

Transport Policy and Guidance

Introduction

1.1 This Technical Note has been produced to support the Transport Assessment (TA). The report considers and outlines the national, regional and local planning policy documents and guidance that are relevant to the Proposed Development.

National Policy and Guidance

- National Planning Policy Framework (NPPF) (2025)
- National Planning Practice Guidance (NPPG) (2014)
- Department for Transport Circular 01/2022: Strategic Road Network and the Delivery of Sustainable Development (2022)
- Cycle Infrastructure Design Local Transport Note 1/20 (2020)
- Manual for Streets 1 (MfS) (2007)
- Manual for Streets 2 (MfS) (2010)
- Design Manual for Road and Bridges (DMRB)
- Active Design (Active Travel England / Sport England / Department for Health and Social Care) (2023)

Regional Policy and Guidance

- Transport for the South East (TfSE) Strategic Investment Plan (2023)
- Transport for the South East (TfSE) Transport Strategy for the South East (2020)
- Transport for South East (TfSE) Draft Transport Strategy for the South East (2024)
- West Sussex Active Travel Strategy 2024-2036
- West Sussex Transport Plan 2022-2036
- West Sussex Walking and Cycling Strategy 2016-2026 (WSWCS)
- West Sussex County Council Guidance for Parking in New Developments (2020)
- West Sussex Cycling Design Guide – A Guide for Developers, Planning and Engineers (2019)
- West Sussex Development Travel Plan Policy

Local Policy and Guidance

- Horsham District Planning Framework (2015)
- Emerging evidence base from the Horsham District Local Plan (emerging) (2030-2040);
- Horsham Transport Study (2022)
- Crawley Borough Local Plan (2024)
- Crawley Transport Study (2021)
- Crawley Transport Strategy – New Directions for Crawley: Transport and access for the 21st century (January 2020)

1.2

National Planning Policy

National Planning Policy Framework (NPPF) 2025

1.3 The current National Planning Policy Framework (NPPF), updated in February 2025 sets out several transport objectives designed to facilitate sustainable development and contribute to wider sustainability by giving people a wider choice about how they travel.

1.4 Section 9 'Promoting sustainable transport' has three overarching objectives:

- *"An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure."*
- *"A social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being."*
- *"An environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."*

1.5 Paragraph 115 states:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users;*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 48; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.*

1.6 Paragraph 116 continues:

"Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

1.7 Paragraph 117(a) states that development should:

- *"give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

- *address the needs of people with disabilities and reduced mobility in relation all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; and*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

1.8 Paragraph 118 covers the need for Travel Plans and Transport Statements / Assessments for all developments which generate significant amounts of movement.

1.9 The section of the NPPF regarding ‘Planning conditions and obligations’ states the following:

“56. Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.”

57. Planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects. Agreeing conditions early is beneficial to all parties involved in the process and can speed up decision making. Conditions that are required to be discharged before development commences should be avoided, unless there is a clear justification¹.

58. *Planning obligations must only be sought where they meet all of the following tests²:*

- a) necessary to make the development acceptable in planning terms;*
- b) directly related to the development; and*
- c) fairly and reasonably related in scale and kind to the development.”*

59. *Where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable.”*

National Planning Practice Guidance ‘Travel Plans, Transport Assessments and Statements in Decision-Making’ (2014)

1.10 National Planning Practice Guidance (NPPG) provides advice on when Travel Plans, Transport Assessments and Statements are required, and what they should contain. The Guidance is regularly updated, with the last update being in March 2014.

¹ Sections 100ZA(4-6) of the Town and Country Planning Act 1990 will require the applicant’s written agreement to the terms of a pre-commencement condition, unless prescribed circumstances apply.

² Set out in Regulation 122(2) of the Community Infrastructure Levy Regulations 2010.

- 1.11 Transport Assessments and Statements are a means of assessing the potential transport impacts of developments, and they propose mitigation measures to promote sustainable developments. Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a ‘lighter touch’ evaluation to be used where this would be more proportionate to the potential impact of the development.
- 1.12 Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be ‘severe’, which may be a reason for refusal, in accordance with NPPF.

