

FAIRFAX ACQUISITIONS LIMITED

ANSTY GARDEN COMMUNITY

FRAMEWORK TRAVEL PLAN

**REPORT REF.
2207280-R10**

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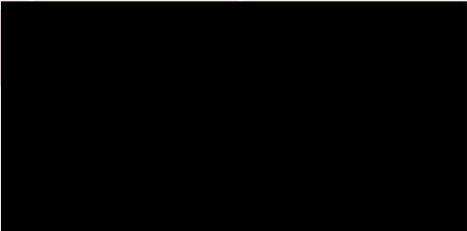
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Document Control Sheet

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1. CONTEXT

Background

- 1.1 Ardent Consulting Engineers (ACE) has been commissioned by Fairfax Acquisitions Limited to provide transport advice in support of the proposed development at the Land Adjoining Ansty in Mid Sussex.
- 1.2 This Framework Travel Plan (FTP) has been prepared to accompany the submission of an Outline Planning Application (OPA) with all matters being reserved except for the means of access. The description of the development is as follows:
- "Outline planning application (All matters reserved except for access) for the redevelopment of land to the east of Ansty to create a new Garden Community, comprising of the erection of up to 1,450 homes (including 30% affordable housing), up to 90 residential care (C2 units), a primary school, new SEND school, sports facilities including all weather hockey pitches and tennis centre, allotments, retail, community and employment uses together with ancillary and associate development including new and enhanced pedestrian/cycle routes, open spaces, and landscaping."*
- 1.3 The Local Planning Authority (LPA) is Mid Sussex District Council (MSDC) and the Local Highways Authority is West Sussex County Council (WSCC), with National Highways (NH) retaining specific responsibility for the A23 corridor. Also relevant to the proposals are Active Travel England (ATE), who became a highways-relevant statutory consultee in June of 2023.
- 1.4 This FTP sets out the principles and parameters that will be adopted in the production of a Full Travel Plan. It is expected that the means of securing the implementation of the Full Travel Plan would be conditioned as part of the planning application.
- 1.5 The FTP supports the mitigation identified in the Transport Assessment (**ACE Reference 2207280-R09**) in demonstrating how sustainable transport opportunities would be promoted to minimise the residual impact of car traffic, as per Para 111 of the National Planning Policy Framework (NPPF, July 2023).

Policy Context

- 1.6 This section of the FTP reviews the policy context in which the application is made, addressing the policy base of MSDC, WSCC, NH and ATE where applicable.

MSDC Policy Context

Adopted Mid Sussex District Plan 2014 – 2031

- 1.7 The Mid Sussex District Plan 2014 – 2031 is the adopted local plan position of MSDC, being formally adopted in March of 2018. The plan outlines the vision and policies for development in Mid Sussex. The vision for Mid Sussex centres around four key themes:

- *"Protecting and enhancing the environment;*
- *Promoting economic vitality;*
- *Ensuring cohesive and safe communities; and*
- *Supporting healthy lifestyles."*

- 1.8 Policy DP21 (Transport) of the adopted Mid Sussex District Plan reads as follows:

"Development will be required to support the objectives of the West Sussex Transport Plan 2011 – 2026, which are;

- *A high quality transport network that promotes a competitive and prosperous economy;*
- *A resilient transport network that complements the built and natural environment whilst reducing carbon emissions over time;*
- *Access to services, employment and housing; and*
- *A transport network that feels, and is, safer and healthier to use.*

To meet these objectives, decisions on development proposals will take account of whether:

- *The scheme is sustainably located to minimise the need for travel noting there might be circumstances where development needs to be located in the countryside, such as rural economic uses (see policy DP14: Sustainable Rural Development and the Rural Economy);*

- *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 is designed to adoptable standards, or other standards agreed by the Local Planning Authority, including road widths and size of garages;*
- *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;*
- *The scheme protects the safety of road users and pedestrians; and*
- *The scheme does not harm the special qualities of the South Downs National Park or the High Weald Area of Outstanding Natural Beauty through its transport impacts.*

Where practical and viable, developments should be located and designed to incorporate facilities for charging plug-in and other ultra-low emission vehicles.

Neighbourhood Plans can set local standards for car parking provision that it is based upon evidence that provides clear and compelling justification for doing so."

1.9 Policy DP22 (Rights of Way and other Recreational Routes) reads as follows:

"Rights of Way, Sustrans national cycle routes and recreational routes will be protected by ensuring development does not result in the loss of or does not adversely affect a right of way or other recreational routes unless a new route is provided which is of at least an equivalent value and which does not sever important routes.

Access to the countryside will be encouraged by:

- *Ensuring that (where appropriate) development provides safe and convenient links to rights of way and other recreational routes;*
- *Supporting the provision of additional routes within and between settlements that contribute to providing a joined up network of routes where possible;*
- *Where appropriate, encouraging making new or existing rights of way multi-functional to allow for benefits for a range of users. (Note 'multi-functional will generally mean able to be used by walkers, cyclists and horse-riders)."*

Draft Mid Sussex District Plan 2021 – 2039

1.10 As per national policy, MSDC have commenced a District Plan Review, due to be completed in 2023. The draft District Plan 2021 – 2039 was published for the Regulation 18 consultation process between the 7th November and the 19th December 2022.

1.11 As with the adopted local plan, the draft local plan sets out the vision and objectives for Mid Sussex. The draft local plan sets out three key themes for Mid Sussex:

- *"Environment: Protecting and enhancing the natural, built, and historic environment;*
- *Economy: Promoting economic vitality; and,*
- *Social: Ensuring cohesive, safe and healthy communities."*

1.12 Chapter 12 of the draft local plan concerns transport policy in Mid Sussex. Policy DPT1: Placemaking and Connectivity reads as follows:

"Development shall 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 these objectives:

- a) 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.*
- b) 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.*
- c) Development shall integrate relevant requirements of Chapter 4 of the Mid Sussex Design Guide SPD and be designed to prioritize sustainable and active modes of travel, providing safe and convenient routes for walking and cycling through the development and linking with existing and enhanced networks beyond; before the highway layout is planned.*
- d) Create liveable communities which strive to embody the 20-minute neighbourhood concept and deliver attractive, healthy places that have a permeable street network within the site with clearly defined route hierarchies that are safe and designed for all users and supporting desirable opportunities for people to choose not to travel by car.*
- e) New streets shall be designed to adoptable standard which can easily incorporate advanced digital infrastructure, including fibre."*

1.13 Policy DPT2 (Rights of Way and Other Recreational Routes) reads as follows:

"Rights of way, Sustrans national cycle routes and recreational routes will be protected by ensuring development does not result in the loss of or does not adversely affect a right of way or other recreational routes unless a new route is provided which is of at least an equivalent value and which does not sever important routes.

Access to the countryside will be encouraged by:

Ensuring that (where appropriate) development provides safe and convenient links to rights of way and other recreational routes;

Supporting the provision of additional routes within and between settlements that contribute to providing a joined up network of routes where possible;

Where appropriate, encouraging making new or existing rights of way multi-functional to allow for benefits for a range of users. (Note: 'Multi-functional will generally mean able to be used by walkers, cyclists and horse-riders)."

1.14 Policy DTP 3 (Active Travel) reads as follows:

"Development will be required to help remove barriers to active travel and create a healthy environment in which people choose to walk and wheel; facilitated by:

- a) Where appropriate, providing high quality, fit for purpose active travel infrastructure, within the development which links to existing networks and builds on the schemes identified in the Mid Sussex Local Cycling and Walking Infrastructure Plan (LCWIP).*
- b) Providing appropriate levels of cycle parking facilities (taking account of WSCC Guidance on Parking at New Developments 2020 and subsequent iterations), well designed and laid out to be under cover, secure, conveniently located and easily accessible, close to the main entrance of the premises and in accordance with the guidance in the Mid Sussex Design Guide SPD."*

1.15 Policy DPT4: Parking and Electric Vehicle Charging Infrastructure reads as follows:

"Development will be required to:

- a) Provide adequate and well-integrated car parking, taking account of guidance in the Mid Sussex Design Guide SPD and the WSCC Guidance on Parking at New Developments (2020 and subsequent iterations) along with the accessibility of the site to services and sustainable travel infrastructure, and the type, mix and use of development.*
- b) Parking associated with all new residential development shall be laid out to ensure the relevant requirements of Schedule 1 Part S of the Building Regulations regarding Electric Vehicle Charging are met.*
- c) All new non-residential buildings with more than 10 associated parking spaces within the site boundary, shall provide a minimum of 2 'Fast' (7kW) or faster,*

Electric Vehicle Charging points; cable routes shall be provided for 50% of the remaining total number of spaces.”

WSSC Policy Context

West Sussex Transport Plan 2022 to 2036

1.16 The West Sussex Transport Plan 2022 to 2036 sets out the overall strategy for WSSC as highway authority, being formally adopted in April of 2022. The plan outlines the vision and policies for transport across West Sussex. The plan focuses on the following four themes:

- *“Prosperous West Sussex*
- *Healthy West Sussex*
- *Protected West Sussex*
- *Connected West Sussex”*

1.17 Which are supported by a further 17 objectives which are as follows:

“Objective 1: Support sustainable economic prosperity across the County by enabling recovery from the COVID-19 pandemic and levelling-up underperforming areas.

Objective 2: Support development and regeneration plans across the County by enabling local living and through strategic investments, particularly in sustainable modes of transport, at the right time and place to ensure the transport network is fit for the future.

Objective 3: Accommodate the needs of an ageing population that is expected to grow most in existing settlements in the Gatwick Diamond and Coastal West Sussex Areas.

Objective 4: Avoid where possible and minimise air, noise and light pollution from use of the transport network to minimise impacts on public health and well-being.

Objective 5: Ensure the transport network allows residents and visitors (including people with disabilities) to live healthy lifestyles with good access to green and blue spaces, particularly the West Sussex coast and the protected South Downs, High Weald and Chichester Harbour.

Objective 6: Ensure rural communities can live locally by accessing local services or nearby towns.

Objective 7: Enable the transport network to achieve net zero carbon emissions by 2050.

Objective 8: Avoid where possible and minimise the impacts of the transport network on natural resources and on the natural, built and historic environment.

Objective 9: Improve the transport network whilst conserving and enhancing biodiversity.

Objective 10: To monitor and adapt infrastructure to the effects of climate change.

Objective 11: Reduce the need to travel by car by enabling local living.

Objective 12: Improve the efficiency of the County Strategic Road Network, particularly east-west routes including the A27, through targeted improvements to address congestion, pollution, rat-running and road safety issues on strategic or local routes.

Objective 13: Minimise the impacts on the transport network of surface access to Gatwick Airport by passengers and employees and ensure transport network improvements take the needs of other users and communities that share these routes into account.

Objective 14: Ensure the rail network is an attractive option for travel between West Sussex towns and to surrounding cities by improving the speed and quality of West Coastway and Arun Valley Line services, capacity on the Brighton Main Line and integration with other modes of transport.

Objective 15: Improve bus network efficiency and integration by reducing the effects of congestion into and within West Sussex towns, particularly where there are gaps in the rail network.

Objective 16: Ensure the bus network is customer focussed and integrated with other modes of transport to provide an attractive option for journeys to nearby towns.

Objective 17: Extend and improve the network of active travel facilities so it is coherent and high quality enough to make active travel an attractive, safe option for short distance trips and to transport interchanges."

Ministry of Housing, Communities and Local Government

National Planning Policy Framework

1.18 The National Planning Policy Framework (NPPF) is the basis for all planning policy in England. Paragraph 10 states that *"... at the heart of the framework is a presumption in favour of sustainable development."*

1.19 The revised NPPF was published in July 2021. It states that all developments that generate significant levels of traffic should provide a Travel Plan:

"All developments that will generate significant amounts of movements should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

1.20 While the NPPF has replaced the specific provisions of the Travel Plans, Transport Assessments and Statements (March 2014) guidance, the requirements are still guided by an understanding of what a Travel Plan should identify. This states that:

"Travel Plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate.

They should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met."

1.21 In accordance with this, Travel Plans should evaluate and consider the following:

- Baseline travel data;
- Details of the proposed development and forecast trips;
- Information regarding existing travel habits in the local area;
- Proposals to reduce the need for travel to/from the site by all means of transport; and,
- Proposed improvements to public transport services.

2. BASELINE CONDITIONS

Site Location

- 2.1. The proposed development lies within West Sussex County Council’s administrative area, immediately adjacent to the village of Ansty. The site is situated approximately 4km to the west of Haywards Heath and 6km to the north of Burgess Hill.

Accessibility Review

- 2.2. The following paragraphs set out the accessibility of the site in terms of the existing conditions for all relevant modes of travel. This review therefore represents the baseline accessibility of the site, prior to any improvements included within the proposals.

Local Amenities and Facilities

- 2.3. A number of facilities catering for everyday needs are available within Ansty and Cuckfield, including Ansty Football and Cricket Club and a Co-Op foodstore within Cuckfield. The locations of these facilities are shown in **Figure 2.1** below.

