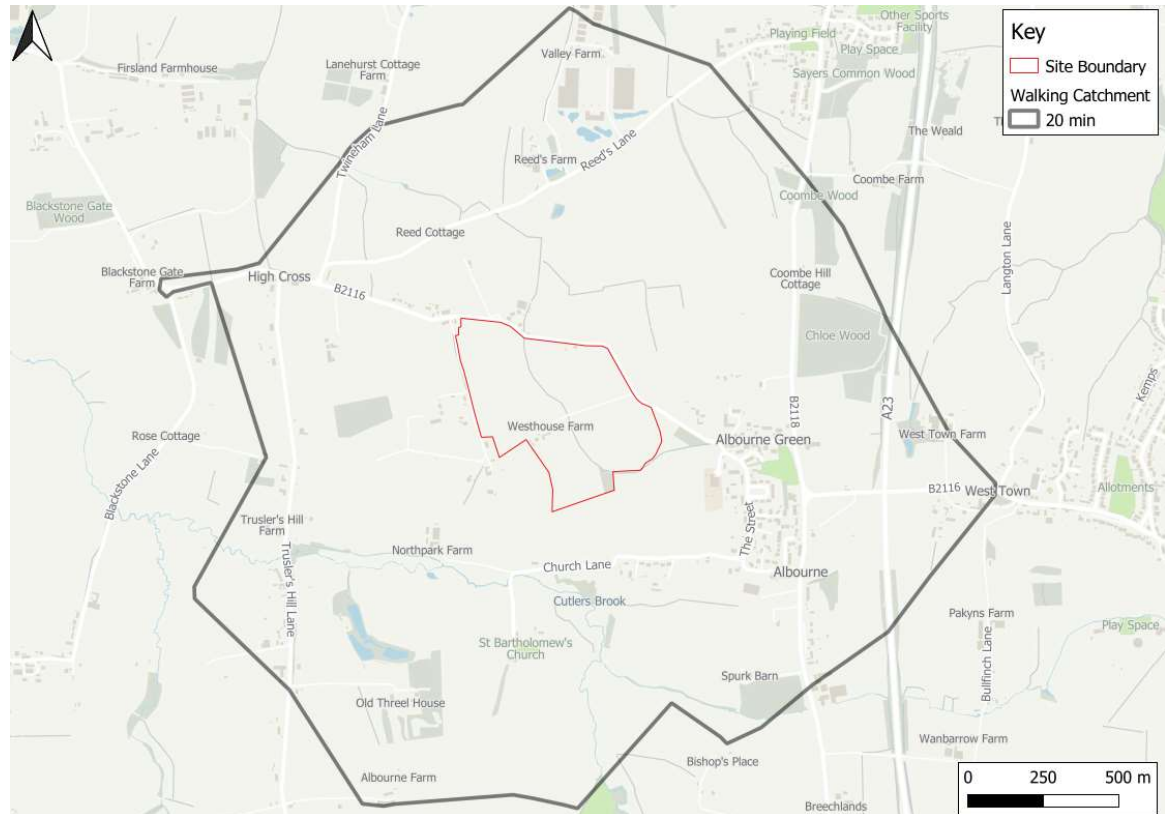
Figure 2-6: View of PRow No. 13_1AI and 6AI



- 2.4.6 The Chartered Institution of Highways and Transportation's (CIHT's) publication 'Providing for Journeys on Foot' (2000) states that the average length of a walk journey is 1.0-kilometre. It also suggests a preferred maximum walking distance of 2.0 kilometres for commuting / school journeys and 1.2 kilometres for other journey destinations.
- 2.4.7 In addition, the National Travel Survey notes that walking is the most frequent travel mode used for short-distance trips (within 1 mile/1.6-kilometres). Infrastructure that supports efficient travel on foot is therefore of great importance to promoting sustainable and active travel and walking as a viable alternative to short car trips.
- 2.4.8 As shown in **Figure 2-7**, despite the absence of footways along the B2116 Henfield Road, the promoted site is within a 20-minute walk journey time of Albourne village centre including Albourne C of E Primary School, Village Hall, and the nearest bus stops located along either side of the B2118 London Road. Further, several opportunities for employment (i.e. Albourne Court, Albourne Equestrian Centre, and the Avtrade Global Headquarters) are situated within a 20-minute walk journey time of the promoted site.



Figure 2-7: Walk Catchment Plan



- 2.4.9 Cycling has the potential to substitute for short car trips, particularly those less than 5.0-kilometres in length, although it is noted that individuals cycle greater distances for various journey purposes.
- 2.4.10 Whilst there are no dedicated cycling facilities available within the vicinity of the promoted site, the B2116 Henfield Road provides sufficient width to accommodate a standard sized vehicle and cyclist side-by-side. The B2118 London Road is designated as a local cycle route. An advanced cycle stop lines is present on the southern arm of the signal-control junction of the B2118 London Road/B2116 Albourne Road (see **Figure 2-8**).
- 2.4.11 The local cycle route connects Albourne to Pyecombe and National Cycle Route 20 (NCN20) to the south, which heads in a southerly direction to Brighton. To the north of Hickstead, the local cycle route intersects with a shared foot/cycleway that runs along both sides of the A2300, which facilitates direct access to Panattoni Park and Goddards Green Industrial Estate.



