

Travel Plan Framework

Land south of Furners Lane,
Henfield,
West Sussex



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Schedule of Appendices

A Development Site Plan

Issue	Issue date	Compiled	Checked	Authorised
1	September 2024	EP	LNS	LNS

1 Introduction

- 1.1 This Travel Plan has been prepared for Elivia Homes in connection with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 GTA Civils & Transport Limited has been commissioned by Elivia Homes to prepare a Travel Plan Framework in connection with the proposed development of 29 residential units on Land south of Furners Lane, Henfield, West Sussex.
- 1.3 The purpose of this Travel Plan Framework is to provide a wider long-term strategy for encouraging residents to reduce their dependency on travelling within single-occupancy vehicles and to favour sustainable modes such as walking, cycling and use of the nearby public transport facilities.
- 1.4 The Travel Plan Framework itself is designed to be a flexible, working document which will evolve and may be subject to change over time to ensure that objectives and targets are met within the scheme.
- 1.5 West Sussex County Council Development Travel Plan Policy Document gives thresholds for the requirements for Travel Plans and Travel Plan Frameworks in Appendix C of the document. For C3 Dwelling Houses, no assessment is required if the number of houses is <50 dwellings.
- 1.6 However, as a measure to encourage more sustainable modes of transport to and from the proposed development site, a Travel Plan Framework has been provided.
- 1.7 At the time of writing, the most recent guidance is: "WSCC Guidance on Travel Plan Statements (Travel Plans for Smaller Businesses and Residential Developments)", as of January 2024.
- 1.8 This guidance states that Travel Plan Statements, for smaller developments, focus on promoting sustainable travel options and, due to the limited number of residents involved, do not require modal shift targets to be set or independently monitored.
- 1.9 Due to the scale of the site and the requirements of a Travel Plan Framework, monitoring will not be carried out for this site.

Travel Plan Background – West Sussex County Council Development Travel Plan Policy

1.10 Travel Plans have become an essential tool for the delivery of national, regional and local transport policy as they can assist in increasing accessibility and improving public health whilst reducing congestion and local air pollution.

1.11 A Travel Plan is a long-term management strategy for an organisation or site that establishes a structured strategy with clear objectives, supported by suitable policies, which ensures that sustainable transport objectives are delivered through action.

1.12 A Travel Plan is a living document involving the identification of an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on single occupancy car journeys. Other objectives could include:

- Improving site access and travel choice;
- Meeting an organisation's environmental standards;
- Increasing business efficiency and equality;
- Reducing congestion and demand for parking spaces;
- Ensuring adequate provision for people with disabilities;
- Providing opportunities for active, healthy travel.
- Providing choice and quality access to key services (such as hospitals, education shops and employment),
- Delivering local environmental improvements from reduced congestion, pollution and noise. This is particularly appropriate to developments within or adjacent to Air Quality Management Areas (AQMAs) or environmentally sensitive locations.

1.13 By influencing travel behaviour and contributing to a reduction in trips made by car, Travel Plans can help to reduce emissions and air pollutants, climate change gases and noise to the benefit of people who live or work in West Sussex and visitors to our county.

1.14 An early start to Travel Planning enables future occupiers to adapt their travel behaviour to match the travel opportunities and constraints of a development site. It is a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to the occupiers and those using the site.

1.15 A Travel Plan is part of a process capable of achieving a great deal. It is the intention of this guidance to assist in the development and implementation of good quality, effective Travel Plans to support developments in West Sussex.

Benefits to residents, visitors and the community

- Improved accessibility, public transport provision and travel choice for reaching local facilities by residents and the wider community
- Enhanced social inclusion for those experiencing accessibility difficulties
- A sense of community
- Reduction in the inequalities that may exist between car / non car owners
- Improved understanding of the benefits of not using the car when alternatives exist
- Reduced need to travel by provision of on-site facilities and access to information and services through the internet
- More households changing their travel behaviour and adopting positive lifestyle choices
- A more attractive environment that contributes to regeneration and renewal initiatives
- Increased scope for child friendly housing layouts with fewer roads, vehicle movements and parking areas
- Scope to complement nearby Travel Plans and possibly even assisting them in achieving more ambitious initiatives
- Existing residents in the surrounding community will enjoy a less polluted environment and improved road safety that will especially benefit children and other vulnerable groups

Benefits to the environment

- Reducing the need for car use
- Less congestion
- Improved personal and road safety
- Improved air quality
- Reductions in noise pollution
- Improved quality of the public space
- Lower carbon footprint

Policy Context

1.16 This Travel Plan has been written in accordance with the following policy documents:

- 2023 National Planning Policy Framework (NPPF);
- 2014 National Planning Policy Guidance (NPPG);
- West Sussex Transport Plan (2022-2036);
- Horsham District Planning Framework (2015);
- Henfield Neighbourhood Plan 2017-2031;
- West Sussex County Council Development Travel Plan Policy;

- WSCC Guidance on Travel Plan Statements (Travel Plans for Smaller Businesses and Residential Developments) (January 2024).

Context

1.17 This Travel Plan Framework has been created for the proposed development of 29 residential units on Land south of Furners Lane, Henfield, West Sussex. The total land covers approximately 3.1ha and is situated south of Furners Lane. The development mix consists of a mix of 1, 2, 3 and 4-bedroom dwellings. All units will have associated car and cycle parking spaces. The proposals also comprise a new access directly from Furners Lane to access the dwellings.

1.18 As stated in Policy 40: Sustainable Transport within the Horsham District Planning Framework (2015), development proposals which promote an improved and integrated transport network, with a re-balancing in favour of non-car modes as a means of access to jobs, homes, services and facilities, will be encouraged and supported. Specifically, development will be supported if *"it is accompanied by an agreed Green Travel Plan where it is necessary to minimise a potentially significant impact of the development on the wider area or as a result of needing to address an existing local traffic problem."*

1.19 Residential Travel Plans can help promote sustainable commuting and reduce parking pressures and reliance on private vehicles at the development parcel. Through collaborative working, travel plan networks can also help secure travel discounts and other benefits to residents. The use of the public transport discounts and soft measures will be referenced to throughout this report where relevant as a measure of promoting public transport use as an alternative to the private car.