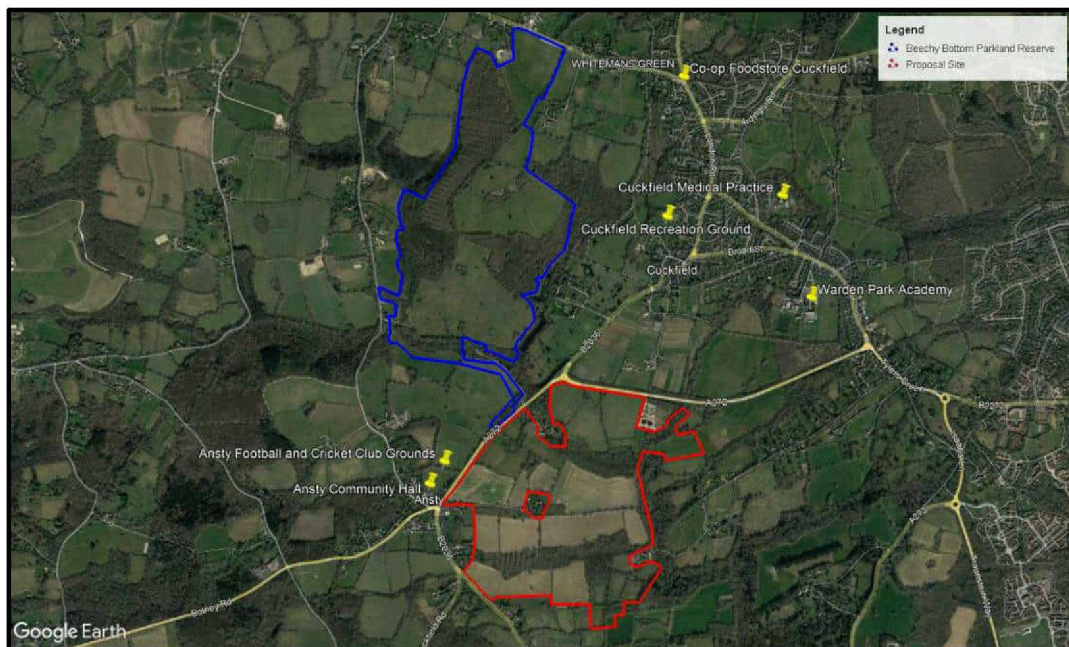


Figure 2.1: Existing Local Facilities

Accessibility by Foot

- 2.4. The Chartered Institution of Highways and Transportation (CIHT) document Providing for Journeys on Foot (2000) recommends acceptable walking distances of between 400m (“Desirable”) for general journeys and 2km (“Preferred Maximum”) for commuting and journeys to school purposes.
- 2.5. The Governments’ Manual for Streets (MfS) itself identifies walkable neighbourhoods as being those typically characterised by having a range of facilities within an 800m (10-minute) walk distance. However, this is not an upper limit, with walking offering the greatest potential to replace short car trips, particularly for those journeys under 2km.
- 2.6. A series of Public Rights of Ways (PRoWs) run through the proposal site including Footpaths 62CR, 65CR, 69CR and 72CR. The WSCC Local Land Changes Team have advised that there is an outstanding application for the addition of a PRoW between Courtmead Road and Newbury Lane in Cuckfield.
- 2.7. An extract from the West Sussex PRoW map showing the PRoWs that run through and surround the site, including the location of the application for a new footpath mentioned above, is shown in **Figure 2.2** below.

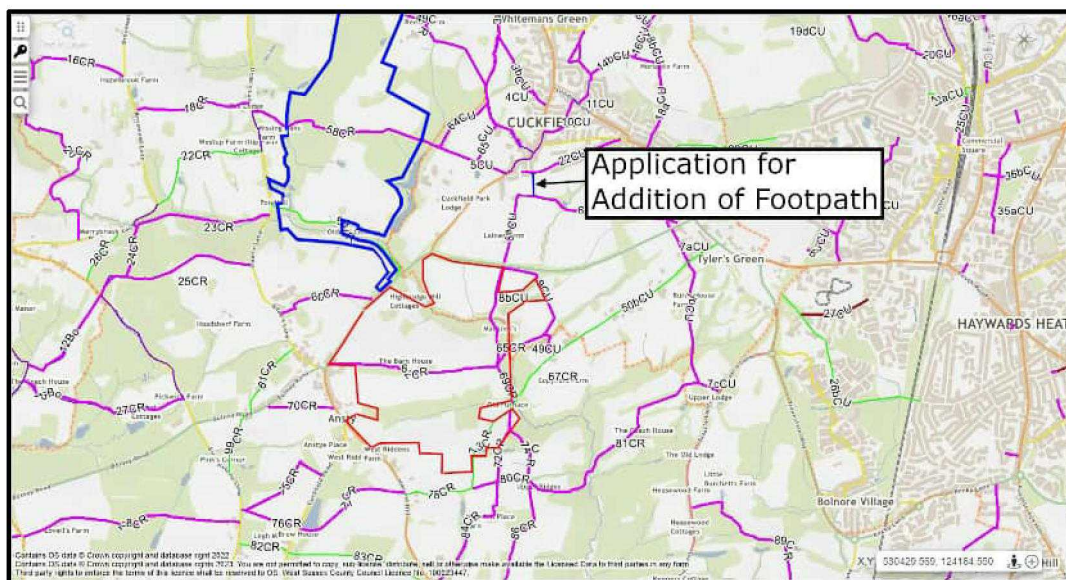


Figure 2.2: WSCC PRoWs within the Vicinity of Proposal Site

- 2.8. The PRoWs detailed in **Figure 2.2** connect the site to a variety of destinations, including the village of Ansty adjacent to the western edge of the proposal site, to the larger village of Cuckfield to the north of the proposal site and also towards

Haywards East from routes on the eastern boundary of the site that extend eastwards, including Copyhold Lane. In the case of the latter, this is a bridleway and so can be used by both pedestrians and cyclists.

- 2.9. The A272 runs broadly along a north/south alignment to the west of the site and incorporates a footway on the western side. This footway extends north along the western side of the B2036 into the centre of Cuckfield, whilst it also extends south into the centre of Ansty where there are dropped kerb/tactile available at pedestrian crossing points.
- 2.10. Further south within Ansty, a footway is present along the eastern side of the B2036 from the A272 mini-roundabout junction to the Cuckfield Road/B2036 junction, where the footway terminates. There is currently no footway in place along the B2036 Harvest Hill along the site frontage.

Accessibility by Cycle

- 2.11. Bridleways 73CR and 67CR run to the southwest of the proposal site, connecting the B2036 Harvest Hill to Copyhold Lane towards Haywards Heath. A local cycle route is present to the east of the proposal site, connecting Tylers Green into central Haywards Heath.
- 2.12. An extract from OpenCycleMap.org showing the above local cycle route is shown in **Figure 2.3** below.

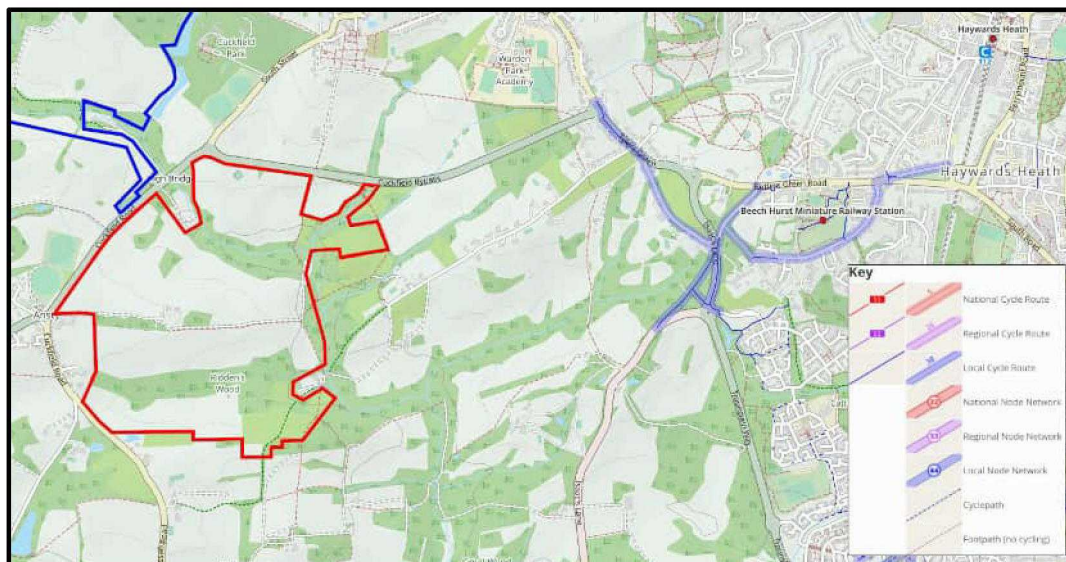


Figure 2.3: Cycle Routes within the Vicinity of Proposal Site

2.13. Mid-Sussex published its Local Cycling and Walking Improvement Plan (LCWIP) in March 2023, as part of the WSCC Active Travel Strategy. The LCWIP forms part of the evidence base for the Mid Sussex District Plan review, specifically proposed Policy DPT 3 Active Travel which states:

"Development will be required to help remove barriers to active travel and create a healthy environment in which people chose to walk and wheel; facilitated by, where appropriate, providing high quality, fit for purpose active travel infrastructure, within the development which links to existing networks and builds on the schemes identified in the Mid Sussex Local Cycling and Walking Infrastructure Plan (LCWIP)".

2.14. Within the LCWIP, the typical origin-destination pairs are shown below, in **Figure 2.4** below. The site is denoted by a red star.

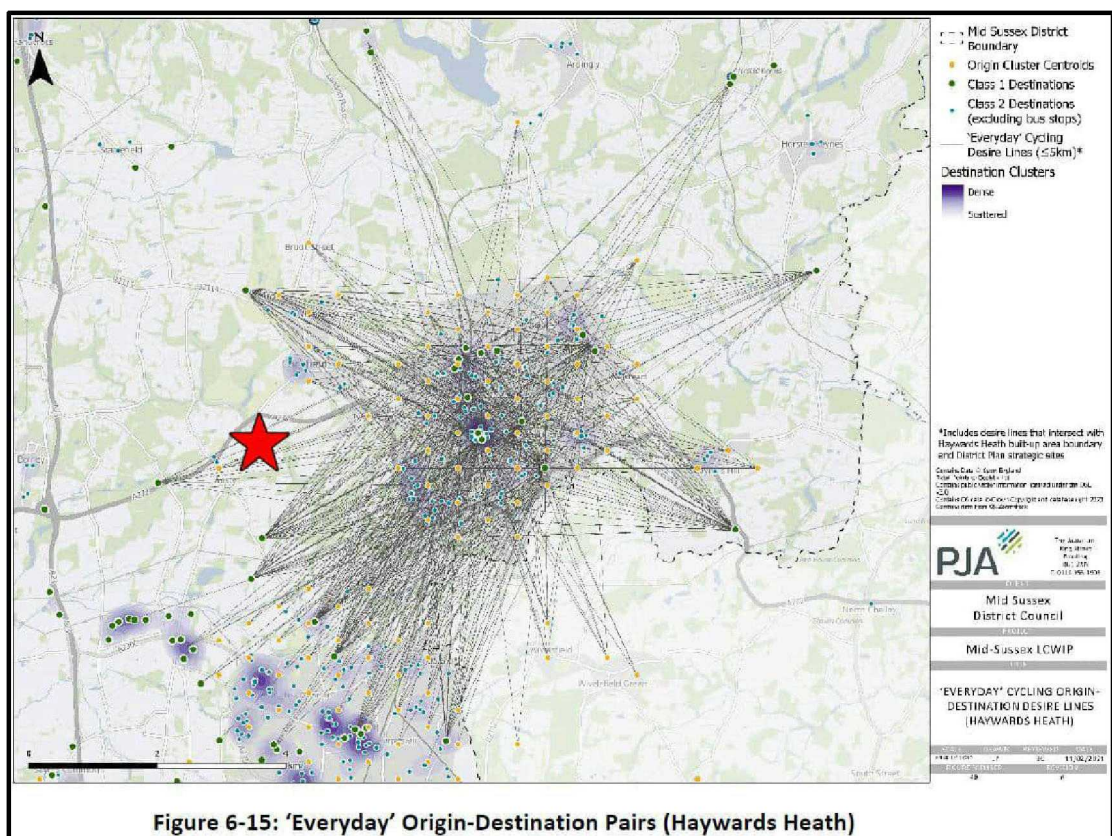


Figure 6-15: 'Everyday' Origin-Destination Pairs (Haywards Heath)

Figure 2.4: Every Day Origin-Destination Pairs (reproduced from Figure 6-15 of LCWIP 2023)

2.15. The above shows that the existing propensity for cycling to/from the village Ansty will mainly be from and towards Haywards Heath. Limited demand is expected to/from the West.

Accessibility by Public Transport

- 2.16. The closest existing bus stops to the site are located within Ansty, on either side of the A272 Bolney Road. Both stops are exclusively served by Compass Travel bus route 89 between Horsham and Haywards Heath, which operates at a frequency of one bus per hour on weekdays, with no service on Saturdays or Sundays.
- 2.17. Other bus routes run through Cuckfield and Haywards Heath, which are shown on the diagram in **Figure 2.5** below.