Figure 2-8: View of Local Cycleway Signage and Advanced Cycle Stop Line along the B2118 London Road

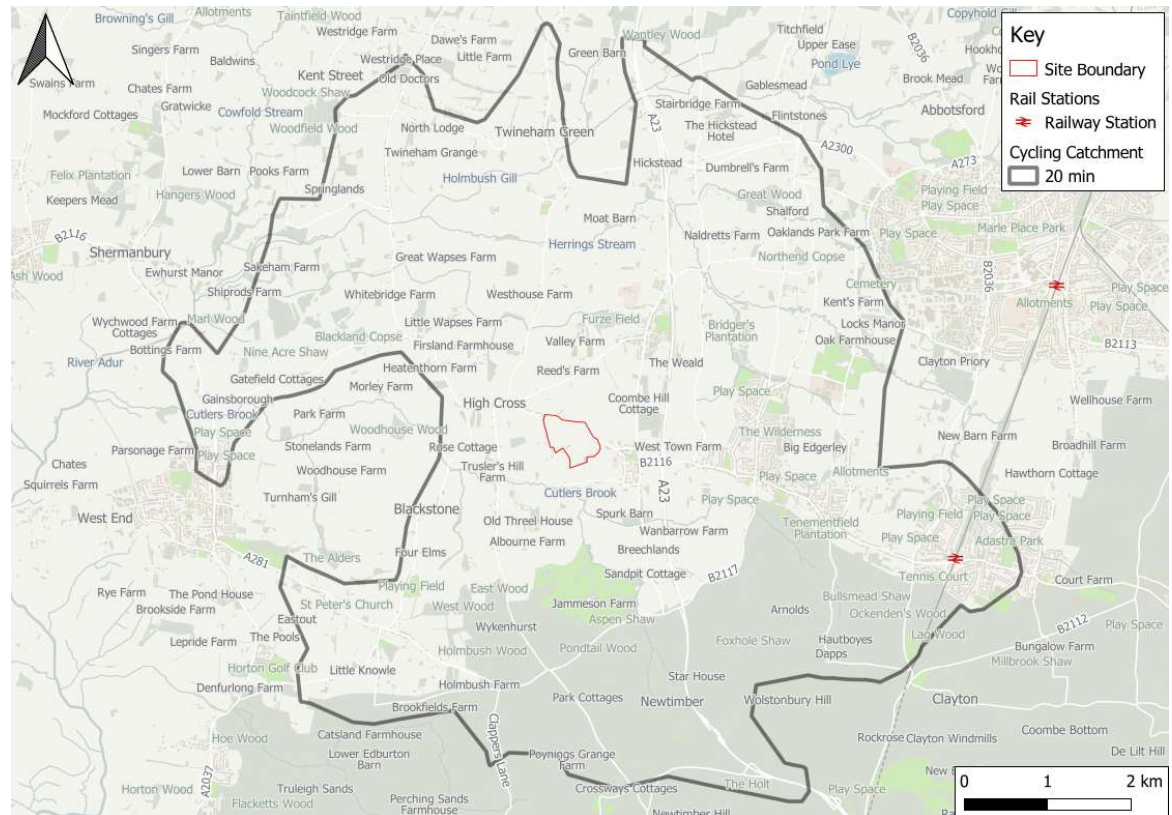


2.4.12

As shown in **Figure 2-9**, when applying a 20-minute maximum cycle distance, it is evident that several local destinations including Sayers Common, Hurstpierpoint, Hassocks are accessible by cycle within a 5.0-kilometre or 20-minute cycle journey time of the promoted site. Consequently, future households and other end-users would have the potential to access a range of amenities including Hassocks rail station by cycle.



Figure 2-9: Cycle Catchment Plan



2.5 PUBLIC TRANSPORT ACCESSIBILITY

BUS

- 2.5.1** The nearest bus stops (Traffic Lights) are located either side of the B2118 London Road, approximately 1.0-kilometres to the east of the promoted site. As shown in **Figure 2-10**, the northbound bus stop comprises of a shelter with seating and flagpole with up-to-date timetable information. The southbound bus stop comprises of a simple flagpole with timetable information.

Figure 2-10: View of Local Bus Stops along the B2116 Henfield Road



2.5.2 As shown in **Table 2-1**, these bus stops are served by up to 2 bus services (no.'s 100 and 273), which provide frequent (i.e. once an hour) direct access to a number of key local and regional destinations including Billingshurst, Brighton, Crawley, Henfield, and Horsham. The first and last bus services depart and arrive prior to and after the weekday AM and PM peak hour periods.