1.20 As this document is a Travel Plan Framework, the focus will be on promoting sustainable travel options and due to the limited number of dwellings, will not require modal shift targets to be set or independently monitored.

1.21 Creating a Travel Plan Statement has three main purposes;

- Ensuring that development minimises the impact of the forecast additional demand;
- Increasing accessibility and ensuring that opportunities are provided for people to travel to and from the site in a variety of ways;
- Reducing dependence on the use of the car.

1.22 This residential travel plan has been created with an overall objective of minimising traffic congestion and single-occupancy vehicles accessing the site. This Travel Plan Framework has been created with the aforementioned objectives in mind so that they will be achieved for the development at the Land south of Furners Lane to reduce the risk of environmental impact and

congestion and encourage healthier commuting practices by maximising walking, cycling and public transport usage.

2 The Development

Site Location and Existing Site

- 2.1 The proposed development site is located south of Furners Lane, situated between Furners Mead to the west and Backsettow to the east in Henfield, West Sussex.
- 2.2 The site is located north of Henfield Bowls Club and the Daisycroft, with residential properties and Henfield village directly to the west. There is further agricultural land to the east, past Backsettow House. The site will be accessed via Furners Lane from London Road.
- 2.3 The development site area is shown below in **Figure 2.1**.

Figure 2.1 Site Location and Red Line Boundary



Proposed Development

2.4 The development proposal is to construct 29 dwellings, comprised of a mixture of affordable and open market properties. The development mix is as follows:

- 2x 1-bedroom properties;
- 7x 2-bedroom properties;
- 11x 3-bedroom properties;
- 9x 4-bedroom properties
- Total: 29 dwellings

2.5 A new access will be installed from Furners Lane to serve the 29 residential dwellings. The access will be a simple priority bellmouth measuring 4.8m in width with a 2m radii on the eastern side of the access and a 6m radii on the western side of the access due to the road alignment. The width of the carriageway is wide enough for two-way vehicle movement. The pedestrian access into the development parcel will be via FP2548-1 leading to Furners Mead. Pedestrian linkage to Henfield will likely be via this route than Furners Lane. This will provide access to the south of the development parcel and link to the shared surface area. Public Footpath 2548-1 into Furners Mead will be upgraded as a result of the proposals as a key pedestrian link into Henfield for the proposed development.

2.6 The development is providing 59 allocated parking spaces, 19 car ports/single garages and 13 visitor spaces overall which is largely in line with the WSCC parking standards.

2.7 In accordance with 'The Building Regulations 2010 – Infrastructure for the Charging of Electric Vehicles, Approved Document S' (2021 edition), EV charging points would be provided for all allocated parking spaces.

2.8 Dwellings with associated garages will have internal cycle stores within the garage, providing a secure, sheltered parking area for cycles. For dwellings without a garage, a cycle shed will be provided in the rear garden as an alternative secure store. Nonetheless, all dwellings will have cycle storage space for 2 cycles.

2.9 The proposals can be found in **Appendix A**, but the proposed site plan can be seen below in **Figure 2.2** for ease of viewing.

Figure 2.2 Proposed Site Plan



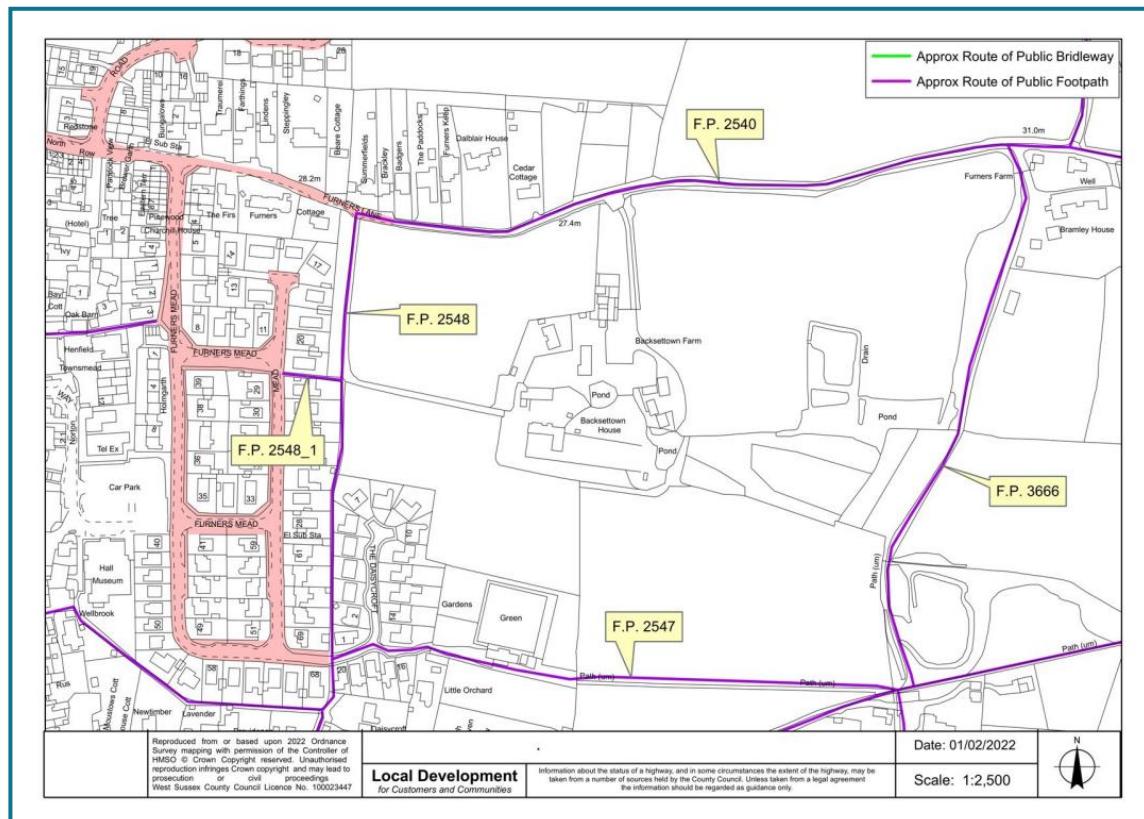
3 Site Travel Opportunities

Proximity to Local Services and Facilities

3.1 The site is acknowledged to be located within a semi-rural location within Henfield but is located within a short walk of London Road, Henfield (220m / 3-minute walk) which is the main road running through the centre of the village. London Road has several local facilities and services accessible from this point as well as the nearest bus stop located 250m west of the site location. This stop is serviced by buses 17, 100 and 106.