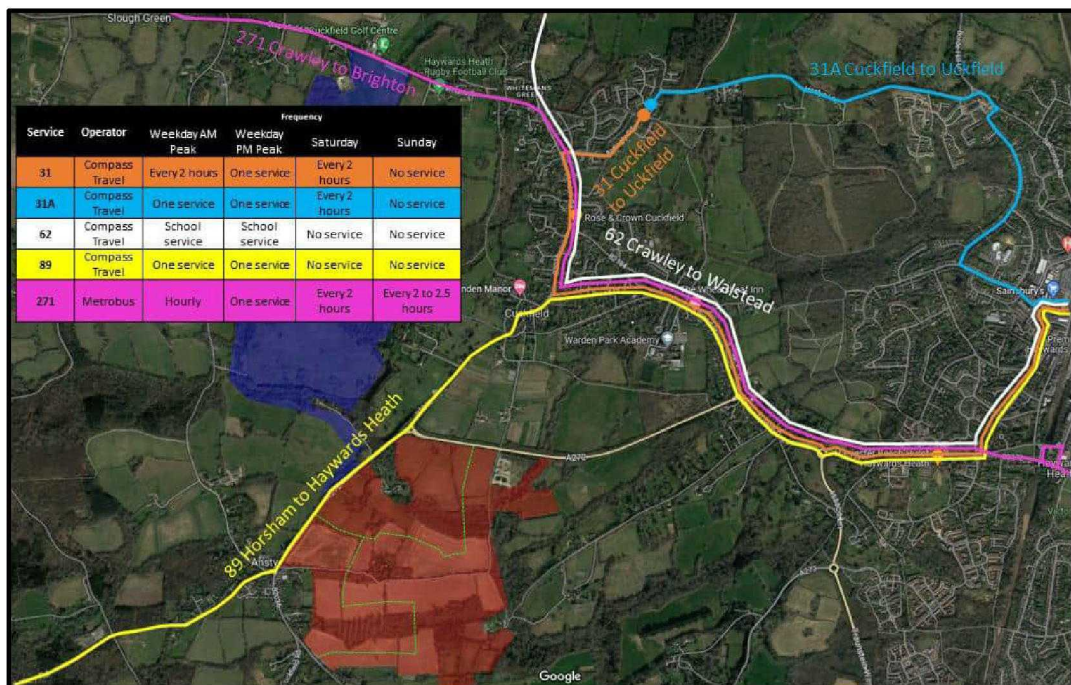


Figure 2.5: Local bus routes within the Vicinity of the Site

- 2.18. The nearest train station to the proposal site is located within Haywards Heath, approximately 3.5km from the centre of the proposal site. Typical off-peak service for Haywards Heath Train Station includes:
- 2 Trains per hour to Bedford
 - 2 Trains per hour to Cambridge
 - 6 Trains per hour to London Victoria
 - 6 Trains per hour to Brighton
 - 2 Trains per hour to Eastbourne
 - 2 Trains per hour to Littlehampton

Summary

2.19. A summary of this section of the report is as follows:

- There are a number of local facilities located within Ansty and Cuckfield, which allows for a degree of 'local living' by catering for some of the needs to existing residents, thereby minimising the need to travel and/or reducing journey times.
- The site is surrounded by a network of PRowS, including footpaths and bridleways, with a series of complementary routes located within the site boundary.
- There is an existing propensity to cycle from Ansty Village, with the primary pole of attraction being towards and East and Haywards Heath.
- Public transport in the area includes an existing bus service that runs directly adjacent to the proposal site, which also serves the closest railway station.

3. THE PROPOSED DEVELOPMENT

Introduction

- 3.1. This section of the report sets out the parameters for the proposed development, including the quantum of development, internal road layout and parking provision.

Development Composition

- 3.2. The description of development for the OPA is as follows:

"Outline planning application (All matters reserved except for access) for the redevelopment of land to the east of Ansty to create a new Garden Community, comprising of the erection of up to 1,450 homes (including 30% affordable housing), up to 90 residential care (C2 units), a primary school, new SEND school, sports facilities including all weather hockey pitches and tennis centre, allotments, retail, community and employment uses together with ancillary and associate development including new and enhanced pedestrian/cycle routes, open spaces, and landscaping."

Movement Principles

- 3.3. The site lies at the confluence of a number of movement corridors which provides access opportunities for future residents of the proposed development but also delivers improvements for existing residents of nearby settlements.
- 3.4. At the heart of the design of the Masterplan lies the principle of the 'walkable neighbourhood', which was originally enshrined within the Government's Manual for Streets guidance.
- 3.5. The proposed development will be arranged in such a way that it delivers a permeable network of streets in order to enhance pedestrian and cycle movements within the development and provide direct links to existing PRowS. Priority is also provided for public transport, through the establishment of a dedicated Bus Route, alongside this pedestrian/cycle infrastructure.

In designing the access and movement strategy for the development, a positive skew towards sustainable modes of travel has been centred, with private car travel being a lower priority. Therefore where active travel corridors are designed to be

direct, legible and prioritised throughout the layout, the comparable vehicular routes are less direct and longer in length.

- 3.6. While the natural choice for internal travel and travel to/from Ansty will always be for people to walk, cycle or wheel, some car travel must be facilitated in simple recognition that some end users may have originated from places that do not lend themselves as well to alternative modes of transport.
- 3.7. The design choices that have been taken are all thus about increasing travel options for residents, employees, students and/or visitors and, where car travel is unavoidable, to ensure that such movement can be accommodated and undertaken sustainably, including through the provision of Electric Vehicle (EV) charging points.
- 3.8. The outcome is a form of development that is primarily design to be at a human scale, with a clear focus on priority spaces and corridors for people to move freely or congregate, in line with objectives 2, 5 and 11 of the West Sussex Transport Plan.

Illustrative Masterplan

- 3.9. The proposed concept masterplan is provided at **Appendix A**.
- 3.10. The illustrative masterplan promotes permeability through the site and encourages non-car access and movement. This is considered in more detail later in this section and, but this focuses on achieving integration with the existing surrounding network and offering suitable improvements to encourage active travel.
- 3.11. The proposed wider active travel strategy will reduce reliance on private car use by making sustainable modes of transport attractive to future residents / visitors, and will supplement the bus strategy also detailed in **Section 4.0**.

Access Arrangements

3.12. Access to the site via active travel modes (including walking and cycling) will be possible from 10 locations:

- Via northern and southern multi-modal accesses, provided through new road junctions;
- At a new crossing point over the A272 into Beechy Bottom Parkland Reserve including a signalised crossing over the A272;
- Via Public Right of Way (PRoW) 62CR into Ansty;
- Via PRoWs 103CR, 69CR and 71CR on the eastern boundary of the site; and
- Via 72CR, 73CR and 74CR on the south eastern Boundary of the site.

3.13. The external vehicular access to the proposed development is to be at the three points:

- Access 1 – On the northern edge of the site onto the A272;
- Access 2 – On the western edge of the site onto the A272; and
- Access 3 – On the south-western edge of the site onto the B2036 Harvest Hill.

Internal Street Layout

3.14. The illustrative Masterplan indicates how the development would be arranged around a permeable layout of inter-connected streets, with very few underlying constraints to delivering the concept of the walkable neighbourhood enshrined in the Government's Manual for Streets.

3.15. The MfS guidance recognises that streets have a number of functions, and it considers these to be as follows:

- Place;
- Movement;
- Access;
- Parking; and
- Drainage, Utilities and Street Lighting.

3.16. A plan based on this, showing the indicative street hierarchy across the site, is provided in **Appendix B**.

Residential Car Parking Standards

3.17. The guidance splits West Sussex into Parking Behaviour Zones (PBZs) based on proximity to alternative transport modes and local amenities.

3.18. The car parking ratios guiding development in the different PBZs are outlined below in **Table 3.1**.

| Number of Bedrooms | Number of Habitable Rooms | Car Parking Spaces per Unit | | | | |
|--------------------|---------------------------|-----------------------------|------|------|------|------|
| | | PBZ1 | PBZ2 | PBZ3 | PBZ4 | PBZ5 |
| 1 | 1 to 3 | 1.5 | 1.4 | 0.9 | 0.9 | 0.6 |
| 2 | 4 | 1.7 | 1.7 | 1.3 | 1.1 | 1.1 |
| 3 | 5 to 6 | 2.2 | 2.1 | 1.8 | 1.7 | 1.6 |
| 4+ | 7 or more | 2.7 | 2.7 | 2.5 | 2.2 | 2.2 |

Table 3.1: WSCC Residential Car Parking Standards

3.19. The development is currently located within PBZ 1, as shown by the red star in **Figure 3.1** below.

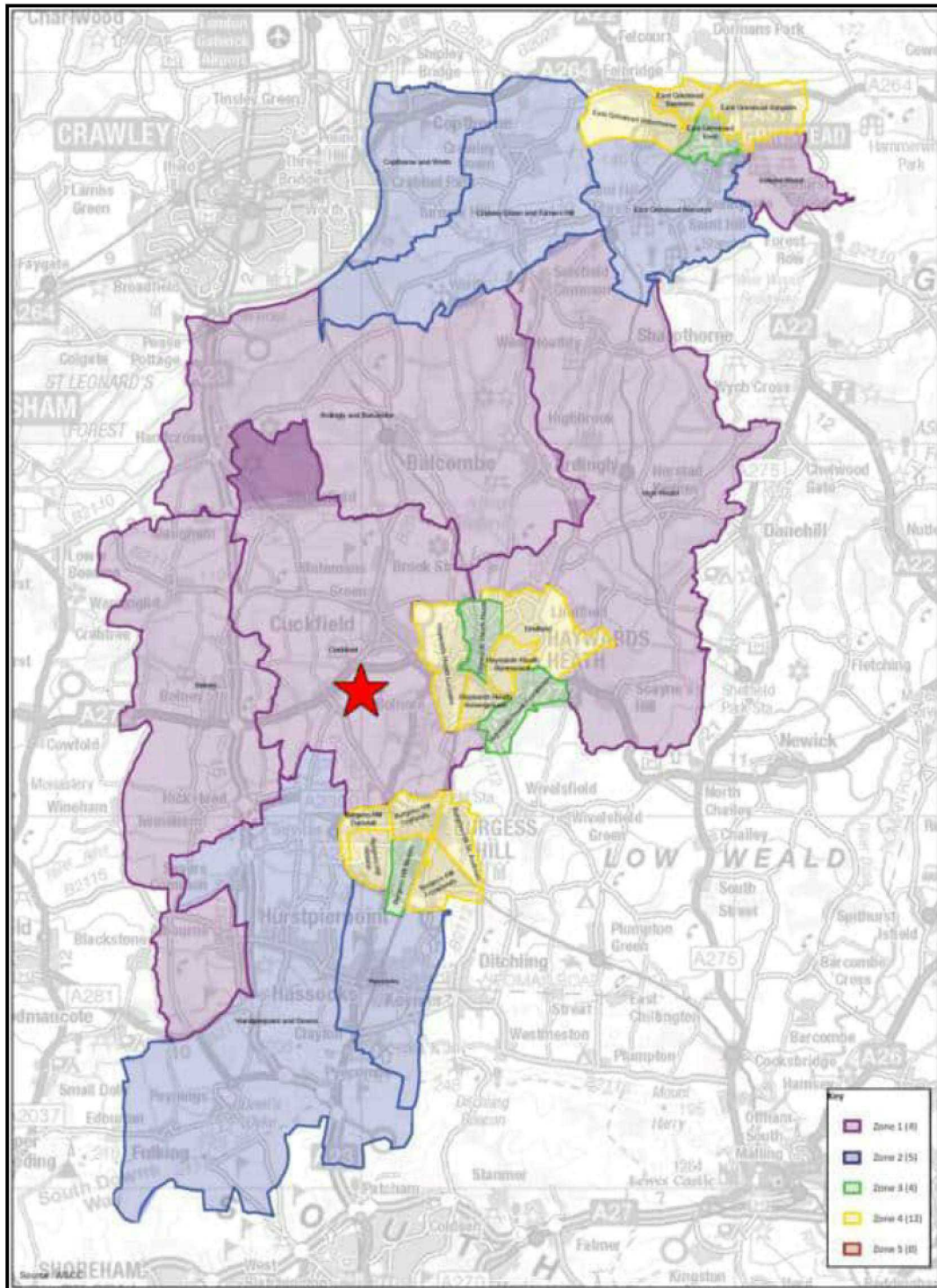


Figure 3.1: Mid Sussex Parking Behaviour Zones

3.20. As can be seen in **Figure 3.6**, PBZ1 covers predominantly rural areas with minimal public or active transport infrastructure. Considering the scale, land uses and betterments to public transport, walking and cycling infrastructure included within the proposed development, it is considered more appropriate to apply the parking standards for PBZ 3. This would mirror the standards applied to the other peripheral areas of Haywards Heath which will be more analogous with the fully delivered

development. This is in accordance with pre-application discussions with WSCC Highways. Furthermore, we note that the guidance goes on to state:

"to meet with current and emerging guidance on the promotion of sustainable travel modes and choices, consideration could also be given to reducing the expected level of parking demand by 10%. This is based on the Department for Transport's 'Smarter Choices' research that shows reductions in traffic movements can be achieved by up to 10 to 30% where a range of travel choices are available through provision of travel plans, public transport contributions, and other sustainable travel initiatives."

- 3.21. Based on the above, a mixed approach will be taken with up to a 10% reduction in the residential car parking provision, subject to the future mix and specification of house types.