Table 2-1: Summary of Local Bus Services from Bus Stops along the B2118 London Road

SERVICE NO.	FREQUENCY (SERVICES PER HOUR)				ROUTE
	MON-FRI		SAT	SUN	
	DAY	EVES	DAY/EVE	DAY/EVE	
100*	Hourly	Hourly	Hourly	N/A	Horsham – Broadbridge Heath – Slinford – Billingshurst – Pulborough – Steyning – Henfield – Albourne – Sayers Common – Burgess Hill
	Hourly	Hourly	Hourly	N/A	Burgess Hill - Sayers Common – Albourne – Henfield – Steyning – Pulborough – Billingshurst – Slinford - Broadbridge Heath - Horsham
273**	Hourly	Hourly	Hourly	Hourly	Brighton – Pyecombe – Hassocks – Hurstpierpoint – Sayers Common – Hickstead – Bolney – Pease Pottage – Crawley Bus Station
	Hourly	Hourly	Hourly	M/A	Crawley Bus Station - Pease Pottage – Bolney – Hickstead - Sayers Common – Hurstpierpoint – Hassocks – Pyecombe - Brighton
*Compass Travel: First/Last Northbound Bus Service – 07:14/18:52 Mon-Fri; 08:14/18:47 Sat. First/Last Southbound Bus Service - – 06:57/18:22 Mon-Fri; 07:57/18:22 Sat					
**Metrobus: First/Last Northbound Bus Service – 08:02/19:29 Mon-Fri; 09:35/19:28 Sat; 10:41/18:11 Sun. First/Last Southbound Bus Service – 08:02/19:29 Mon-Fri; 09:35/19:28 Sat; 10:41/18:11 Sun.					

2.5.3 Additional bus services operating to a host of other local and regional destinations in West and East Sussex including Balcombe, Crawley, Haywards Heath, Horsham, and Lewes are accessible from bus stops located in Burgess Hill town centre. A plan that shows the site in context with local bus services is attached at **APPENDIX A** of this note.

2.5.4 Interchange with mainline rail services operating from Billingshurst, Horsham, and Pulborough rail stations is achieved directly via bus service no. 200. These rail stations are located on the Arun Valley Line, which provides access to key regional destinations including Bognor Regis and London Victoria (via Gatwick Airport).

RAIL

2.5.5 Hassocks rail station is located at the eastern end of Station Approach West, approximately 5-0-kilometres east of the promoted site. It is situated on the Brighton Main Line and is served by frequent and direct rail services (operated by Southern and Thameslink) to a host of local, regional, and national destinations including Bedford, Brighton, Burgess Hill, Clapham Junction, East Croydon, Harpenden, Haywards Heath, Gatwick Airport, London Blackfriars, London Bridge, London St Pancras, and St Albans City. A summary of rail services including typical journey times and frequency is shown in **Table 2-2**.



Table 2-2: Summary of Rail Services from Hassocks Rail Station

DESTINATION	JOURNEY TIME	FREQUENCY
Bedford via Burgess Hill – Wivelsfield – Haywards Heath – Balcombe – Three Bridges – Gatwick Airport – East Croydon – London Bridge – London Blackfriars – City Thameslink – Farringdon – London St Pancras – West Hampstead Thameslink – St Albans City – Harpenden – Luton Airport Parkway – Luton – Leagrave – Harlington – Flitwick	2-hours and 14-mins	2 per hour
Brighton via Preston Park	11-minutes	2 per hour
Littlehampton via Preston Park – Hove – Portslade – Shoreham by Sea – Lancing – Worthing – West Worthing – Durrington – Goring by Sea – Angmering	49-minutes	2 per hour
London Victoria via Burgess Hill – Haywards Heath – Gatwick Airport – East Croydon – Clapham Junction	56-minutes	2 per hour

2.5.6 Hassocks rail station has access to 154 cycle parking spaces located on Platforms 1 and 2 as well as adjacent to the main entrance. The presence of covered and secure cycle parking will enable future households and end-users to travel by a multitude of modes for various journey purposes.

2.6 ACCESSIBILITY TO LOCAL AMENITIES

2.6.1 Owing to the site's rural location, it does not benefit from being accessible on-foot to a range of local amenities, which are likely to cater for the everyday needs of future households. However, as shown in **Table 2-3**, it does benefit from being within a 20-minute cycle journey time of a broad range of amenities available in Albourne, Hurstpierpoint, and Sayers Common.