Department for Transport Circular 01/2022: Strategic Road Network and the Delivery of Sustainable Development (2022)

- 1.13 The Department for Transport (DfT) Circular 01/2022 “sets out the way in which [the DfT] will engage with the development industry, public bodies and communities to assist the delivery of sustainable development”.
- 1.14 In particular, Circular 01/2022 states a “new development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable. In this regard, recent research on the location of development found that walking times between new homes and a range of key amenities regularly exceeded 30 minutes, reinforcing car dependency. Developments in the right places and served by the right sustainable infrastructure delivered alongside or ahead of occupancy must be a key consideration when planning for growth in all local authority areas”.
- 1.15 Transport assessments “should start with a vision of what the development is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Where such development has not been identified in an up-to-date development plan (or an emerging plan that is at an advanced stage), developers should demonstrate that the development would be located in an area of high accessibility by sustainable transport modes and would not create a significant constraint to the delivery of any planned improvements to the transport network or allocated sites”.
- 1.16 The circular goes on to set out requirements in relation to network traffic assessments, which have been followed as part of this TA.

Cycle Infrastructure Design Local Transport Note 1/20 (2020)

- 1.17 The Cycle Infrastructure Design Local Transport Note 1/20 (LTN 1/20) is a document published by the Department for Transport (DfT). It provides guidance and recommendations for designing and implementing cycle infrastructure to promote safe and efficient cycling.
- 1.18 LTN 1/20 is a national design standard to inform local authorities. There are five overarching design principles and 22 summary principles. The document provides guidance and good practice for the design of cycle infrastructure, in support of the Cycling and Walking Investment Strategy. The scope of the document is limited to design matters.
- 1.19 The five core design principles state that networks and routes should be: Coherent; Direct; Safe; Comfortable; and Attractive.

Manual for Streets 1 (MfS) (2007)

1.20 The Manual for Streets (MfS) 1 was published in 2007 and was prepared by the Department for Transport (DfT) and the Department for Communities and Local Government (DCLG). MfS is a policy document that provides guidance for designing and managing residential streets in the UK.

1.21 MfS promotes a people-centred approach, prioritising the needs of pedestrians, cyclists and the local community. The MfS guides street design in a way that enhances the quality of life, supports active modes of travel and integrates streets into the broader transportations system.

1.22 The MfS emphasises the creation of streets that are safe, accessible and attractive. It encourages designers to consider the social and environmental aspects of street design, as well as the movement of vehicles. Key principles outlined in the manual include place, people, movement, network, and choice.

Manual for Streets 2 (MfS) (2010)

1.23 The Manual for Streets (MfS) 2 was published in 2010 to expand on the design advice in MfS 1 to include how to plan and improve busy urban and rural streets.

Design Manual for Roads and Bridges (DMRB)

1.24 The Design Manual for Roads and Bridges (DMRB) is a comprehensive guidance document for the design, construction, and maintenance of roads and bridges in the UK. The DMRB provides technical standards and specifications for highway engineering projects.

1.25 The overarching goal is to ensure the safe and efficient functioning of the UK's road network while considering factors such as user safety, sustainability, environmental impact and economic viability.

1.26 The DMRB serves as a vital resource for highway engineers, designers and construction professionals involved in the planning and implementation of road and bridge projects across the UK. It provides a standardised framework for achieving consistent and high-quality infrastructure that meets the needs of road users and the communities they serve.

Active Design (Active Travel England / Sport England / Department for Health and Social Care) (2023)

1.27 The Active Design guidance seeks to help planners, designers and everyone involved in delivering and managing our places to create and maintain active environments. The foundation principle of 'Activity for all' is supported by the remaining principles which are brought together under the three themes of 'Supporting active travel', 'Active, high-quality places & spaces' and 'Creating & maintaining activity'.

1.28 Ten principles of active design are set out in the document, and are as follows:

- *"Walkable communities;*
- *Providing connected active travel routes;*
- *Mixed uses and co-locating facilities;*
- *Network of multi-functional open spaces;*
- *High-quality street and spaces;*
- *Providing activity infrastructure;*
- *Active buildings inside and out;*

- *Maintaining high-quality flexible spaces;*
- Activating spaces; and
- Activity for all.

1.29 For each principle, this guide sets out an aim and explanation of how the aim can be achieved through good planning, design and collaboration across related sectors. In addition, a series of illustrated subprinciples provide more in-depth guidance for planners and design practitioners.

Regional Policy

Transport for the South East (TfSE) Strategic Investment Plan (2023)

1.30 The Strategic Investment Plan (SIP) for south east England provides a framework for investment in strategic transport infrastructure, services, and regulatory interventions in the coming three decades. The plan is aligned with and supports wider policy and government priorities at multiple levels and across multiple transport modes, most notably the need to rapidly decarbonise our transport networks in response to the climate emergency.