Residential Cycle Parking

- 3.22. The residential cycle parking standards are also provided within the WSCC guidance and these are replicated in **Table 3.2** below.

| Type | Dwelling Size | Cycle Parking Spaces per Unit |
|---------------|----------------------|--------------------------------------|
| Houses | 1 and 2 Bedroom | 1 |
| Houses | 3+ Bedroom | 2 |
| Houses | Multiple Occupation | 1 |
| Flats | 1 and 2 Bedroom | 0.5 (if communal, otherwise 1) |
| Flats | 3 Bedroom | 1 |

Table 3.2: WSCC Residential Cycle Parking Standards

3.23. In terms of design, cycle parking will be provided in the following ways:

- Within garages, with appropriate minimum sizing to accommodate cycle storage
- Individual cycle store within front or rear gardens
- Communal secure cycle storage areas where parking is generally accommodated communally (e.g. flats)

Non-Residential Parking Standards

3.24. The WSCC document Guidance in Parking at New Developments also provides guidance on car and cycle parking for non-residential land uses.

3.25. It is, however, stated within the guidance that the standards should be used as an initial guide and that developers “*should undertake a site-specific assessment and seek to balance operational needs, space requirements, efficient use of land and cost attributed to providing parking and where relevant, attracting/retaining staff*”.

3.26. A selection of the standards considered relevant to the proposals are provided in **Table 3.3**.

| General Industrial | Vehicular Parking | Cycle Parking |
|---------------------------|-----------------------------------|---|
| General Industrial | 1 space per 40 sqm | 1 space per 200sqm for staff and 1 space per 500sqm for visitors |
| Storage | 1 space per 100 sqm | 1 space per 500sqm for staff and 1 space per 1000sqm for visitors |
| Shops and Retail | 1 space per 14 sqm | 1 space per 8 parking spaces provided |
| Food and Drink | 1 space per 5 sqm of public space | 1 space per 4 staff and 1 space per 25 sqm for customers |

| General Industrial | Vehicular Parking | Cycle Parking |
|---|---|---|
| Office and Light Industrial | 1 space per 30 sqm | 1 space per 150sqm for staff and 1 space per 500sqm for visitors |
| Assembly and Leisure | 1 space per 22 sqm | 1 space per 4 staff plus visitor/customer cycle parking |
| Community Hall and Outdoor Sport | 1 space per 14 sqm | 1 space per 100sqm for staff and 1 space per 100sqm for customers |
| Medical Centre and Nurseries | Site-specific assessment based on travel plan and needs | Site-specific assessment based on travel plan and needs |

Table 3.3: WSCC Non-Residential Vehicular and Cycle Parking Standards

Car Parking

3.27. As previously mentioned, the sharing of parking between complementary land uses is to be explored at reserved matters stage to avoid overprovision of parking and to reduce the reliance on the private car, whilst it is further anticipated that the detail of cycle parking will also be a matter subject to a future Reserved Matters planning application to resolve in detail.

Cycle Parking

3.28. Cycle parking for non-residential land-uses will be provide communally in close proximity to the relevant land-uses.

Visitor Car Parking

3.29. The WSCC guidance outlines that:

“Developers should take an approach that is consistent with national research which suggests, that no special provision should be made for visitors where at least half of the parking provision associated with the development is unallocated. In all other

circumstances it may be appropriate to allow for additional demand for visitor parking of 0.2 spaces per dwelling” (DCLG, 2007, Residential Car Parking Research).”

- 3.30. Visitor parking will be located conveniently within the development, potentially as on-street parking, inset parking within street verges, on driveways or in communal parking areas.

Disabled Car Parking Provision

- 3.31. In terms of disabled parking provision, the WSCC standards expect a minimum of 5% of the total number of parking spaces to be disabled parking spaces.
- 3.32. Paragraph 6.8 of the standards also states that:

“In designing provision for disabled persons parking at non-residential development developments with over 200 spaces, consideration may be given to reducing the percentage of spaces for disabled persons below the minimum level...”

- 3.33. This principle will be considered when designing the detailed layout as the design progresses.

Electric Vehicle Charging Provision

- 3.34. Electric vehicle charging provision will be provided in line with *Building Regulations Approved Document S: Infrastructure for the charging of electric vehicles* which requires the following minimum provision:

| Requirement | |
|--|---|
| The erection of new residential buildings | |
| S1. | (1) A new residential building with associated parking must have access to electric vehicle charge points as provided for in paragraph (2). |
| | (2) The number of associated parking spaces which have access to electric vehicle charge points must be— |
| | (a) the total number of associated parking spaces, where there are fewer associated parking spaces than there are dwellings contained in the residential building; or |
| | (b) the number of associated parking spaces that is equal to the total number of dwellings contained in the residential building, where there are the same number of associated parking spaces as, or more associated parking spaces than, there are dwellings. |
| | (3) Cable routes for electric vehicle charge points must be installed in any associated parking spaces which do not, in accordance with paragraph (2), have an electric vehicle charge point where— |
| | (a) a new residential building has more than 10 associated parking spaces; and |
| | (b) there are more associated parking spaces than there are dwellings contained in the residential building. |

Figure 3.2: Building Regulations Extract

3.35. In addition to the above, *Appendix B* of the WSCC guidance provides a year-by-year proportion of spaces that should be active electric vehicle charging points, from 20% in 2018 to 70% 2030.

3.36. The above provision also aligns with Policy DPT4 of the draft Mid Sussex Local Plan and objectives 7 and 10 of the West Sussex Transport Plan.

Summary

3.37. This section of the report is summarised as follows:

- The proposed development comprises a residential led mixed-use development, including a primary school, local facilities and the Beechy Bottom Parkland Reserve.
- The proposed vehicular access arrangements include three standard roundabouts on the north, west and south sides of the site.
- Changes to speed limits could be facilitated to respond to local feedback for greater Traffic Management, including a reduction from national speed limit on the A272 to 50mph and an extension of the 30mph zone to the south of Ansty.
- The principle of delivering a hierarchy of street has been devised, with applicable geometric parameters sourced on WSCC guidance, Manual for the Street / Manual for Streets 2 and LTN 1/20.
- Car and cycle parking provision will be based on the relevant WSCC parking standards for both residential and non-residential parking. Parking standards for PBZ3 will be used as a basis for this, to reflect the agreed characteristics of the proposed development once implemented.

4. ACTIVE TRAVEL AND PUBLIC TRANSPORT STRATEGIES

Introduction

- 4.1. This section of the report details the active travel strategy (including walking and cycling) and the public transport strategy in terms of access, internal layout and routing.

Physical Design Interventions

- 4.2. The primary desire lines associated with the site and surrounding area are to:
- Haywards Heath, including the rail station;
 - Cuckfield, including Warden Park Academy;
 - Ansty, including the community/leisure facilities at Ansty cricket club; and
 - Burgess Hill northern arc mixed-use development located on the northern fringes of Burgess Hill.
- 4.3. Options have been explored to make improvements along each of the above desire lines where feasible within the applicant's land or designated highway, and where cost-effective improvements can be delivered commensurate with the development's impact.
- 4.4. With a focus on the continuity of routes, as per the LTN1/20 guidance, new shared pedestrian/cycle infrastructure will be delivered that knits together or plug the gaps in the existing network.
- 4.5. In doing so, a distinction is made between 'commuter' routes, which primarily link the proposed development with Haywards Heath and other 'leisure' routes which fulfil more of a recreational function.
- 4.6. The active travel strategy has been designed with reference to Policy DTP3 of the draft Mid Sussex Local Plan and objectives 5 and 11 of the West Sussex Transport Plan.

Internal Active Travel Strategy

- 4.7. Within the site, the primary LTN 1/20 cycle route follows the Bus Route through the development, with a 3.0 – 4.5m shared footway / cycleway on one side of the

street and a 2m footway on the other side. The principle of the shared footway / cycleway was agreed with WSCC during pre-application discussions.

- 4.8. As the majority of parcels within the development are located to the west of the primary north / south street through the development, it is expected that the shared footway / cycleway will be generally provided on the western side of the carriageway.
- 4.9. Where the share cycle/pedestrian route crosses side roads, Copenhagen-style facilities or drop kerbs could be provided to ensure that the appropriate priority to active modes is communicated to drivers.
- 4.10. Also included within the development are a series of recreational foot / cycle paths, which provide significant interconnectivity between parcels within the development and to the main cycle route through the development.

Public Rights of Way

- 4.11. As previously mentioned, there are a number of Public Rights of Way (PRoW) in the vicinity of and traversing the site, as shown in **ACE Drawing 2207280-SK04C**.
- 4.12. Following discussions with Public Rights of Way officers at WSCC, the proposals include the upgrading of all the existing footpaths within the site to Bridleways status.
- 4.13. A minor diversion of existing Footpath 8bCU, which runs directly adjacent to the Sewage Works that abut the northeastern corner of the site, is included within the proposals. This diversion will relocate Footpath 8bCU to run along the proposed bridge within the site, before rejoining existing Footpath 65CR.
- 4.14. As part of the proposed northern access roundabout, a new signalised pedestrian and cycle crossing is to be provided on the eastern arm of the roundabout. Further to this, a 2m footway will then be provided along the north side of the A272 to connect into existing Footpath 8aCU, leading towards Cuckfield.
- 4.15. In addition, improvements will be made to the existing Bridleway between the proposal site and Tylers Green to the east of the site. Discussions are ongoing with WSCC with regards to the specification for the improvements than can be made in recognition of underlying constraints that exist along this route.

4.16. It is understood that the preference of the PRow team within WSCC is for the improvements to be completed by the developer, as part of the Section 278 agreement, as opposed to seeking financial contribution through a Section 106 legal agreement. The applicant can confirm that this is suitable in principle subject to all necessary land being made available for delivery, with further discussions to be held with WSCC to confirm the extent of works. The above is in line with Policy DP22 of the adopted Mid Sussex Local Plan and Policy DPT2 of the draft Mid Sussex Local Plan.

Active Travel Access Points

4.17. Access to the site via active travel modes (including walking and cycling) will be at a total of 10 locations:

- At the North and South vehicular accesses, via off-carriageway provision;
- At a new crossing point over the A272 into Beechy Bottom Parkland Reserve including a signalised crossing over the A272;
- Via Public Right of Way (PRow) 62CR into Ansty;
- Via PRows 103CR, 69CR and 71CR on the eastern boundary of the site; and
- Via 72CR, 73CR and 74CR on the south eastern Boundary of the site.

Wider Cycle Improvement Schemes

4.18. **ACE Drawing 2207280-SK03D** summarises the existing cycle routes in the area and identified locations where there are opportunities to make improvements. The focus of these improvements is to provide a continuous route along existing desire lines.

4.19. A 4.5m shared footway / cycleway is proposed along the southern side of the A272 towards Haywards Health, from the northern site access roundabout to the A272 / Broad Street / Tylers Green roundabout to the east of the site, as shown in **ACE Drawings 2207280-SK05B**. At this point, the new footway / cycleway will tie into the existing shared footway / cycleway on the south side of Tylers Green.

4.20. Following the junction with Copyhold Lane, further improvements to pedestrian and cycle connectivity to Haywards Heath are proposed to be facilitated as part of the proposed development. As shown on **ACE Drawing 2207280-SK05B**, a shared

3m footway / cycleway will be provided on the north side of Tylers Green through to the B2272 / Bolnore Road / Paddockhall Road Double Mini-Roundabout junction, at which point the route again ties into the existing cycle routes within Haywards Heath, specifically Cycle Route A as designated by the WSCC *Local Walking and Cycle Improvement Plan*.

- 4.21. Finally on **ACE Drawing 2207280-SK05B**, a new pedestrian and cycle crossing point is proposed on the southern A272 arm of the A272 / B2036 roundabout adjacent to the northwest edge of the development. This crossing point will lead into a pedestrian and cycle only access point into the development, and to a new off-carriageway 4.5m shared footway cycleway provided towards Cuckfield via the B2036.

Public Transport Strategy

- 4.22. Discussions have been held with the public transport operators Compass Travel and Metrobus, who operate bus services within the vicinity of the site.
- 4.23. The intended goal of the public transport strategy for the proposed development is to provide a regular connection to/from Haywards Heath, which can be achieved either through the provision of a new bus service or through the diversion of an existing bus service.
- 4.24. A number of potential options are being explored, which are summarised below, split by bus operator:
- Compass Travel:
 - New Bus Service between the development and Haywards Heath at a 20-minute / 30-minute / 60-minute frequency.
 - New Bus Service between the development, Haywards Heath and Burgess Hill at a 20-minute / 30-minute / 60 minute frequency.
 - MetroBus:
 - Diversion of bus route 271 and increase of frequency to 20-minute / 30-minute / remain 60-minute frequency.
 - New Bus Service between Ansty Garden Community and Haywards Heath at a 20-minute / 30-minute / 60-minute frequency.

- New Bus Service between Ansty Garden Community, Haywards Heath and Burgess Hill at a 20-minute / 30-minute / 60 minute frequency.
- 4.25. Again, while the specific bus route, frequency and funding discussions with WSCC or the operator, the proposed development has been designed to accommodate any of the potential options outlined above.