Table 2-3: Summary of of Local Amenities Accessible On-Foot and By Cycle

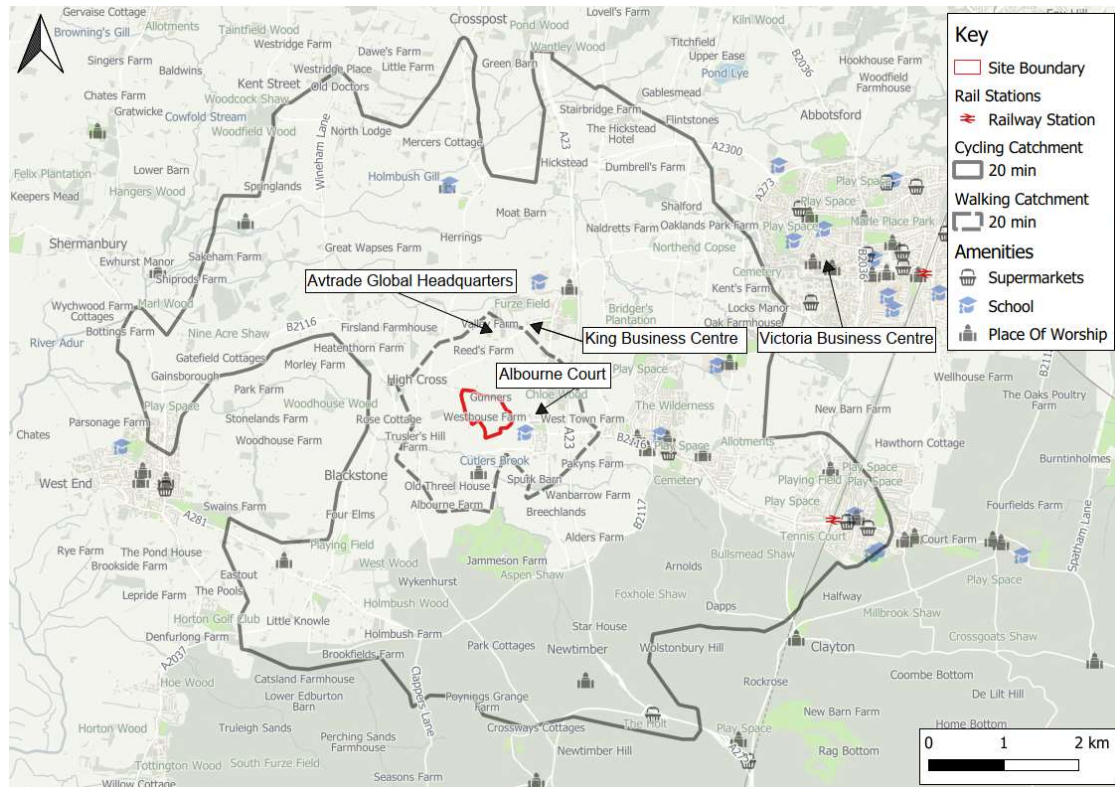
TYPE OF AMENITY	DESTINATION	DISTANCE*	WALK JOURNEY TIME (MINS)	CYCLE JOURNEY TIME (MINS)
Convenience	Sayers Common Community Shop	2.6-kilometres	36-mins	9-mins
	Mace (Hurstpierpoint)	2.2-kilometres	29-mins	6-mins
Education	Albourne Under 5's Pre School and After School Club	900-metres	12-mins	3-mins
	Isabello's Preschool (Sayers Common)	2.8-kilometres	38-mins	10-mins
	Albourne Church of England School	750-metres	10-mins	2-mins
	LVS Hassocks - Independent SEN School for Autism	3.1-kilometres	42-mins	11-mins
	Hurstpierpoint College	5.2-kilometres	N/A	17-mins
	Downlands Community School	6.0-kilometre	N/A	19-mins
Employment	Albourne Court	850-metres	11-mins	3-mins
	King Business Centre	2.6-kilometres	36-mins	9-mins
	Avtrade Global Headquarters	2.8-kilometres	38-mins	11-mins
Healthcare	The Health Centre (Hurstpierpoint)	3.0-kilometres	40-mins	10-mins
	Hurst Pharmacy	2.9-kilometres	38-mins	8-mins
Leisure and Fitness	Albourne Play Recreation Ground	1.0-kilometre	13-mins	2-mins
Retail	Hurstpierpoint Village Centre	2.6-kilometres	35-mins	8-min

*Measured from the centre of WHF.



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Figure 2-11: Local Amenities Plan



3 DELIVERY OF SUSTAINABLE DEVELOPMENT

3.1 INTRODUCTION

- 3.1.1 This section of the note firstly describes opportunities for promoting long-term sustainable travel patterns and behaviours amongst future households and end-users of the proposed development at the promoted site. It then describes how safe and sustainable access/connectivity will be achieved.