3.2 The site is in a good location that is accessible by several surrounding public rights of way. Footpath FP2548 provides access currently to the site. As part of the development proposals, this will be retained with access into the south of the main development parcel for use as a pedestrian access. Access will also be retained to FP2548-1 leading into Furners Mead. This will provide a traffic-free route towards London Road and the main village of Henfield without needing to use the majority of Furners Lane. Public Footpath 2548-1 into Furners Mead will be upgraded as a result of the proposals as a key pedestrian link into Henfield for the proposed development.

Figure 3.1 – Public footpaths surrounding the perimeter of the site



3.3 The site is well connected to the village of Henfield which has a large residential housing estate directly to the west and subsequent quiet, low trafficked residential streets that are accessible within walking distance of the site. It is very likely that anyone working locally and living within the proposed development would walk or cycle to the local village of Henfield and surrounding areas due to the footway proposed to be incorporated within the site as well as the PRoW connections that provide traffic-free access to and from the site.

3.4 Manual for Streets states "*walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km.*" Moreover, page 49 within the IHT (2000) Guidelines for Providing for Journeys on Foot continues to state that "*higher quality and larger centres generate longer acceptable walking distances up to 1250m of walking journey.*"

3.5 Whilst superseded by NPPF, the former PPG13 Transport document sets out useful guidance related to suitable walking and cycling distances:

- "*Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres*" (Paragraph 74)
- "*Cycling also has potential to substitute short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport*" (Paragraph 77).

3.6 The following maps (**Figure 3.2** and **Figure 3.3**) represent a 2km walking distance isochrone map (at IHT recommended walking time of 1.4m/s) and a 5km cycling distance isochrone map (at IHT cycling time of 15.5km/h) to demonstrate the area extent that can be accessible from the site access.

Figure 3.2 – 2km Walking Isochrone Map from Site Access

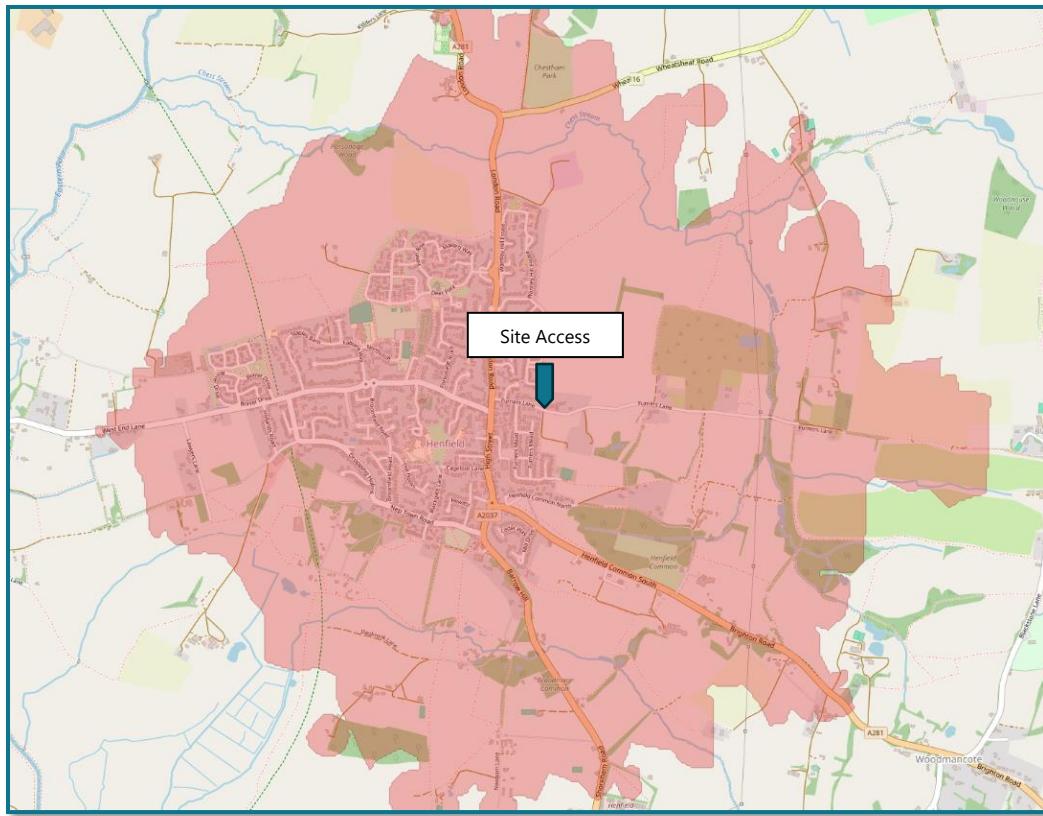
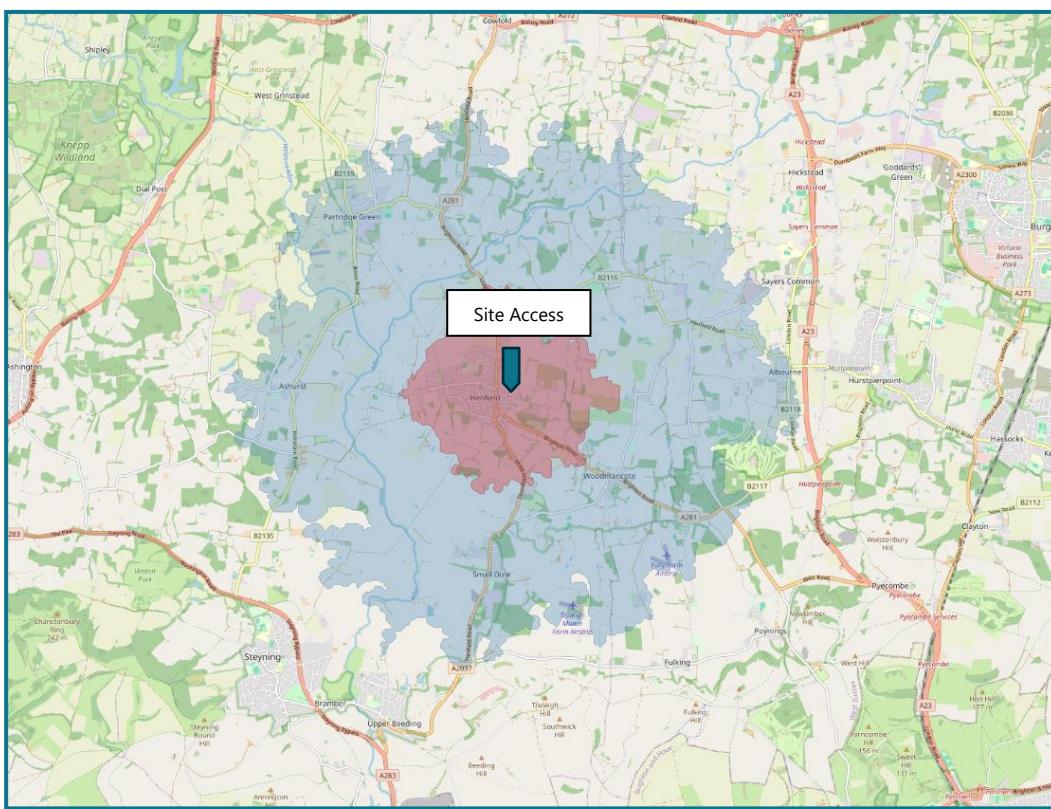