Mobility Hubs

- 4.26. The development will deliver Mobility Hubs, comprising of one large mobility hub and a series of micro-mobility hubs.
- 4.27. Mobility Hubs concentrate different modes of travel, such as public transport and cycling, into a single convenient location, promoting seamless interchanges between modes.
- 4.28. Bus stops will include some features such as cycle parking, which themselves have been located to maximise the number of dwellings within the 400m nominal walk catchment for bus stops. The location of the mobility hubs can be seen on the plan provided at **Appendix A**.
- 4.29. The design of the mobility hub has been based on guidance included in the *West Sussex Bus Service Improvement Plan*, with an example mobility hub shown in Figure 5.2, as well guidance provided by CoMoUK (Collaborative Mobility UK, a charity that promotes inclusive mobility), and accreditation to CoMo gold standard will be sought following delivery. For CoMo gold accreditation for New Housing Developments, a total of 5 “Desirable Elements” are required.

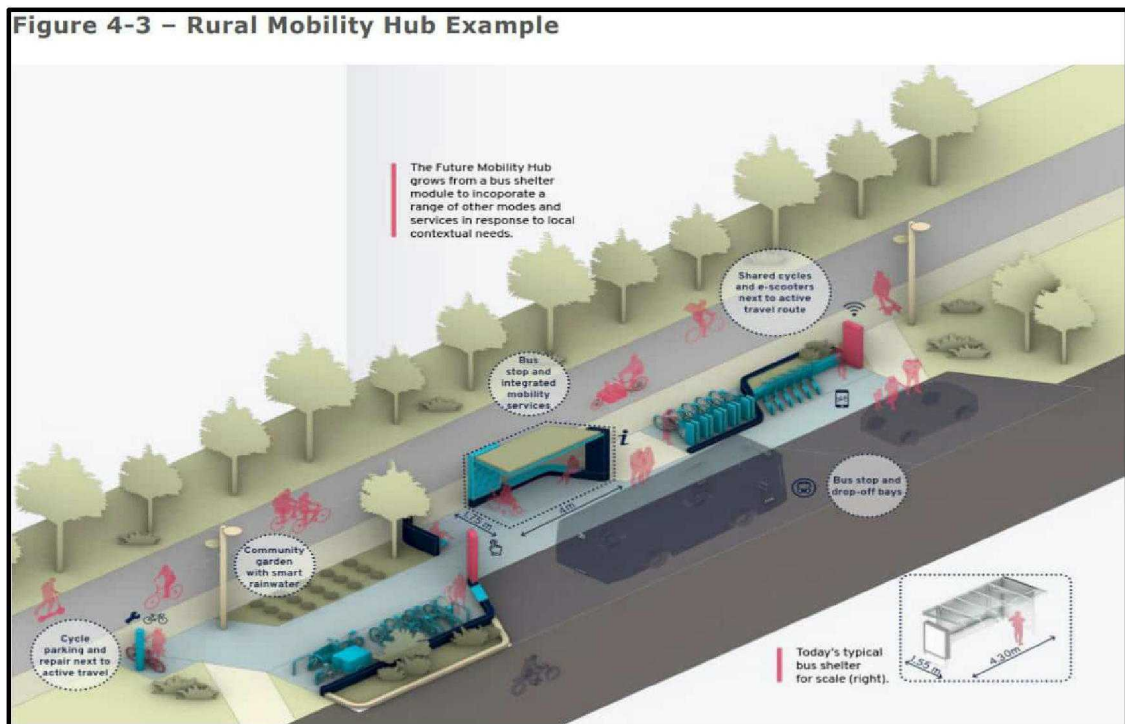


Figure 4.2: WSCC Example Mobility Hub (Figure 4-3 of West Sussex Bus Improvement Plan)

4.30. **ACE Drawing 2207280-SK01** provides an example layout for a gold standard mobility hub layout, while **ACE Drawing 2207280-SK06** provides an example layout for a mini-mobility hub. These example layouts are not site-specific, and have been approved in principle by CoMo.

4.31. The Mobility Hub could contain the following features:

- Essential:
 - High Quality Public Transport Option
 - Cycle Parking
 - Clear Signage
 - Located in prominent, well-lit location
 - Safe Crossings
 - Compatible with accessibility guidance
 - Information on what the hub is at the site
 - Co-located with linking signage
 - Easily accessible timetables

- Street lighting
 - Covered Seating
 - Desirable:
 - Cycle Parking
 - Safe Cycle Routes
 - Plans for network of Hubs / Real Time Data
- 4.32. The proposed Micro-Mobility Hubs would therefore meet the 3 desirable elements required for silver CoMo accreditation.
- 4.33. The Large Mobility Hub could contain the following desirable elements:
- Cycle Parking
 - Car Club Bay
 - Safe Cycle Routes
 - Plans for network of Hubs / Real Time Data
 - Package Delivery Lockers
- 4.34. The proposed Mobility Hub would therefore exceed the 5 required desirable elements for gold accreditation. The large mobility hub will also be located closest to the local centre and school, thereby making sustainable travel within the site more attractive.

Car Club Provision

- 4.35. Discussions have been held with Enterprise Rent-a-Car and CoWheels, who both operate existing car club vehicles within West Sussex. While the exact number and location of car club vehicles is an item for reserved matters stage, both providers have expressed interest in working with the applicant to provide car club vehicles at an early stage of the development.
- 4.36. A letter of intent provided by Enterprise Rent-a-Car is attached at **Appendix C**.

Summary

- 4.37. The first priority of the development will be to include complementary land-uses to complement the provision of housing, which will allow an element of travel demand to be 'contained' within the site.
- 4.38. The second priority is to incorporate design interventions that would minimise the 'residual' impact of car-borne traffic by promoting better travel choices and control the level of traffic that a new settlement would generate.
- 4.39. Based on the above, this section of the report has sought to summarise the following benefit that future residents will be able to enjoy:
- The Active Travel Strategy for the site includes an internal LTN 1/20 compliant pedestrian / cycle route network supplemented by a series of commuter/recreational routes accessed from a variety of locations including PRowS.
 - The development includes the upgrading of all existing Footpath PRowS within the development to Bridleway status, with improvements to meet the WSCC standard specification for Bridleways where achievable, and for improvements to be discussed with WSCC where the standard specification is not achievable.
 - An off-carriageway shared footway / cycleway is proposed between the development and Haywards Heath, connecting to and improving existing cycle routes.
 - The development has been designed to maximise the options for public transport, details of which would be confirmed at a later stage. Multiple bus operators have expressed interest in the provision of a bus service for the development, either as a diversion of existing services or as a new service.
 - A network of Mobility Hubs is proposed, with all bus stops being micro-mobility hubs designed to CoMo silver accreditation minimum, and one mobility hub designed to CoMo gold accreditation.
 - Multiple Car Club operators have expressed interest in providing car club vehicles within the development, and appropriate provision of preferential car parking spaces will be provided as part of the Mobility Hub.

5. SCOPE OF TRAVEL PLAN

Purpose

- 5.1. This FTP will be a long-term management tool to increase the choice of sustainable methods of travel and reduce single occupancy car usage. The implementation of an FTP can in turn bring several benefits to residents of a proposed development in minimising the residual traffic impacts on the local road network.
- 5.2. It is unique and specific to each development site but guided by a framework of common principles and components. It will only be successful if good quality infrastructure is available and appropriate measures to encourage sustainable modes are included within the plan, along with a combination of robust management, effective monitoring and realistic targets.

Aims

- 5.3. The emphasis in a TP is on increasing the travel choice of methods available to users and encourage their use whilst, where possible, reducing single occupancy car usage. A TP involves the development of a set of measures which could bring several benefits to residents of the proposed development.
- 5.4. A TP aims to:
 - Encourage the use of more sustainable modes of transport; such as walking, cycling and using public transport;
 - Reduce the need to travel; and,
 - Encourage the use of sustainable travel by improving facilities and providing information.
- 5.5. Travel planning is an ongoing process which will grow and development with time. As such, this report is seen as a 'live document' which should reflect the changing circumstances faced by residents and the environment in which it operates, with a clear plan for the initial stewardship, involving community participation, and subsequently transitioning to self-governance.
- 5.6. This FTP should be read as the document which acknowledges the current position of the development together with the need for further work to develop the measures in order to meet commonly agreed targets.

- 5.7. It is acknowledged that to be successful, the residential development should involve:
- A designated Travel Plan Co-ordinator (TPC) who will be responsible for the site and the implementation of and day-to-day running of the TP;
 - Involvement of other organisations, such as public transport companies, other local organisations as well as the Local Authority; and,
 - Regular review and amendment of the TP as an on-going process.
- 5.8. The TPC for the site is likely to be a member of the site management company and will be responsible for collating information for and from residents and will be the key point of contact with the Local Authority.
- 5.9. The TPC should either be a member of staff or management agent appointed by the Developer with the appropriate skills, or a consultant with the budgetary provision and resources to produce, update and manage the continued implementation of the Travel Plan, including the provision of information to WSCC.
- 5.10. The appointment of an appropriate person will be made prior to site occupation, and it will be necessary that they work initially with the sales and marketing staff.
- 5.11. A successful TP can bring the following benefits to the proposed residential development:
- An effective, proactive approach to influence the travel behaviour of residents;
 - Promote social inclusion and accessibility;
 - Demonstrate environmental responsibility;
 - Contribute towards road safety targets; and,
 - Contribute towards healthier lifestyles and residents.

Structure

- 5.12. Clarity of messaging is an important component in clearly communicating the vision adopted in the implementation of a Framework Travel Plan. In doing so, the following should be covered:
- Objectives – The key goals that the travel plan seeks to achieve;
 - Targets – Means of measuring the achievement of objectives;

- Measures – The initiatives that will be introduced to achieve the targets set. This should also include remedial measures and actions that will be taken if the travel plan targets are not met;
- Management – It is essential that there is an individual identified to oversee implementation, monitoring and review of the Travel Plan. Adequate resourcing should be made within an appropriate amount of the individual's time allocated;
- Action Plan – A programme for delivering the measures and means of communicating the above to site users, including identification of who will oversee the delivery of the Travel Plan;
- Securing – It is important that the Travel Plan is effectively secured through legal mechanisms; and
- Monitoring and Review – Must be undertaken to ensure that the Travel Plan achieves the targets that it sets out to achieve.

Non-Residential Land Uses

5.13. While many of the measures outlined in the framework will cover the entire development, it is anticipated that separate detailed Travel Plan documents would be provided by third parties in support of the non-residential elements of the development, for example the schools.

5.14. Examples of suitable School Travel Plan measures may include:

- Information leaflet to students and staff of the local non-car modes of travel to nearby towns or villages;
- Vouchers associated to discounted bus or train travel; and,
- Organised walking bus for primary school children during the morning and evening.
- Examples of suitable Workplace Travel Plan measures may include:
- Cycle to work scheme, enabling staff to buy a bike at a discounted price; and,
- Shower facilities to encourage staff to cycle to work.

6. OBJECTIVES AND TARGETS

Introduction

6.1. This FTP aims to encourage sustainable travel for the residents of the proposed development.

Objectives

6.2. Travel Plans should have measurable outputs or targets against which the progress of the Travel Plan can be monitored. With consideration to the nature of the development, the main objectives of the TP are as follows:

- To inform residents of the proposed development of their travel options;
- To support car-free lifestyles;
- To maximise the use of cycle provision as far as practicable;
- To increase the attractiveness and use of cycling for day-to-day journeys;
- To raise awareness of sustainable modes of transport available within the vicinity of the site;
- To promote sustainable travel modes as a convenient alternative to car travel; and
- To encourage healthy and active journeys.

Targets

6.3. Travel Plan targets can be used to assess the effectiveness of a TP and identify which areas require attention in terms of prioritising resource such as time, cost and labour

Guidance on Targets

6.4. TP targets should be SMART and appropriate to the specific development and land use to which they apply.

- SPECIFIC – Do your targets say exactly what it is you need to do?
- MEASURABLE – Can you show proof that you have achieved your targets?

- **ACHIEVABLE** – Are your targets easy enough to achieve in the time you have been given?
- **REALISTIC** – Are your targets things that you can really do something about?
- **TIMEBOUND** – Have you decided dates for achieving your targets?

Indicative Targets

6.5. In order to achieve the Travel Plan objectives, it is proposed that the indicative outcome targets would relate directly to single occupancy car use, as follows:

- 3% reduction within 3 years of first occupation
- 5% reduction within 5 years of first occupation

6.6. It is important to remember that any change needs to be measured against an underlying baseline. The basis for any comparison will this need to be agreed with WSCC and this may include undertaking surveys of the development, as some of the underlying benefits in terms of securing modal shift will come from the design interventions that have delivered through the construction of the development.

7. MEASURES AND IMPLEMENTATION

Introduction

- 7.1. This section of the FTP sets out the measures and initiatives that will be used to promote the Travel Plan and sustainable transport modes within the proposed residential development.

Design Features and Pre-Occupation Measures

Streetscape

- 7.2. The masterplan for the development has been designed to promote the use of sustainable modes of travel in accordance with Manual for Streets guidance.
- 7.3. In designing the layout, consideration has been given to a hierarchy of streets within the development. The illustrative masterplan supports a high density of leisure routes throughout the development which provide significant interconnectivity between parcels within the development and could support and act as 'trim trails' with occasional fitness equipment. It is expected that these will be incorporated within the detailed masterplan through the RM process.
- 7.4. Other pedestrian and cycle routes will be planned to provide safe, direct and attractive paths either by placing them alongside the carriageway or ensuring they are overlooked as much as possible.