3.2 OPPORTUNITIES FOR SUSTAINABLE TRAVEL

- 3.2.1 The promoted site lies adjacent to the eastern and western sections of the proposed DPSC3 site allocation, which will provide sustainable connectivity from the proposed residential development to education, employment, and retail offerings.
- 3.2.2 The emerging proposals provide an opportunity to link the eastern and western land parcels, improving the sustainable accessibility of both and contributing towards a modal shift from private car towards the more sustainable travel options for various journey purposes.
- 3.2.3 As set out in the Mid Sussex District Plan 2021 – 2039 Submission Draft (Regulation 19), the proposed DPSC3 site allocation includes the provision of a new neighbourhood centre located on the eastern part of the site, containing a range of community facilities including a library, café, retail, co-working space, employment and potential healthcare. A local centre is also proposed for the western section of the DPSC3 site allocation. In addition, the DPSC3 site allocation includes a new all-through 2FE (expandable to 3FE) primary and 4FE (expandable to 6FE) secondary school with provision of Early Years and Special Support Centre Provision and associated playing pitches.
- 3.2.4 The presence of these amenities within a short walk and cycle journey of the promoted site will provide numerous opportunities for future households and end-users of the proposed development to adopt long-term sustainable travel patterns/behaviours and reduce their dependency on private car use.

3.3 SUSTAINABLE ACCESS AND CONNECTIVITY

- 3.3.1 To provide for the sustainable development and wider benefit, the promoted site will take advantage of the proposed enhancements, which will be delivered as part of the wider DPSC3 site allocation, as well as provide new infrastructure.

VEHICULAR

- 3.3.2 As set out in the Sayers Common Garden Village Vision Document, the wider DPSC3 site allocation will be served by the creation of a new spine road that forms a give-way priority junction, located off the western side of the B2118 London Road. The new spine road would follow a north-east to south-west alignment through the eastern section of the DPSC3 site allocation, prior to merging with the B2116 Henfield Road at a point east of Oak Vale Cottages.
- 3.3.3 The creation of the new spine road that connects to the B2118 London Road provides an opportunity to reduce the volume of vehicular traffic movements along Reeds Lane and the eastern section of the B2116 Henfield Road that passes through Albourne village centre. This will be achieved by altering the priority in favour of the new spine road and changing the alignment of the eastern section of the B2118 London Road.



- 3.3.4 As shown on the proposed Concept and Visual page of the West House Farm Design Report, (attached at **APPENDIX B**) the promoted site could be served by the creation of a new primary access located off the Henfield Road, along with a secondary access onto the southern side of the B2116 Henfield Road.
- 3.3.5 The promoted site together with the wider DPSC3 site allocation will fundamentally change the characteristics and appearance of the eastern section of the B2116 Henfield Road from being rural to urban in nature, through the provision of footways and a more active frontage. This will provide an opportunity to reduce the speed limit and implement traffic calming measures, in-turn creating a low speed and lightly trafficked environment, conditions, which are conducive to encouraging journeys on-foot and by cycle.
- 3.3.6 The introduction of traffic calming in the form of horizontal deflection measures along both the eastern section of the B2116 Henfield Road and Reeds Lane will effectively introduce a 'time-penalty' for motorised users travelling in both an easterly and westerly direction, thereby reducing the attractiveness of these routes.
- 3.3.7 The design of the proposed primary and secondary access points would be in accordance with national and regional design guidance with regards to geometric design and visibility requirements. The design of the internal layout will prioritise sustainable travel modes over the use of private car.

PEDESTRIAN AND CYCLE

- 3.3.8 As part of the wider infrastructure proposals for the DPSC3 site allocation, there is an opportunity to provide fully segregated cycleways and footways, as well as upgrade existing PRoW, which traverse the promoted site, to potentially provide dedicated travel corridors to existing and proposed amenities available on-foot and by cycle in Albourne and Sayers Common.
- 3.3.9 These are shown on the pedestrian and cycle plan, attached at **APPENDIX B** of this note.
- 3.3.10 There is also potential to provide new controlled and uncontrolled crossing facilities at locations where the PRoW intersects with the B2116 Henfield Road, thereby providing safe and convenient access for pedestrians other vulnerable users.

PUBLIC TRANSPORT

- 3.3.11 The promoted site in conjunction with the wider DPSC3 site allocation will provide an opportunity for new and enhanced public transport infrastructure and services to be established between Albourne, Sayers Common and other local and regional destinations. Most notably, as outlined in the Mid Sussex District Plan 2021 – 2039 Submission Drat (Regulation 19), the DPSC3 is committed to delivering two transport mobility hubs located close to/within each of the neighbourhood and local centres. These hubs will include public transport connections as well a co-location of delivery lockers and shared transport facilities (i.e. cycle/E-bike, Car Club, Electric Vehicle charging points, taxi pick-up/drop-off points).



4 MULTI-MODAL TRIP GENERATION AND IMPACT ASSESSMENT

4.1 INTRODUCTION

4.1.1 This section of the note presents the methodology for establishing the multi-modal trip generation of the residential-led development proposals and associated impact on the highway and transport networks.

4.2 TRIP GENERATION

4.2.1 To provide an indication of the vehicular trip generating potential of the proposed development, the origin and destination trip rates for Local Plan Rural Residential Sites were extracted from Table 1 of The Mid Sussex Transport Study District Plan Review Scenario 5 Report (dated 26th January 2024. These trip rates (see **Table 4-1**), obtained from the TRICS land-use category 'M – Mixed Private/Affordable Housing' were then applied to the proposed number of residential units (i.e 300).