Figure 3.3 – 5km Cycling Isochrone Map from Site Access



3.7 As demonstrated from the above isochrone maps, the main built-up area of Henfield is accessible by walking from the site access location within less than 2km walking time. Other localities of Partridge Green and Woodmancote are accessible within a 5km cycling distance of the site.

3.8 Within Henfield, the following key destinations are available well within the IHT recommended walking time of 2km, as listed below:

- St Peter's C of E Primary School – 1.12km – 15-minute walk/5-minute cycle
- Activ8 Henfield Nursery – 1.12km – 15-minute walk/5-minute cycle
- Tinkerbells Music Group Henfield – 370m – 5-minute walk/1-minute cycle
- One Stop Stores Henfield – 320m – 5-minute walk/1-minute cycle
- South Downs Butchery – 450m – 7-minute walk/2-minute cycle
- Jeremy's Convenience Store – 480m – 7-minute walk/2-minute cycle
- Sainsbury's Local – 485m – 7-minute walk/2-minute cycle
- The Paddocks Healthcare Clinic – 80m – 1-minute walk/<1-minute cycle
- Henfield Medical Centre – 800m – 11 minutes' walk/3 minutes' cycle
- Hawthorn Veterinary Surgery – 410m – 7-minute walk/2-minute cycle
- Mallards Dental Practice – 850m – 11 minutes' walk/3 minutes' cycle
- Henfield Pharmacy & Travel Clinic – 505m – 8-minute walk/3-minute cycle
- Henfield Post Office and Amazon Counter – 350m – 5-minute walk/1-minute cycle
- The Henfield Hall – 540m – 8-minute walk/3-minute cycle
- Henfield Youth Club – 1.6km – 20 minutes' walk/5 minutes' cycle
- Rothery Field, Park & Garden – 900m – 13-minute walk/4-minute cycle

3.9 All dwellings will have cycle storage space for 2 cycles. Dwellings with associated garages will have internal cycle stores within the garage, providing a secure, sheltered parking area for cycles. For dwellings without a garage, a cycle shed will be provided in the rear garden as an alternative secure store.

3.10 PPG 13 considers cycling at paragraphs 78 to 80 and states: "*cycling also has the potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport.*"

3.11 Most roads within Henfield and the surrounding areas are conducive to cycling due to the rural nature of the roads as well as the relatively flat topography and the 30mph speed limit imposed on local roads.

Bus

3.12 Guidance on how to make new developments bus-friendly has been published by the Chartered Institution of Highways and Transportation (CIHT), titled 'Buses in Urban Developments' published in January 2018. The guidance recommends maximum walking distances of:

- 500 metres on core bus corridors with two or more high frequency services;
- 400 metres on single high frequency routes (every 12 minutes or better);
- 300 metres on less frequent routes;
- 250 metres in town/city centres.

3.13 The nearest bus stop to the site access is located 250m west of the site location, along the A281 (London Road), within the shortest advisable walking distance. This distance is achievable for most and therefore journey by bus travel is likely to be a valid option for the residents of the proposed development. The bus stop is titled 'Furners Lane', and the journey time equates to a 4-minute walk time.

3.14 This bus stop has services operated by Compass Travel and Stagecoach buses. This stop is serviced by buses 17, 100 and 106.

3.15 The bus services are detailed below in **Table 3.1**. The services provide connections to some key destinations such as Brighton, Pyecombe, Cowfold and Horsham.

Table 3.1 - Local bus services and frequencies

Service No. and Operator	Route	Weekday Frequency	Weekend Frequency
17 – Stagecoach South	Brighton – Patcham – Pyecombe – Henfield – Littleworth – Cowfold – Horsham	Mon-Fri, hourly	SAT: hourly SUN: N/A
100 – Compass Travel	Burgess Hill – Henfield – Steyning – Storrington – Pulborough – Billingshurst – Slinfold – Horsham	Monday-Fri, hourly	SAT: hourly SUN: N/A
106 – Compass Travel	Henfield – Upper Beeding – Steyning – Lancing – Worthing	Tuesdays, Wednesdays & Fridays – 1 return service	SAT: N/A SUN: N/A

3.16 The nearest railway station is Hassocks, which is located approximately 11.7km east of the proposed development. From the development, the station is approximately a 16-minute drive. Although this is above the IHT guidelines for cycling, there are 152 car parking spaces at Hassocks station.

3.17 Services from this station are run by Southern. This station provides regular services to Brighton, London Bridge, Gatwick Airport, Bedford, Littlehampton, Hove, and Worthing. Key destinations, service frequencies and journey times are set out in **Table 3.2** below.