Housing Design

- 7.5. In the design of the development, the developer will deliver high quality homes which will be in line with Building Regulations. With regards to travel, facilities will include the provision of cycle storage facilities in dwellings and the inclusion of infrastructure which enables the setting up of a home office.
- 7.6. All homes will benefit from the installation of high-speed fibre broadband, which will facilitate home working, allow for on-line route planning, as well as organising home deliveries.
- 7.7. It is likely that that the new village centre will provide additional community facilities (i.e. café) which will support remote working, which will lead to further reductions in car-based trips.

Walking and Cycling Infrastructure

- 7.8. Dedicated cycle infrastructure will be provided throughout the development with a mixture of on- and off-street provision depending on the hierarchy of the route.
- 7.9. As previously mentioned, also included within the development are a series of recreational foot / cycle paths throughout the site which provide connections between parcels throughout the development.
- 7.10. The proposals include the upgrading of all existing Footpath PRowS within the site to Bridleway status, with improvements to meet the WSCC standard specification for Bridleways where achievable, and for improvements to be discussed with WSCC where the standard specification is not achievable.

Managing Car Use

- 7.11. It is recognised that guidance on car and cycle parking standards are generally subject to regular change. There is an overall shift away from minimum or maximum standards, allowing for greater flexibility in provision.
- 7.12. The parking standards for both residential and non-residential developments in West Sussex are stipulated within the WSCC document *Guidance in Parking at New Developments* (September 2020), or replacements thereof.

Mobility Hub

- 7.13. Mobility Hubs are to be provided throughout the site, comprising of one larger mobility hub and a series of micro-mobility hubs. All mobility hubs are centred at, or close to, bus stops.
- 7.14. **ACE Drawing 2207280-SK01** provides the indicative large mobility hub layout. The proposed mobility hub has been based on guidance provided by CoMOUK (a UK charity that promotes inclusive mobility), and accreditation to CoMo gold standard will be sought following delivery.

Electric Vehicle Charging

- 7.15. Electric vehicle charging will be delivered in line with *Building Regulations Approved Document S: Infrastructure for the charging of electric vehicles*.

Travel Plan Co-ordinator

- 7.16. The role of the TPC is typically fulfilled by either someone within the site management company or by an external specialist. A named individual will be appointed by the Management Company prior to occupation of the development. Once appointed, full contact details will be provided to WSCC officers.
- 7.17. It is the responsibility of the TPC to oversee the implementation of the Travel Plan until any handover point decided by the steering group. However, the Transport Strategy team will offer support to the named TPC, giving information on local and national incentives.
- 7.18. The TPC is the person responsible for the day-to-day management of the TP. The role of the TPC will include:
- To provide a Full Residential Travel Plan after baseline monitoring surveys have been undertaken and details input into the modeshift STARS portal;
 - To establish, monitor and update the Travel Plan Website which will provide information to residents how they can travel more sustainably;
 - To establish a TP Steering Group to discuss the TP and develop initiatives and measures. Members are likely to comprise of representatives of the Ansty Garden Community;
 - To promote and encourage the use of sustainable travel modes through implementing the TP measures;
 - To promote the Travel Plan alongside national events (e.g. walk to work week);
 - To provide a point of contact and travel information for residents;
 - To ensure that all relevant information is provided to all new residents and that up-to-date information is clearly displayed on the TP notice boards and within the induction pack;
 - To arrange for travel surveys to be undertaken on an annual basis for the life of the plan; and
 - To provide a point of contact for the transport operators and officers of the council and work.

7.19. The TPC will provide details for links to websites such as journey planning and bus companies as well as sites directed by the local authority. These links could include:

- Google maps (distance calculator for walking and cycling and bus stop location details): [google.co.uk/maps](https://www.google.co.uk/maps);
- Cycle map and cycle information: [sustrans.org.uk](https://www.sustrans.org.uk) or [cyclestreets.net](https://www.cyclestreets.net);
- Journey Planner in West Sussex for cycling: [cyclejourneyplanner.westsussex.gov.uk/](https://www.cyclejourneyplanner.westsussex.gov.uk/);
- West Sussex bus routes and timetables: [westsussex.gov.uk/roads-and-travel/travel-and-public-transport/bus-and-coach-travel/plan-your-journey/bus-routes-and-timetables/](https://www.westsussex.gov.uk/roads-and-travel/travel-and-public-transport/bus-and-coach-travel/plan-your-journey/bus-routes-and-timetables/)
- Rail information via 'National Rail': [nationalrail.co.uk/](https://www.nationalrail.co.uk/);
- Bus information via 'Traveline': [traveline.info/](https://www.traveline.info/); and,
- Car sharing: [liftshare.com](https://www.liftshare.com).

7.20. The websites listed will provide links to up-to-date cycle maps, bus maps / timetables and the ability to calculate distances when walking and cycling to / from the site.

Welcome Pack

7.21. Each dwelling will be provided with a Travel Plan Welcome Pack upon the point of first occupation. The pack will highlight and promote sustainable travel options as well as the other objectives of the Travel Plan. In doing so, it will contain the following information:

- Guidance and promotional material on the use of sustainable modes of travel;
- Details on walking, cycling, buses, trains, taxis, car sharing, car clubs, electric vehicles, electric vehicle charging, school transport;
- Reference to travel websites, resources and support services for each mode of travel; and,
- Details of local travel campaigns and networking / support groups.

- 7.22. The Welcome Pack will be provided to each occupier on arrival, with the pack being disseminated by the sales team, and created and managed by the TPC.
- 7.23. Information provided within the Welcome Pack should be bespoke to Ansty Garden Community and directly relevant to any phasing of the development, its infrastructure and the sustainable transport initiatives that will be provided.

Community Travel Noticeboards

- 7.24. Community Travel Noticeboards (CTN) will be installed within the Local Centre.
- 7.25. The TPC will be responsible for preparing information to display on the notice boards and for ensuring that the information is displayed appropriately. The information could include:
- Walking Isochrone maps showing the facilities available within the locality and approximate walking times from the centre of the development (or where the notice board is displayed);
 - Bus/Rail timetables and maps for services operating nearby;
 - Details about where further travel information could be obtained;
 - Information about upcoming community events;
 - Information about the Travel Plan;
 - A community Travel Plan website will be the responsibility of TPC; and
 - Community Events.

- 7.26. The TPC will arrange occasional community travel events either within the development or at a nearby community facility. The events could be arranged to tie into national campaigns such as National Cycle to Work Week to ensure that the maximum impact can be gained. The focus of the community events will be to promote the TP and ensure engagement and ownership of the objectives and targets by the residents.

Additional Measures to Promote Bus and Rail Travel

- 7.27. The proposed development will provide the following measures to encourage use of Bus / Rail travel to and from the development:

- The TPC will contact the local public transport operator(s) to request copies of any appropriate bus / rail route maps and any other information available to promote bus / rail usage; and,
- The TPC will contact the relevant bus / rail companies to discuss the framework for providing discounted and free taster tickets for travel, covering first occupants.

Additional Measures to Promote and Facilitate Cycling

7.28. The proposed development will provide the following measures to encourage cycling to and from the development. These could include:

- Provision of secure cycle parking facilities in accordance with WSCC parking standards (or relevant standards at the time of RM applications);
- Form a residents Bicycle Users Group (BUG) to encourage cycling and organise promotional events;
- Negotiate potential bulk discounts for residents on bikes and equipment with local cycle outlets;
- Promote electric bike trials through local cycling shops if available or organise an event to showcase electric bikes;
- Provide cycle training for children and adults; and
- Investigate the potential for e-bike or e-scooter hire at the Local Centre.

7.29. The TPC will review marketing campaigns and participation in cycling event such as National Cycle to Work Day, to help raise the general profile of cycling.

Additional Measures to Promote Walking

7.30. The proposed development will provide the following measures to encourage walking to and from the residential development:

- Information regarding walking will be provided on the Community Noticeboard and will include information on Local Walking Routes and Walking Clubs;
- The Welcome Pack will contain information on the PRoW network which can be accessed from the development; and,

- From a residents Walking Group to encourage walking and organise promotional events.

Car Sharing

7.31. Car sharing is likely to be a useful means of reducing single occupancy car use to / from the site. Most residential sites will have clusters of residents working for the same local employers, so many journeys to work are likely to be concentrated along the same corridors providing opportunities for car sharing.

7.32. The TPC will promote 'National Lift Share Day' and will also introduce a 'Car Share' noticeboard for people to swap information. This noticeboard could also be included on a website for the development.

Implementation

7.33. The delivery of the Full Travel Plan will be subject to agreement with stakeholders on an Action Plan, outlining the measures, timescales and responsibility for implementation. An example of this list is shown in **Table 7.1** below.

| No. | Measure / Initiative | Delivery Information | Timeframe | Responsibility |
|------------|---|--|--|-----------------------|
| 1 | Travel Plan Co-ordinator (TPC) will be appointed | A TPC is in place at Ansty Garden Community. | Prior to occupation | Management Company |
| 2 | Set up Travel Plan Steering Group | A Travel Plan Steering Group will be set up. The TPC will promote the setting up of the group and will chair meetings | Following 6 months of initial occupation | TPC |
| 3 | Residential Travel Pack – Ansty Garden Community Travel Choices Booklet | A Residential Travel Pack will be presented to each home upon occupation with their handover pack. | Upon occupation Residential Travel Pack will be reviewed quarterly to ensure that information is up-to-date | TPC |
| 4 | Community Website | Prior to occupation, a Community Website will be set up, reviewed and updated accordingly. The TPC monitors this site and keeps it up to date. | Ongoing | TPC |

| | | | | |
|-----------|--|--|---|------------------------------------|
| 5 | Newsletters | Will be distributed quarterly from first occupation. | Quarterly | TPC |
| 6 | Personalised Travel Planning Services | This will be provided on request | | TPC |
| 7 | Promotion of Car sharing and Car clubs such as Liftshare | Car share and Car club information is provided on the Community Website and Residential Travel Pack regarding: Liftshare West Sussex (liftshare.com/uk/community/westsussexcarshare) | Ongoing – This information will be kept up to date when monitoring the website | TPC |
| 8 | Promotion of Online shopping | The Community Website and Residential Travel Pack will be updated to include details of grocery shops that offer the service. | Ongoing – This information will be kept up to date when monitoring the website. | TPC |
| 9 | Promoting the bus and providing up-to-date timetable information | Bus timetable information, fares and ticketing information are provided on Community Website and the Residential Travel Pack. | Ongoing – This information will be kept up to date when monitoring the website | TPC |
| 10 | Promoting the rail travel and providing up-to-date timetable information | Rail information will be provided on Community Website and Residential Travel Pack. Information on train services can also be found at the Southern Railway Website (southernrailway.com) Updates on Future Rail Improvements will be provided on the Community Website which is monitored by the TPC. | Ongoing – This information will be kept up to date when monitoring the website | TPC |
| 11 | Promote walking in the area | Information regarding walking is provided on the Community Website, which include Local Walking Routes and Walking Clubs. The Residential Travel Pack will be updated to contain information of the PRow network which can be accessed from the development. | Ongoing – This information will be kept up to date when monitoring the website | TPC and Travel Plan Steering Group |
| 12 | Promote cycling in the area | Information regarding cycling routes will be provided on the Community Website and Residential Travel Pack. The Community Website will also provide details of local Cycle Clubs. Information will also be provided on Cycle Shops, Cycle Hire locations and Cycle clubs in the area. | Ongoing – This information will be kept up to date when monitoring the website | TPC and Travel Plan Steering Group |

| | | | | |
|-----------|--|---|-------------------------------|------------------------------------|
| | | <p>Other cycling initiatives such as National Bike Week and Cycle to Work Day will be provided on the local community notice board.</p> <p>Cycle proficiency training courses for interested residents.</p> <p>Secure cycle parking facilities will be provided at all Community buildings.</p> <p>Information regarding local bike shops is detailed on the Residential Travel Pack.</p> | | |
| 13 | Include a summary of the Travel Plan in marketing material for the development | The Residential Travel Pack will be issued to all Sales Staff and copies will be available for interested parties. | Ongoing | Fairfax |
| 14 | Display travel related information on notice boards in local centre. | The TPC will ensure that the information on the notice board is kept up to date. | Ongoing and updated quarterly | TPC |
| 15 | Review Travel Plan | The TPC will review the Travel Plan annually with input from the Travel Plan Steering Group. | Annually | TPC and Travel Plan Steering Group |
| 16 | Conduct Residents Travel Questionnaires | See Monitoring Summary for Schedule | Year 0 Year 3 Year 5 | TPC and Travel Plan Steering Group |

Table 7.1: Ansty FTP Action Plan

8. FUNDING AND DELIVERY

8.1. The developer is committed to ensuring that the sustainability of the development is maximised and understands that a budget will be required to ensure delivery of the measures identified in the FTP. **Table 8.1** identifies the responsibility for funding and how it is being facilitated.

| Measure | Funding |
|---|--|
| <u>Overall Management</u> | |
| Travel Plan Coordinator | Management Company |
| <u>Provision of Onsite Active Travel Infrastructure</u> | |
| New footpaths and cycleways | Developer (committed construction) |
| Secure cycle parking stands | |
| <u>Travel Plan Marketing and Promotional Measures</u> | |
| Promotional material (posters / leaflets) | Developer / Management Company |
| Website | |
| Cycling / walking activities | |
| Personalised Travel Planning | |
| Welcome Packs for residents and employees | |
| <u>Travel Plan Monitoring</u> | |
| - Initial modeshiftSTARS Survey – 3 months | Developer / Management Company |
| - Subsequent Surveys – At year 1, 3, 5, | |
| Prepare and submit Travel Plan Monitoring reports to WSCC no later than two months following completion of the monitoring surveys. | |
| <u>Further Remedial Travel Plan Measures (if required)</u> | |
| Introduction of additional measures following discussion with WSCC on on-going funding sources and smarter choices initiatives. | Management Company / Steering Group and/or Local Authority |

Table 8.1: Travel Plan Responsibilities

8.2. It is in all stakeholders' interest for the Travel Plan to be an ongoing consideration and for the funding regime to be supported by appropriate mechanisms to channel investment into sustainable transport measures.