Table 4-1: Vehicular Trip Rates – Mixed Private/Affordable Housing (Local Plan Rural Residential Sites)

TIME PERIOD	TRIP RATES		
	ARRIVALS*	DEPARTURES**	TOTAL
AM Peak (08:00 – 09:00)	0.111	0.373	0.484
PM Peak (17:00 – 18:00)	0.316	0.164	0.480
*AM/PM Destination			
**AM/PM Origin			

4.2.2 As shown in **Table 4-2**, the proposed development would have the potential to generate in the order of 145 and 144 two-way vehicular movements during the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour periods, respectively. This equates to circa 2 vehicular movements per minute.

Table 4-2: Vehicular Trip Generation (300 Units)

TIME PERIOD	TRIP RATES		
	ARRIVALS	DEPARTURES	TOTAL
AM Peak (08:00 – 09:00)	33	112	145
PM Peak (17:00 – 18:00)	95	49	144

4.2.3 To establish the multi-modal trip generation of the proposed development, the total vehicular movements were cross referenced with 'QS701EW - Method of Travel to Work' data from the 2011 Census for the 'Mid Sussex 016' Middle Layer Super Output Area (MSOA).

4.2.4 As shown in **Table 4-3**, it is evident that the majority (71%) of households living within the MSOA encompassing the site are dependent on travelling by single occupancy vehicle (SOV) to various workplace destinations. A significant proportion (12%) travel by public transport (predominately by rail). A further 10% travel by the 'active' modes of walking and cycling. A copy of the 2011 Census Output is attached at **APPENDIX C** of this note.



Table 4-3: 2011 Census Method of Travel to Work Modal Split (Mid Sussex 016 MSOA)

MODE*	COUNT	%
Car Driver	2,609	71%
Car Passenger	177	5%
Underground, Metro, Light Rail, Tram	6	0%
Train	359	10%
Bus, Minibus or Coach	61	2%
Pedestrians	310	8%
Cyclists	67	2%
Other**	61	1%
TOTAL	3,650	100%
* Excludes Homeworking		
** Includes Motorcycle, Scooter/Moped, Taxi, Light Rail and Other		

4.2.5 As shown in **Table 4-4**, the proposed development is anticipated to generate in the order of 205 and 203 two-way multi-modal movements throughout the weekday AM and PM peak hour periods. Of these, approximately 71%, equating to 145 and 144 two-way movements would be undertaken by SOV.

Table 4-4: Multi-Modal Trip Generation – Weekday AM and PM Peak Hour Periods (300-Units)

METHOD OF TRAVEL TO WORK	AM PEAK (08:00 – 09:00)			PM PEAK (17:00 – 18:00)		
	ARR	DEP	TOTAL*	ARR	DEP	TOTAL*
Car Driver	33	112	145	95	49	144
Car Passenger	2	8	10	6	3	10
Underground, Metro, Light Rail, Tram	0	0	0	0	0	0
Train	5	16	20	13	7	20
Bus, Minibus or Coach	1	3	3	2	1	4
Pedestrians	4	13	17	11	6	17
Cyclists	1	3	4	2	1	4
Other**	1	2	3	2	1	3
TOTAL	47	158	205	134	69	203
*Rounding error in Excel						
**Includes Taxi, Motorcycle, Scooter/Moped and Other						

4.3 WIDER IMPACT

4.3.1 MSDC have commissioned SYSTRA to build and apply a strategic highway model to underpin the Mid Sussex Transport Study (MSTS).

4.3.2 The Mid Sussex Strategic Highway Model (MSSHM) informs the Mid Sussex Transport Study (MSTS). Scenario 5 of the MSTS considers the impact of development in 2039 with Local Plan development, allowing for the potential impact of initial car trip rate reductions as a result of home working, internalisation, and mode share assumptions for trips to and from the scenario's significant site developments (2039 Scenario 5m2).



- 4.3.3 As set out in Table 1 of the Mid Sussex Transport Study, the 2039 Scenario 5m2 considered a total of 20,505 residential units. The results of the modelling revealed that there was not a 'severe' impact on the A23/B2118 Sayers Common junction during the weekday AM and PM peak hour periods.
- 4.3.4 Notwithstanding the above, the potential impact of the proposed development and wider DPSC3 site allocation, and associated impact on the local and strategic highway and transport networks would be considered as part of a detailed Transport Assessment (TA), prepared in support of a future planning application.