Table 3.2 – Train Services from Hassocks Station

Destination	Frequency in peak hours (0800-0900 and 1700-1800)	Duration
Brighton	4 per hour	12-23 minutes
London Bridge	6 per hour	51-1hr2 minutes
Gatwick Airport	7 per hour	22-28 minutes
Bedford	4 per hour	2hr10 – 2hr35 minutes
Littlehampton	2 per hour	47-49 minutes
Hove	2 per hour	11 minutes
Worthing	2 per hour	25-27 minutes

3.18 Alternatively, bus service 17 provides access to Horsham Rail Station within an approximate 40-minute journey time. It also provides access nearby to Brighton station within 27 minutes. Bus 100 provides access to Burgess Hill station within 25 minutes.

Taxis

3.19 There are several taxi companies operating in the nearby area to the site. For example:

- Henfield Village Cars Ltd
- Henfield Private Hire
- David's Private Hire – Henfield

On-site Car Parking

3.20 The development is providing 59 allocated parking spaces, 19 car ports/single garages and 13 visitor spaces overall which is largely in line with the WSCC parking standards.

3.21 Garages have not been considered as part of the car parking allocation for the site as they do not meet the WSCC guidance standards of 6m x 3m.

3.22 The car parking allocation for the proposed dwellings is as follows, see **Figure 3.4** below:

Figure 3.4 – Parking Provision for the Proposed Dwellings

Plot	Type	Bedrooms	Arrangement	No. of Storeys	Car Parking	Car Parking Notes
Plot 1	Goring	4 + Study	Detached	2	2	2 allocated spaces + single garage
Plot 2	Ashcombe II	4	Detached	2	2	2 allocated spaces + single garage
Plot 3	Barnham	4	Detached	2	2	2 allocated spaces + single garage
Plot 4	Brambleton	4	Detached	1.5	2	2 allocated spaces + single garage
Plot 5	Farleigh	2	Detached	1.5	2	2 allocated spaces + single garage
Plot 6	Goring	4 + Study	Detached	2	2	2 allocated spaces + single garage
Plot 7	Ashcombe II	4	Detached	2	2	2 allocated spaces + single garage
Plot 8	Barnham	4	Detached	2	2	2 allocated spaces + single garage
Plot 9	Birtley	3	Detached	1.5	2	2 allocated spaces + single garage
Plot 10	Birtley	3	Detached	1.5	2	2 allocated spaces + single garage
Plot 11	AFF Type 1	1	Flat	2	1	Allocated space
Plot 12	AFF Type 2	2	Flat	2	1	Allocated space
Plot 13	AFF Type 4	3	Terraced	2	2	Allocated spaces
Plot 14	AFF Type 3	2	Terraced	2	2	Allocated spaces
Plot 15	AFF Type 4	3	End of Terrace	2	2	Allocated spaces
Plot 16	AFF Type 4	3	End of Terrace	2	2	Allocated spaces
Plot 17	AFF Type 3	2	Terraced	2	2	Allocated spaces
Plot 18	AFF Type 4	3	Terraced	2	2	Allocated spaces
Plot 19	AFF Type 2	2	Flat	2	1	Allocated space
Plot 20	AFF Type 1	1	Flat	2	1	Allocated space
Plot 21	Barnham	4	Detached	2	2	2 allocated spaces + single garage
Plot 22	Barnham	4	Detached	2	2	2 allocated spaces + single garage
Plot 23	Priestwood	3 + Study	Detached	1.5	3	2 allocated spaces + single car barn
Plot 24	Priestwood	3 + Study	Detached	1.5	3	2 allocated spaces + single car barn
Plot 25	Farleigh	2 + Study	Detached	1.5	3	2 allocated spaces + single car barn
Plot 26	Farleigh	2 + Study	Detached	1.5	3	2 allocated spaces + single car barn
Plot 27	Birtley	3	Detached	1.5	3	2 allocated spaces + single car barn
Plot 28	Birtley	3	Detached	1.5	2	2 allocated spaces + single garage
Plot 29	Birtley	3	Detached	1.5	2	2 allocated spaces + single garage
TOTAL		29	TOTAL		59	
					13 Visitor Spaces	
					72 Spaces Total	

Electric Vehicle Charging

3.23 In accordance with 'The Building Regulations 2010 – Infrastructure for the Charging of Electric Vehicles, Approved Document S' (2021 edition), EV charging points would be provided for all allocated parking spaces.

3.24 There is an existing network of charging points in West Sussex, which is currently part of the Energi Network, known as the West Sussex Chargepoint Network. Enquiries will be made post planning consent as to whether the EV charging points can be installed to form part of the same network, with residents made aware of EV charging points within their locality when they are driving within the area.

Car Sharing

3.25 A car sharing app called Liftshare has been launched as a means of reducing the number of private car trips in the UK, lowering fuel emissions, aiding the environment, minimising traffic and saving people money.

3.26 All residents will be encouraged to use this scheme as well as the West Sussex car share website, to make more efficient use of existing private car journeys within the development parcel, creating fewer journeys.

3.27 The website: www.westsussexcarshare.com is a scheme that has been set up by West Sussex County Council to enable people who live or work in the county to car share for commuting and other journeys. The scheme is part of the Liftshare.org network. It is easy to set up and use. Residents will be encouraged to fill out relevant journey details and driving habits such as destinations and the times needed for travel. This will help the website and database generate a suitable or close match and allow other people using the site to connect. Residents will be directed to their residential welcome travel packs which will be provided upon residents moving into the property and will feature leaflets such as the following which explains the car sharing system and ways to access the database: https://www.westsussex.gov.uk/media/2737/west_sussex_car_share_leaflet-1.pdf.

4 Aims & Objectives

4.1 This Travel Plan Framework is an evolving document. While the primary objectives of the Travel Plan Framework will not change, the measures used to achieve the primary objectives may evolve.

4.2 The monitoring programme will allow the Travel Plan Framework document to be revised, refined, and improved.

Aims

4.3 The core aims of this Travel Plan Framework (TPF) are to:

- set out the scope and objectives of the TPF;
- set out initiatives and measures to promote accessibility by non-car modes;
- set out the requirements for a travel plan co-ordinator role; and
- set out requirements for monitoring and reviewing the initiatives and measures proposed through dissemination of information, including surveys of resident's travel habits.