- 8.3. This will include ensuring management charges can cover the funding of the Travel Plan, or for other continuous sources of funding to be identified, for example through leasing of on-site facilities.
- 8.4. The possibility of securing external sources of funding through the application of wider Smarter Choices investment could also be included in the steering group's remit.

9. MONITORING

Management

- 9.1. This Travel Plan will be managed by the TPC appointed to oversee implementation of the Plan unless any future circumstances dictate otherwise.
- 9.2. The steering group will have a consultative and sanctioning role in agreeing the priorities of the plan for the initial five years following occupation, given that they will have an interest in securing the on-going management of the plan over the longer-term.

Monitoring Schedule

- 9.3. Monitoring is an integral element of the whole travel planning process, as it checks if targets set out in the Travel Plan are being achieved.
- 9.4. In order to establish the underlying travel characteristics of the area, Census data will be reviewed for the area surrounding the site. This will provide baseline information on the underlying travel patterns in the local area, against which to base the targets for the TP.
- 9.5. A detailed survey of the development will be undertaken within 3 months of the full occupation of the first phase to compare with the baseline Census data. This survey will be based on the information required in the ModeshiftSTARS portal which will be accessible by the TPC. It is expected that the monitoring requirements for the detailed survey will comprise a mixture of information on how people are travelling to/from the site via surveys undertaken during peak times at key access points into the site, and questionnaires to residents. This data will then be input into the ModeshiftSTARS portal.
- 9.6. Following the initial detailed survey, it is considered that snapshot surveys would be appropriate for biennial monitoring. Therefore, these types of surveys will be undertaken for the following 3 and 5 years after the initial detailed monitoring for the baseline.
- 9.7. A summary of the monitoring schedule is set out below:

| Monitoring | Survey Specification | Scheduled For |
|------------------------------------|--|--|
| Initial Development Survey | Detailed survey specification contained in ModeshiftSTARS platform accessible by TPC | 3 months following occupation of Phase 1 |
| Biennial Development Survey | Snapshot survey specification contained in ModeshiftSTARS platform accessible by TPC | Year 3 Year 5 |

Table 9.1: Indicative Travel Plan Monitoring Schedule

9.8. The TPC will be responsible for undertaking the monitoring of the TP, under commission from the Management Company. Results of all surveys will be submitted to WSCC Transport Team in the form of a report for review and/or inputted onto the ModeshiftSTARS portal, in line with when surveys are undertaken.

Additional Mitigation Measures

9.9. National guidance on Travel Plans states that additional measures may be required if the targets should not be met. Within the TP funding allocation, there should be a contingency fund that can be used with the agreement of the TPC and WSCC/MSDC to adjust the measures and initiatives to assist in achieving the TP targets and objectives.

9.10. It is not yet possible to predict which elements of the TP could require adjustment, but a list of potential interventions could include:

- Temporary discounted travel passes to encourage public transport use;
- Further on-site infrastructure improvements such as additional cycle parking, or bikes for short term cycle hire;
- Discount vouchers for cycle and/or equipment purchase;
- Further on-site promotional events;
- Personalised Travel Planning Service; or
- Cycle maintenance visit by Dr Bike or similar.

10. SUMMARY AND CONCLUSIONS

- 10.1. Ardent Consulting Engineers has been commissioned by Fairfax Acquisitions Limited to provide a Framework Travel Plan in support of the re-development of the land adjoining Ansty, within Mid Sussex.
- 10.2. Within the Masterplan for the development, a range of infrastructure will be provided that is intrinsic to the promotion of sustainable modes of transport, including:
- A range of mixed-use facilities that will contribute to 'internalising' travel demand for some journey purposes;
 - Pedestrian and cycling links connecting with nearby Public Rights of Way infrastructure;
 - A series of Mobility Hubs, which will provide opportunities for changing travel modes, as well as bus stops with Real-Time Passenger Information (RTPI), car club vehicle parking, cycle storage / repairs; and,
 - Re-routing of bus route through the site along primary and secondary roads in order to maximise the number of dwellings within the CIHT recommended walk catchment.
- 10.3. Prior to occupation, a Travel Plan Co-ordinator will be appointed to manage the delivery of the Travel Plan as well as assess if the Travel Plan targets are being achieved. These will be SMART targets, to be agreed with the steering group, and informed by baseline surveys.
- 10.4. ModeshitSTARS annual surveys will be carried out to monitor the performance of the Travel Plan against a set of qualitative and quantitative targets.
- 10.5. At present, it is anticipated that the following reduction in single occupancy car travel would be targeted:
- 3% reduction within 3 years of first occupation
 - 5% reduction within 5 years of first occupation
- 10.6. Funding of the TP will be facilitated by a management company, with options being available to secure its ongoing viability through the identification of different funding sources.

10.7. In conclusion, this FTP sets out the parameters that will be adopted in the production of a Full Travel Plan. It is expected that this would be conditioned as part of the planning application, safe in the knowledge that the principles outlined in this document offer acceptable principles in demonstrating Fairfax Acquisition's commitment to supporting the sustainability of the proposed development.

Drawings

EXAMPLE C

NOTES:

DESIGNED IN ACCORDANCE WITH LTN 1/20 & COMO UK THE DESIGN PROCESS - MOBILITY HUBS REALISED.

EXAMPLES SHOWN INDICATIVELY AND SUBJECT TO INTERNAL LAYOUT, FURTHER DESIGN AND HIGHWAYS DISCUSSIONS.

MINI MOBILITY HUB TO INCLUDE:

- 1 HIGH QUALITY TRANSPORT OPTION
- 1 HIGH QUALITY SHARED MOBILITY OPTION
- CLEAR SIGNAGE / INFORMATION BOARD
- SAFE CROSSINGS
- LOCATED IN WELL LIT LOCATION
- EASILY ACCESSIBLE
- TRANSPORT TIMETABLE
- STREET LIGHTING
- COVERED SEATING
- MODERN CLEAN INFRASTRUCTURE

DRAFT

EXAMPLE B

EXAMPLE A

EXAMPLE C

EXAMPLE D

EXAMPLE E

EXAMPLE F

EXAMPLE G

EXAMPLE H

EXAMPLE I

EXAMPLE J

EXAMPLE K

EXAMPLE L

EXAMPLE M

EXAMPLE N

EXAMPLE O

EXAMPLE P

Rev Description Date

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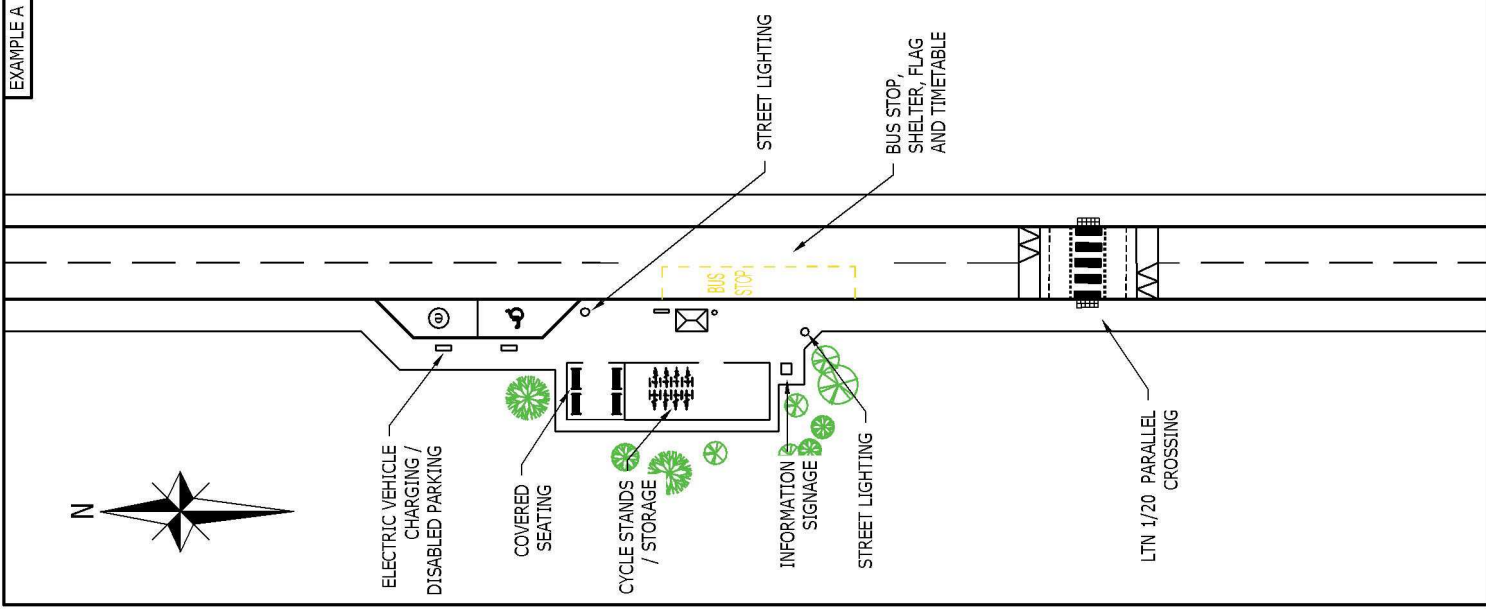
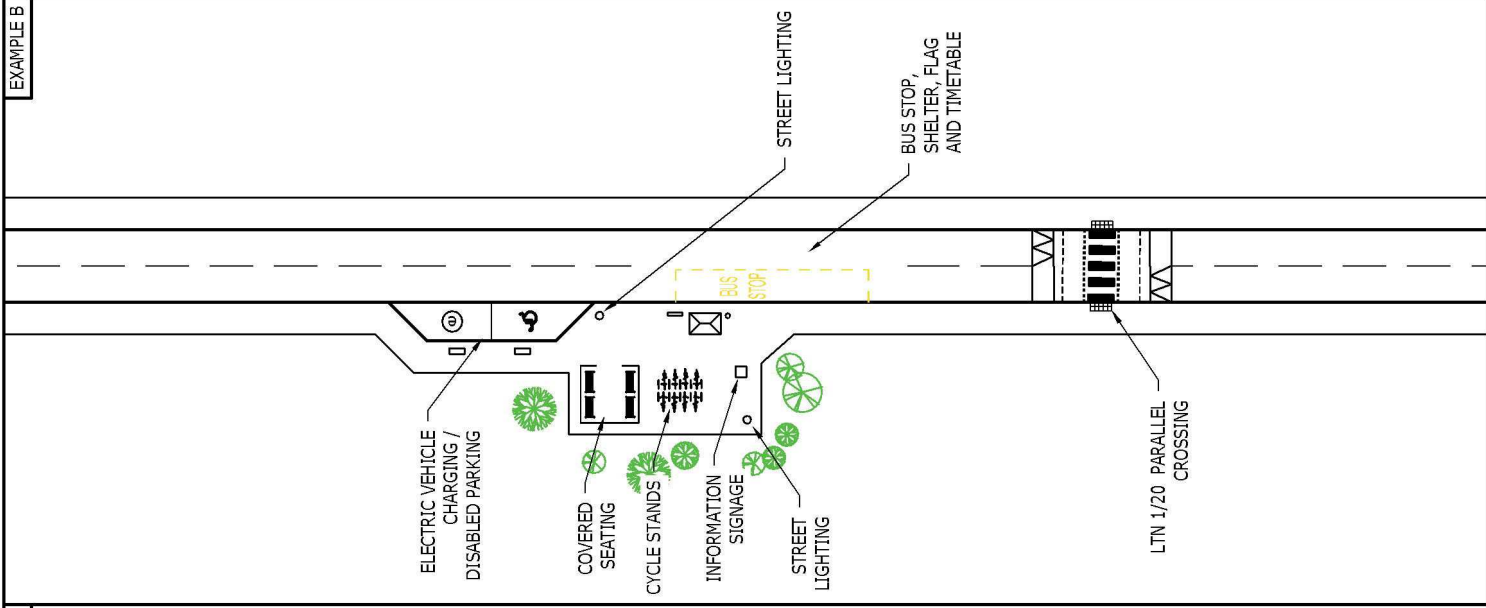
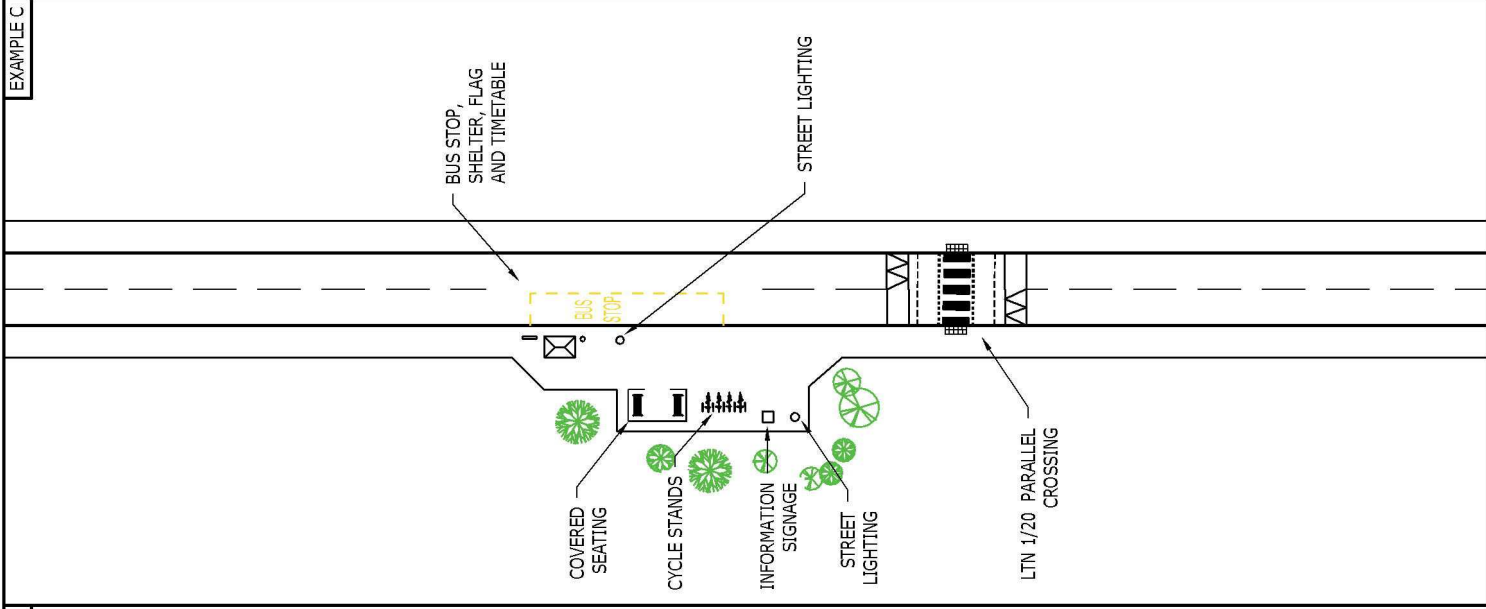
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Project Title: LAND AT ANTASY FARM, MID SUSSEX