5 SUMMARY

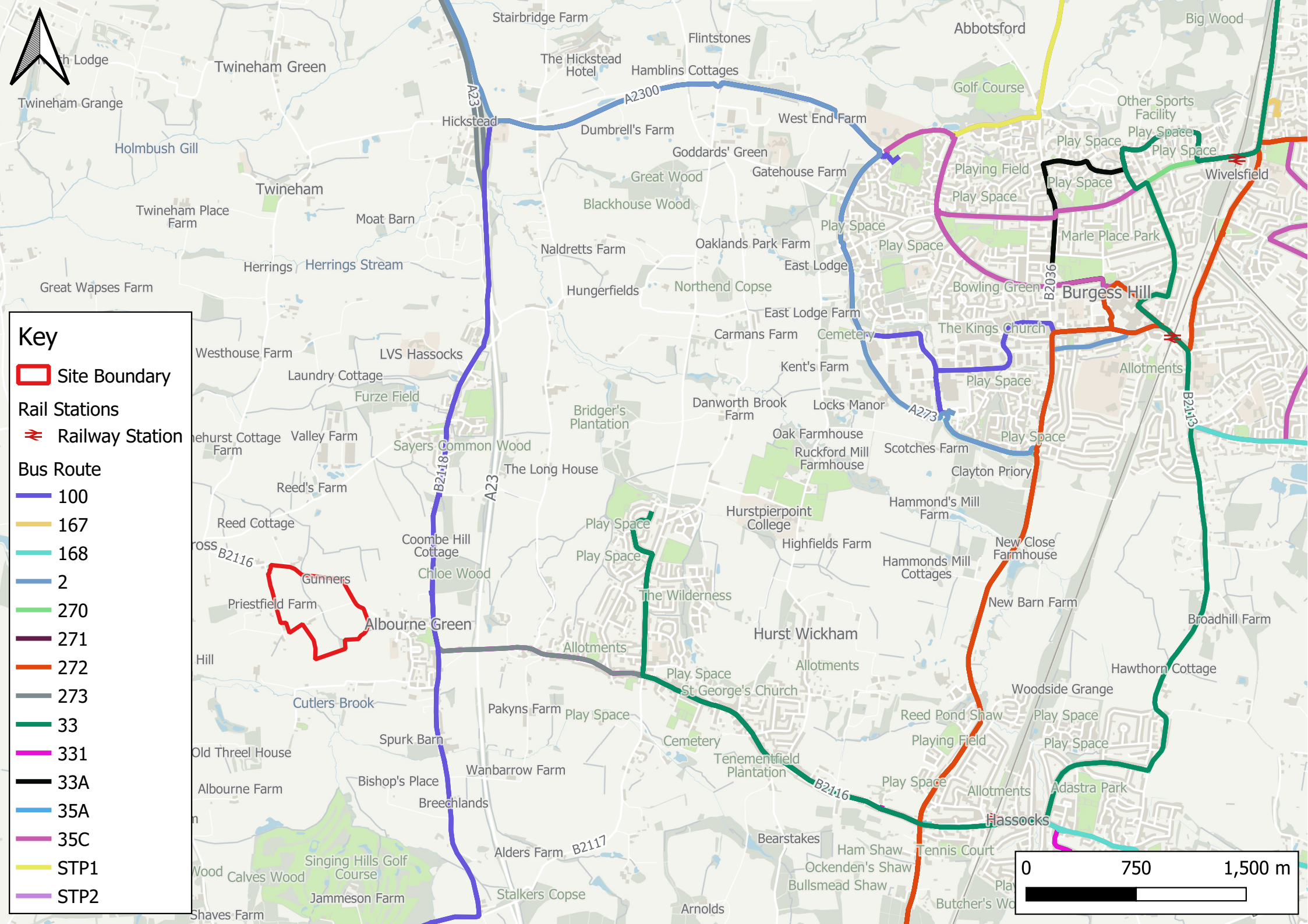
- 5.1.1 This THTN has been prepared by VTP on behalf of the Landowners of West House Farm (WHF) to support the allocation of a residential-led development on land at West House Farm (WHF), which is located immediately adjacent, and between, the eastern and western sections at the southern end of the proposed allocation DPSC3, Land to the South of Reeds Lane, Sayers Common (Sayers Common Garden Village) in Albourne, West Sussex.
- 5.1.2 In summary, the THTN demonstrates: -
- ⦿ The site, despite its rural location benefits from being within reasonable cycle distance of local amenities including public transport infrastructure/services (i.e. Hassocks rail station), thereby providing opportunities for future households of the proposed development to adopt long-term sustainable travel patterns and behaviours for various journey purposes.
 - ⦿ The proposed development in conjunction with the wider DPSC3 site allocation offers significant potential to alleviate the volume of vehicular traffic movements along both Reeds Lane and the eastern section of the B2116 Henfield Road through the delivery of a new spine road. The creation of a lightly trafficked and low speed environment along these sections of the highway will provide favourable conditions to non-motorised users gaining access to Albourne, Sayers Common, and other local destinations.
 - ⦿ The proposed development would have the potential to generate in the order of 145 and 144 two-way vehicular movements during the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour periods, respectively. This equates to circa 2 vehicular movements per minute.
 - ⦿ The results of the modelling revealed that there was not a 'severe' impact on the A23/B2118 Sayers Common junction during the weekday AM and PM peak hour periods.