Objectives

4.4 The Travel Plan Framework is a strategy for minimising traffic congestion and single-occupancy vehicles accessing the site. Therefore, the main objectives of this plan are to minimise the demand for travel specifically by car and to maximise the opportunities for travel by other means. The primary objectives can be broken down into three points as follows:

- To minimise the number of car journeys made from the site;
- To promote travel by more sustainable and active modes of transport;
- To manage the overall transport impacts of the development.

4.5 A fundamental change in attitude by most people is required. It must be gradually instilled by education on benefits of alternative travel, by providing and supporting viable alternative modes of transport and encouraging a change in outlook and expectation.

4.6 Secondary objectives are to achieve the following:

- To raise awareness of sustainable transport options and encourage individuals to change their travel behaviour;
- Minimise the impact on the local community by minimising noise and pollution from traffic associated with the site;
- Reduce the adverse effects on health associated with increased car use;
- Reduce air pollution and the consumption of fossil fuels;
- Increase the attractiveness and hence the proportion of journeys made to and from the site by sustainable modes of transport such as walking, cycling and public transport;

- Promote walking and cycling as a health benefit to residents;
- Promote social inclusion by widening the travel options available for non-car owning residents;
- Reduce the perceived safety risk associated with the alternatives of walking and cycling.

Baseline Travel Patterns

4.7 In line with WSCC Guidance on Travel Plan Statements (Travel Plans for Smaller Businesses and Residential Developments) January 2024, a baseline travel survey will be conducted within 3 months of full occupation of the site in order to establish baseline travel patterns for the site and monitor the performance of the Travel Plan in achieving set objectives, most notably reducing single-occupancy vehicle (SOV) trips to the site.

4.8 The survey will be undertaken by SurveyMonkey, with surveys delivered to all households via post with the option to fill in the survey online or via letter to be posted back to the Travel Plan Coordinator.

4.9 The resident survey will collect details on:

- How residents/visitors currently travel to the site;
- How many people work in the same postcode area to assess the potential for car sharing;
- Journey purpose;
- Car occupancy;
- What facilities are lacking/are needed to encourage more sustainable travel.

4.10 The results of the survey will be submitted to the Travel Plan Officer at West Sussex County Council in the form of an updated Travel Plan Statement.

Travel Plan Co-ordinator

4.11 The Travel Plan Co-ordinator will be responsible for implementing and promoting the Travel Plan. This will be awarded to the Management Company for the development, which will be responsible to co-ordinate the Travel Plan.

4.12 After the first initial travel survey has been conducted, with the Travel Plan Framework updated and details given to WSCC as appropriate.

5 Travel Plan Measures

5.1 The list of initiatives and measures are summarised in **Table 5.1** and, where it is possible, these will be implemented before occupation of the development in order to maximise the opportunity to influence resident travel patterns and minimise single occupancy car journeys. These measures and initiatives may be subject to change as the TPF evolves.

Table 5.1 – Proposed Measures

Measure	Responsibility	Timescale
PROMOTIONAL MEASURES		
Information given in all marketing and sales material on sustainable transport options and other measures.	TPC	Pre-occupation
Provide a Residential Welcome Pack for residents upon commencement of moving in. The pack will include a map of the local area highlighting key facilities and nearby bus stops; public transport information times and frequencies; areas served by local buses; cost comparison with car travel + parking; details about grocery home delivery services operated by local shops and supermarkets; information on health benefits of active travel and local public transport and bicycle shop discounts. Details of the location of local schools and amenities will also be provided as well as road safety queries and details of the Travel Plan and TPC contact details.	TPC	On occupation
Events such as Bike Week, Catch the Bus Week, European Mobility Week (inc. World Car Free Day), Liftshare Week, Modeshift Travelwise Week with relevant information on how to get involved contained within the Travel Pack.	TPC	On-going
Journey planning websites such as Traveline and nextbuses.mobi will be promoted via information/welcome packs.	TPC	On occupation
WALKING & CYCLING MEASURES		
Secure, covered bicycle parking for 2 cycles per dwelling in a dedicated store.	Developer	On occupation
Provision of local walking & cycle route information within the Resident Travel Pack.	TPC	On occupation
The provision of internal pedestrian links to connect the site to local PRoW routes and local public transport services as well as traffic-free routes towards the centre of Henfield.	Developer	Pre-occupation
The promotion of National and Local walking and cycling initiatives such as walk/cycle to work week within the Welcome Pack.	TPC	Post occupation

Engagement with Sustrans and to provide residents with information on route planning, bike fit improvements, group led bike rides and basic mechanical training.	TPC	On-going
The promotion of national and local walking and cycling initiatives such as walk/cycle to work week within the Welcome Pack.	TPC	Post occupation
Promote use of the WSCC cycle journey planning facility within the Resident Welcome Packs, which provides turn-by-turn information for the fastest, quietest, and balanced routes.	TPC	Post occupation
PUBLIC TRANSPORT MEASURES		
The development is served by Stagecoach South. TPC to contact Stagecoach to supply free 'taster' tickets for each resident and discounted Megarider tickets.	Developer	On occupation
All residents encouraged to sign up to the EasitBrighton&Hove Network scheme if possible. By signing up to the scheme, all members get 15% off Southern Rail network, bike loans including for folding and electric bikes, discounts with Halfords on in-store purchases, 10% discount on many Brighton & Hove bus routes with Metrobus, Compass & Stagecoach, free Dayrider Gold bus tickets with Stagecoach, Discounts with Halfords on in-store purchases, 25% discount with Hovertravel and more.	TPC	On going
Promote use of Network Rail Card for up to 50% savings on journeys (33% for adults) and Southern Rail 2-4-1. Offers on the purchase of train fares.	TPC	On going
REDUCING CAR BORNE TRIPS		
The promotion of the www.liftshare.com car share database website within the travel welcome pack.	TPC	On occupation
The promotion of car sharing database via www.westsussexcarshare.com within the travel welcome pack.	TPC	On occupation
Provision of active EV charging points for every allocated space associated with the 29 dwellings.	Developer	On occupation
Provision of high-speed broadband and Wi-Fi to encourage home-working wherever possible.	Developer	On occupation

5.2 All of the above measures will be reviewed as the travel plan progresses and as monitoring highlights which measures have been successful. At this stage, measures will be subject to change to ensure the Travel Plan continues to target influential areas of travel behaviour change.