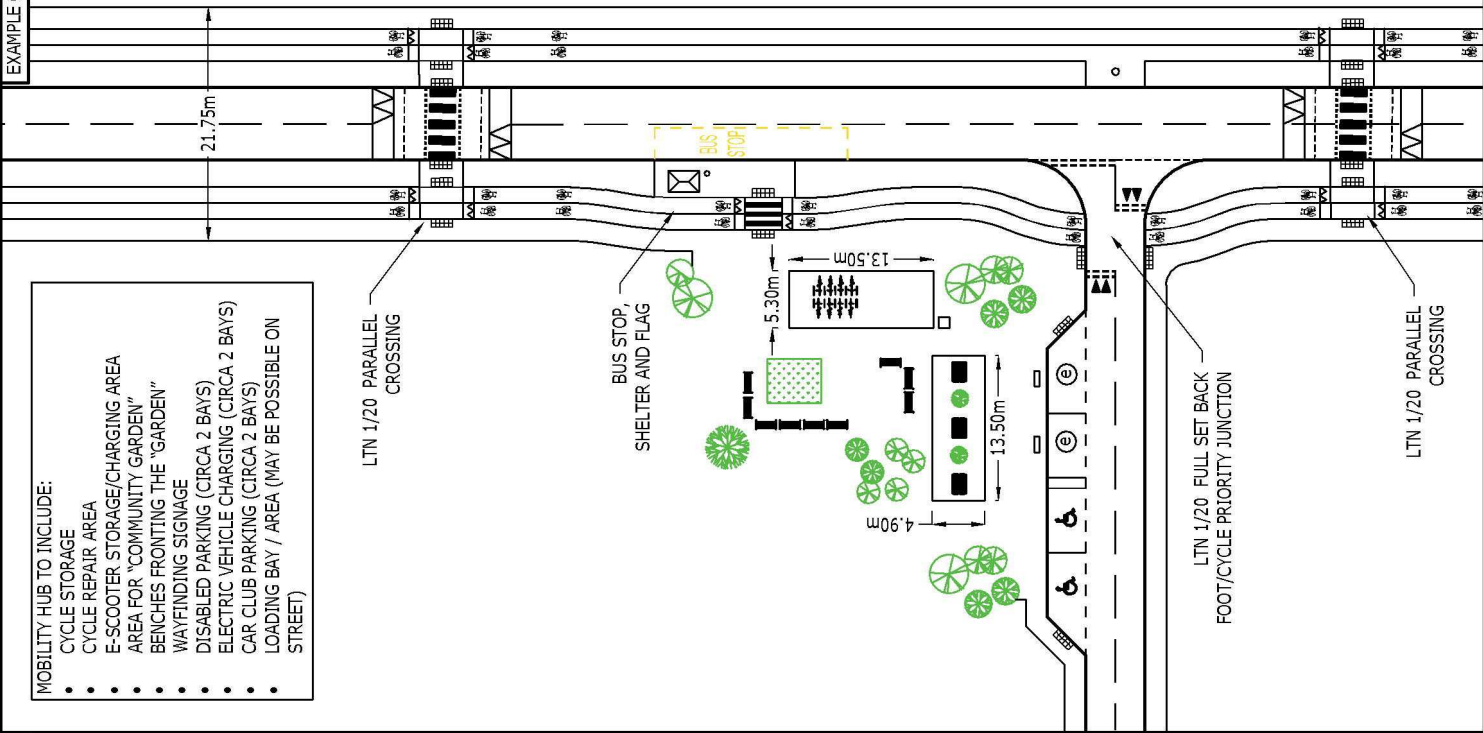
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| AS Scale | 1:500 | Date | 13.07.23 |
| Drawn by | DV | Checked by | DV |
| Designed by | DV | Approved by | KM |

Drawing Number: 2207280-SK06

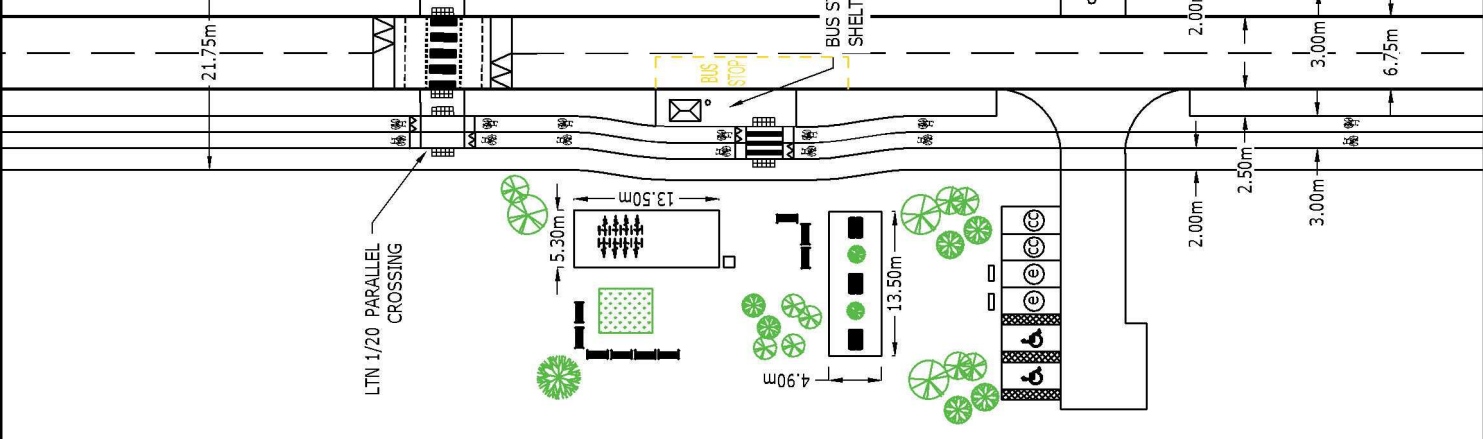


EXAMPLE C

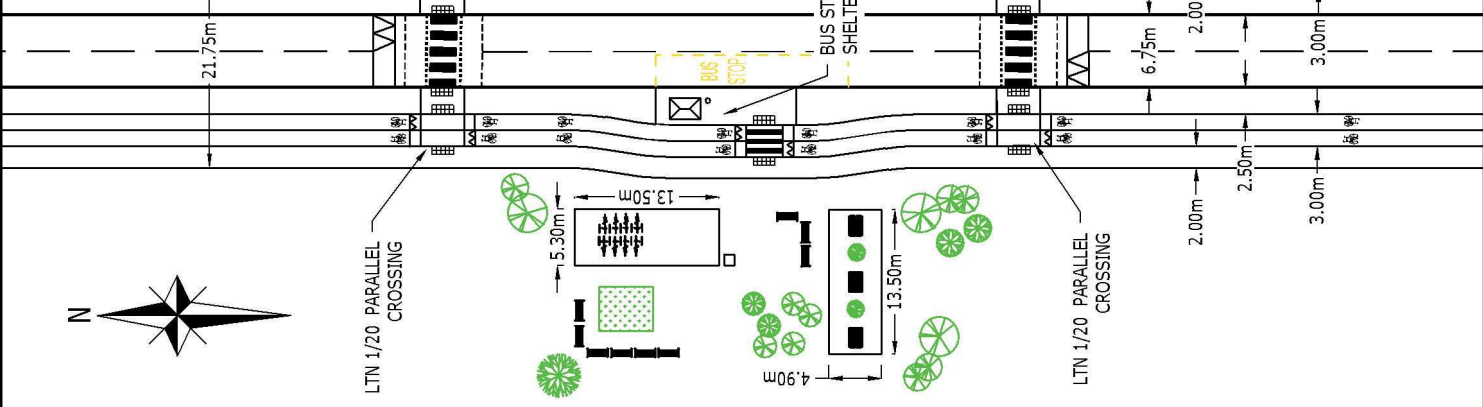


- MOBILITY HUB TO INCLUDE:**
- CYCLE STORAGE
 - CYCLE REPAIR AREA
 - E-SCOOTER STORAGE/CHARGING AREA
 - AREA FOR "COMMUNITY GARDEN"
 - BENCHES FRONTING THE "GARDEN"
 - WAYFINDING SIGNAGE
 - DISABLED PARKING (CIRCA 2 BAYS)
 - ELECTRIC VEHICLE CHARGING (CIRCA 2 BAYS)
 - CAR CLUB PARKING (CIRCA 2 BAYS)
 - LOADING BAY / AREA (MAY BE POSSIBLE ON STREET)

EXAMPLE B



EXAMPLE A



DRAFT

NOTES:

DESIGNED IN ACCORDANCE WITH LTN 1/20 & COMO UK "THE DESIGN PROCESS - MOBILITY HUBS REALISED".

EXAMPLES SHOWN INDICATIVELY AND SUBJECT TO INTERNAL LAYOUT, FURTHER DESIGN AND HIGHWAYS DISCUSSIONS.

| | | | | | |
|--|-------------|-----|-----|-----|------|
| Rev | Description | Dim | CHK | APP | DATE |
| <p>ARDENT CONSULTING ENGINEERS</p> <p>Third Floor The Helixmark Building 100 Abchurch Lane London EC3M 5JE Tel: 020 7680 4088 Web: www.ardent-co.co.uk E-mail: enquiries@ardent-co.co.uk</p> <p>FAIRFAX ACQUISITIONS LTD</p> <p>Project Title: LAND AT ANTASY FARM, MID SUSSEX</p> <p>Drawing Title: MOBILITY HUB EXAMPLES</p> <p>AS Scale: 1:500 Date: 27.02.23 Designed by: DV</p> <p>Drawn by: DV Checked by: DV Approved by: KM</p> <p>Drawing Number: 2207280-SK01</p> | | | | | |

Travel Plan Appendix A
Indicative Concept Plan

Transport Assessment Appendix B
Indicative Access and Movement Parameter Plan

Transport Assessment Appendix C
Enterprise Rent-a-Car Letter of Intent



14th September 2023

To Jamie Symington at Ardent CE

Dear Jamie,

Thank you for your time today. Please find this letter as an expression of intent to provide Enterprise Car Club at the Ansty West Sussex site.

Enterprise Car Club will provide the following at this site:

- An agreed number of vehicles across the site at mobility hubs.
- An agreed number of Year's Free Membership of Enterprise Car Club to residents, giving them access to over 2500 vehicles across the UK.
- An agreed amount of driving credit to get residents using the service.
- Use of our fleet in local and national network.
- Briefing of sales staff and promotional material for the development.
- 24/7 Clubhouse customer service team.
- 24/7 Booking Tool on web desktop, android, and apple devices.
- Vehicle insurance.
- Vehicle Maintenance and Valeting.
- Creation of reports and statistics for the developer and local council.
- Discount for active car club members with Enterprise Rent-A-Car.