APPENDIX A

BUS NETWORK PLAN



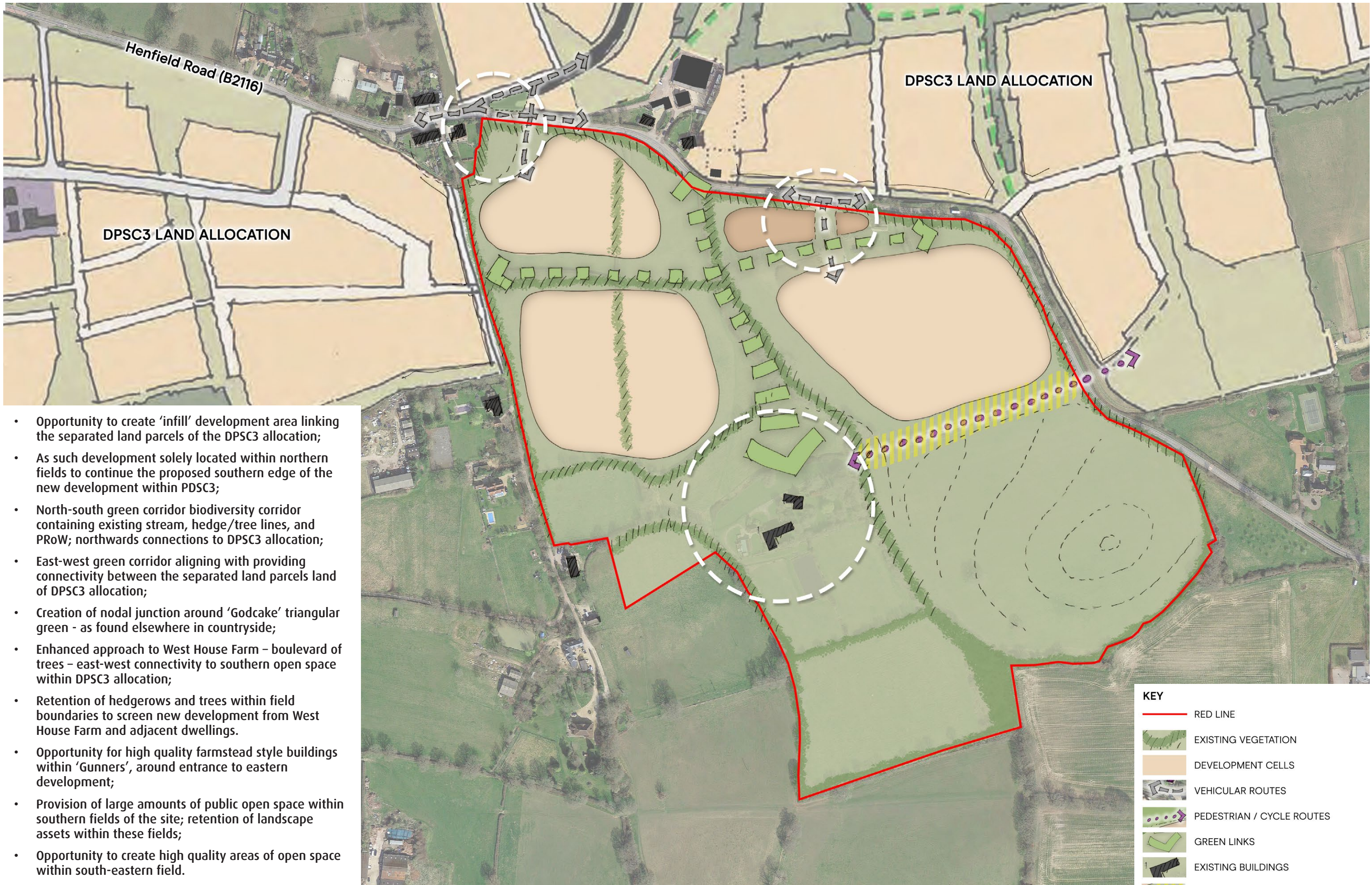


APPENDIX B

PROPOSED PLANS



Concept & Vision



- Opportunity to create 'infill' development area linking the separated land parcels of the DPSC3 allocation;
- As such development solely located within northern fields to continue the proposed southern edge of the new development within PDSC3;
- North-south green corridor biodiversity corridor containing existing stream, hedge/tree lines, and PRoW; northwards connections to DPSC3 allocation;
- East-west green corridor aligning with providing connectivity between the separated land parcels land of DPSC3 allocation;
- Creation of nodal junction around 'Godcake' triangular green - as found elsewhere in countryside;
- Enhanced approach to West House Farm – boulevard of trees – east-west connectivity to southern open space within DPSC3 allocation;
- Retention of hedgerows and trees within field boundaries to screen new development from West House Farm and adjacent dwellings.
- Opportunity for high quality farmstead style buildings within 'Gunners', around entrance to eastern development;
- Provision of large amounts of public open space within southern fields of the site; retention of landscape assets within these fields;
- Opportunity to create high quality areas of open space within south-eastern field.