6 Travel Plan Coordinator

- 6.1 The Travel Plan Co-ordinator (TPC) will be responsible for the successful implementation of the travel plan and the primary means of contact for residents that will be using measures implemented by the travel plan.
- 6.2 The details of the Travel Plan Coordinator will be provided following planning consent, but it is anticipated that it will be handed to the Management Company responsible for the development.
- 6.3 The TPC will be responsible for overseeing the development of the TPF obligations and its day-to-day operation; acting as liaison between the Council, and residents; managing the initiatives; and monitoring and reviewing targets.
- 6.4 The Travel Plan Co-ordinator will be easily contactable so that any concerns or queries with the travel plan can be expressed and information can be gathered in order to ensure that the travel plan is being implemented properly and successfully.
- 6.5 The TPC will be in charge of disseminating the resident travel surveys via SurveyMonkey to understand the existing travel behaviour and current mode splits. An initial travel survey will be carried out by the TPC after 3 months of full site occupation in order for resident initial travel patterns to be determined.

7 Marketing and Promotion

7.1 First residents of each new dwelling will receive travel information packs in order to promote the use of sustainable and non-car means of travel for their commute. The travel packs will also raise awareness of bus facilities available in vicinity of the development and provide information on timetables and frequencies and information on how to access the related websites to produce personalised planned journeys.

7.2 Travel packs will include;

- A map of the local area highlighting key facilities and nearby bus stops;
- Public transport information times and frequencies;
- Areas served by local buses;
- Cost comparison with car travel + parking;
- Details about grocery home delivery services operated by local shops and supermarkets;
- Information on health benefits of active travel and local public transport and bicycle shop discounts;
- Details of the location of local schools and amenities;
- Road safety queries;
- Information on the benefits of sustainable transport on health and the environment;
- Details of the Travel Plan Framework and TPC contact details.

7.3 Websites that residents should also be aware of for travel purposes include:

- Journey planner: <https://www.traveline.info/> & <https://citymapper.com/> (The City Mapper app is also available for download on iPhone and Android).
- Cycle journey planner: <https://www.sustrans.org.uk/> & <https://cyclejourneyplanner.westsussex.gov.uk/> & Cycle Streets App (Cycle Streets is available to download on iPhone, Android and Windows).
- Cycle maps and cycle information: <https://www.westsussex.gov.uk/leisure-recreation-and-community/walking-horse-riding-and-cycling/cycling-routes-and-maps/>.
- Train Information: <https://www.nationalrail.co.uk/#> & www.westsussex.gov.uk/publictransport & <https://www.thetrainline.com/>. (The National Rail and Trainline apps are also available for download on iPhone and Android).
- Care share sites: <https://liftshare.com/uk> & <https://www.co-wheels.org.uk/horsham> (The Liftshare app is also available for download on iPhone and Android).
- Walking planner: <https://www.routeyou.com/> & <https://www.komoot.com/>. (The Komoot app is available for download on iPhone and Android).
- Walking Events: <https://www.livingstreets.org.uk/get-involved/campaign-with-us/national-walking-month> & <https://www.ramblers.org.uk/>.

- Road Safety Information: <http://www.westsussex.gov.uk/roadsafety>.

7.4 The websites will provide residents with information on how they can travel by non-car means and the environmental benefits of doing so.

8 Review

- 8.1 An initial travel survey will be carried out by the TPC after 3 months full occupation in order for initial travel patterns to be determined.
- 8.2 The initial surveys will give a good measure of how residents currently travel or plan to travel and what measures should be further incentivised in order to maximise active travel and reduce single occupancy car use.
- 8.3 At the end of the year, the Travel Plan Co-ordinator will undertake a review of the Travel Plan. The objective of the review will be to assess the success of the Plan and to identify any new measures required to help meet the aims and objectives of the Travel Plan.
- 8.4 The travel plan review will consider the following;
 - The potential for people to transfer car trips to non-car modes;
 - The success rate of specific travel plan initiatives;
 - Whether to revise the incentives based on the results of more recently available data, and;
 - To investigate any remedial measures to assist meeting the aims and objectives.
- 8.5 It is proposed that, by using methods contained within this Travel Plan, the reliance on the private car could be reduced over the monitored 5 years, along with changed behaviour from residents due to consistent annual promotional material and events.

- End of Report -

Appendix A

Site Layout



SITE PLAN

Accommodation Schedule					
Affordable Rented Dwellings [10no. - 34.5%]					
2no.	1-Bedroom M4(3) Flats	AFF Type 1	Block	607sqft	NK TW
2no.	2-Bedroom Flats	AFF Type 2	Block	716sqft	NK TW
2no.	2-Bedroom Houses	AFF Type 3	Terraced	874sqft	TW AK
4no.	3-Bedroom Houses	AFF Type 4	Terraced	1003sqft	KE
Open Market Dwellings [19no. - 65.5%]					
3no.	2-Bedroom w/ Study Chalet Bungalows	Fareigh	Detached	1142sqft	NK TW
5no.	2-Bedroom Chalet Bungalows	Birley	Detached	1231sqft	NK TW
2no.	4-Bedroom Houses	Ashcombe II	Detached	1428sqft	TW AK
2no.	3-Bedroom w/ Study Chalet Bungalows	Priestwood	Detached	1517sqft	KE
4no.	4-Bedroom Houses	Barnham	Detached	1628sqft	NK KE
1no.	4-Bedroom Chalet Bungalow	Brambleton	Detached	1727sqft	Updated Site Layout - drainage info added.
2no.	4-Bedroom w/ Study Houses	Goring	Detached	1889sqft	NK KE
Total; 29 Dwellings					
Parking					
Allocated Spaces:	59 spaces				
Visitor Parking:	13 spaces				
Total Parking Spaces:					
72 spaces					

P11	19.09.24	Updated Red line boundary.	NK	TW
P10	17.09.24	Updated Site Layout.	NK	TW
P9	05.09.24	Footpath on western boundary widened to 2m	TW	AK
P8	22.08.24	Indicative planting removed.	EW	TW
P7	14.08.24	Parking added to schedule - annotations added.	NK	KE
P6	12.08.24	Updated Site Layout - drainage info added.	NK	KE
P5	29.07.24	Updated Site Layout.	TW	AK
P4	22.07.24	Updated Site Layout.	JY	AK
P3	16.07.24	Updated Site Layout.	AK	KE
P2	30.08.23	Updated Site Layout to Pre-App Comments	LD	AK
P1	05.07.23	Updated to Client Comments	LD	AK
Rev	Date	Revision Details	Dr	Ch

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ECE Architecture

Client's Name
Elivia Homes

Job Title
Land West of Backsettown,
Furners Lane, Henfield
Drawing Title
Proposed Site Plan

Scale
1:500 @ A1 / 1:1000 @ A3

metres 10 20 30 40 50

Drawn Checked Date

AK KE 02.03.23

Job No Drawing No
7227 PL-10

Rev P11

Status
PRELIMINARY

CDM Plot date: 19/09/2024 - 14:54:57
7227 henfield site plan - new scheme.dwg



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Furners Lane, Henfield Schedule of Accommodation

7227-D10

17.09.2024

Rev P7

Plot	Type	Bedrooms	Arrangement	No. of Storeys	Car Parking	Car Parking Notes	Area [Sqm]	Area [Sqft]	Tenure	Accessibility
Plot 1	Goring	4 + Study	Detached	2	2	2 allocated spaces + single garage	175.57	1,890	Open Market	M4(1)
Plot 2	Ashcombe II	4	Detached	2	2	2 allocated spaces + single garage	132.68	1,428	Open Market	M4(1)
Plot 3	Barnham	4	Detached	2	2	2 allocated spaces + single garage	151.25	1,628	Open Market	M4(1)
Plot 4	Brambleton	4	Detached	1.5	2	2 allocated spaces + single garage	160.50	1,728	Open Market	M4(1)
Plot 5	Farleigh	2	Detached	1.5	2	2 allocated spaces + single garage	106.14	1,142	Open Market	M4(1)
Plot 6	Goring	4 + Study	Detached	2	2	2 allocated spaces + single garage	175.57	1,890	Open Market	M4(1)
Plot 7	Ashcombe II	4	Detached	2	2	2 allocated spaces + single garage	132.68	1,428	Open Market	M4(1)
Plot 8	Barnham	4	Detached	2	2	2 allocated spaces + single garage	151.25	1,628	Open Market	M4(1)
Plot 9	Birtley	3	Detached	1.5	2	2 allocated spaces + single garage	114.40	1,231	Open Market	M4(1)
Plot 10	Birtley	3	Detached	1.5	2	2 allocated spaces + single garage	114.40	1,231	Open Market	M4(1)
Plot 11	AFF Type 1	1	Flat	2	1	Allocated space	56.41	607	Affordable Rent	M4(3)
Plot 12	AFF Type 2	2	Flat	2	1	Allocated space	66.60	717	Affordable Rent	M4(1)
Plot 13	AFF Type 4	3	Terraced	2	2	Allocated spaces	93.20	1,003	Affordable Rent	M4(2)
Plot 14	AFF Type 3	2	Terraced	2	2	Allocated spaces	81.20	874	Affordable Rent	M4(2)
Plot 15	AFF Type 4	3	End of Terrace	2	2	Allocated spaces	93.20	1,003	Affordable Rent	M4(2)
Plot 16	AFF Type 4	3	End of Terrace	2	2	Allocated spaces	93.20	1,003	Affordable Rent	M4(2)
Plot 17	AFF Type 3	2	Terraced	2	2	Allocated spaces	81.20	874	Affordable Rent	M4(2)
Plot 18	AFF Type 4	3	Terraced	2	2	Allocated spaces	93.20	1,003	Affordable Rent	M4(2)
Plot 19	AFF Type 2	2	Flat	2	1	Allocated space	66.60	717	Affordable Rent	M4(1)
Plot 20	AFF Type 1	1	Flat	2	1	Allocated space	56.41	607	Affordable Rent	M4(3)
Plot 21	Barnham	4	Detached	2	2	2 allocated spaces + single garage	151.25	1,628	Open Market	M4(1)
Plot 22	Barnham	4	Detached	2	2	2 allocated spaces + single garage	151.25	1,628	Open Market	M4(1)
Plot 23	Priestwood	3 + Study	Detached	1.5	3	2 allocated spaces + single car barn	140.97	1,517	Open Market	M4(1)
Plot 24	Priestwood	3 + Study	Detached	1.5	3	2 allocated spaces + single car barn	140.97	1,517	Open Market	M4(1)
Plot 25	Farleigh	2 + Study	Detached	1.5	3	2 allocated spaces + single car barn	106.14	1,142	Open Market	M4(1)
Plot 26	Farleigh	2 + Study	Detached	1.5	3	2 allocated spaces + single car barn	106.14	1,142	Open Market	M4(1)
Plot 27	Birtley	3	Detached	1.5	3	2 allocated spaces + single car barn	114.40	1,231	Open Market	M4(1)
Plot 28	Birtley	3	Detached	1.5	2	2 allocated spaces + single garage	114.40	1,231	Open Market	M4(1)
Plot 29	Birtley	3	Detached	1.5	2	2 allocated spaces + single garage	114.40	1,231	Open Market	M4(1)

TOTAL 29

TOTAL 59

TOTAL 3,336

35,904

13 Visitor Spaces

72 Spaces Total

Accessibility			
Part M4(1)	21		72%
Part M4(2)	6		21%
Part M4(3)	2		7%

TOTAL 29 100%

Tenure			
Private	19		66%
Affordable Rent	10		34%

TOTAL 29 100%

Type			
1B	2		7%
2B	5		17%
2B + Study	2		7%
3B	9		31%
3B + Study	2		7%
4B	9		31%

TOTAL 29 100%



Civil Engineering - Transport Planning - Flood Risk

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