1.31 The plan presents 24 regional packages of investment opportunities across the key modes or infrastructure networks of rail, mass transit, active travel and highways. The mass transit system supports multi-modal travel and seamless transfer between modes which includes rail and bus services. The SIP is also supportive of first and last mile improvements, to widen the area that benefits from mass transit interventions.

1.32 To avoid increasing congestion, improve road safety, increase access to affordable transport options, and further support decarbonisation, highways opportunities in the SIP have a particular focus on those facilitating freight and bus movements to make the best use of the roads in our region.

1.33 The vision is that by 2050, the south east of England will be a leading global region for net zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step-change in connectivity and environmental quality. A high quality, reliable, safe and accessible transport network will offer seamless door-to-door journeys enabling our business to compete and trade more effectively in the global marketplace, improve public health outcomes and give residents and visitors the highest quality of life.

1.34 Some specific relevant policies include:

- **M4:** Gatwick/ Crawley Local Active Travel Infrastructure
- **M5:** Horsham Local Active Travel Infrastructure
- **M12:** New Crawley – Chichester National Cycle Network Corridor
- **L1:** Fastway Extension: Crawley – Horsham
- **L2:** Fastway Extension: Crawley – East Grinstead
- **L4:** Fastway Extension: Crawley – Redhill
- **N7:** A23 Carriageway Improvements – Gatwick to Crawley
- **N8:** A264 Horsham – Pease Pottage Carriageway Enhancements
- **N9:** A264 Crawley – East Grinstead Dualling and Active Travel Infrastructure
- **N10:** Crawley Western Link Road and Active Travel Infrastructure
- **N12:** A24 Horsham to Washington Junction Improvements
- **N13:** A34 Corridor Improvements Horsham to Dorking (LLM Pipeline)

- **J8:** New Station to the North East of Horsham

Transport for the South East (TfSE) Transport Strategy for the South East (2020)

1.35 The Transport Strategy for the South East (2020) is a transport strategy for a more connected, productive and sustainable south east. The vision statement of this strategy is:

“By 2050, the South East of England will be a leading global region for net-zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step change in connectivity and environmental quality.

A high-quality, reliable, safe and accessible transport network will offer seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace and giving our residents and visitors the highest quality of life.”

1.36 The vision statement forms the basis of the strategic goals and priorities that underpin it. These goals and priorities help to translate the vision into more targeted and tangible actions. The strategic goals, aligned to the pillars of sustainability are:

- Economy: Improve productivity and attract investment to grow our economy and better compete in the global marketplace.
- Society: Improve health, safety, wellbeing, quality of life, and access to opportunities for everyone.
- Environment: Protect and enhance the South East’s unique natural and historic environment.

Transport for South East (TfSE) Draft Transport Strategy for the South East (2024)

1.37 A draft version of the Transport Strategy for the South East (2024) has been produced and is open for public consultation, with the final version aimed to be published in 2025. The vision of the document is for *“the South East to offer the highest quality of life for all and be a global leader in achieving sustainable, net zero carbon growth.”*

West Sussex Active Travel Strategy 2024-2036

1.38 WSCC have reviewed the West Sussex Walking and Cycling Strategy (WSTP) 2016-2026, and the outcome of the review is this document, the West Sussex Active Travel Strategy 2024-2036. This new Active Travel Strategy is intended to directly support policies and priorities outlined in the WSTP. Four key themes are set out in the document:

- Determining our scheme priorities;
- Delivering active travel infrastructure;
- Supporting travel behaviour change;
- Embedding our strategy.

West Sussex Transport Plan 2022-2036

1.39 At a regional level, transport policy and planned improvements to the transport network are outlined within the WSCC Transport Plan (WSTP).

1.40 The WSTP sets out how the County Council intends to address key challenges by improving, maintaining and managing the transport network in the period up to 2036.

1.41 The plan focuses on addressing climate change through reducing transport emissions. The plan contains five thematic and eight area transport strategies which are intended to deliver the plan's objectives covering the following four themes:

- Prosperous West Sussex
- Healthy West Sussex
- Protected West Sussex
- Connected West Sussex

1.42 The plan includes a number of County wide policies, as well as policies specific to the individual Districts which make up West Sussex. The Proposed Development Site sits within the Horsham and Crawley districts.

Strategy for Crawley

1.43 Relevant strategies include:

- provide bus priority at signal-controlled junctions;
- deliver priority cycle routes;
- facilitate the introduction of on-street electric vehicle charging infrastructure, initially in areas of Crawley that are reliant on on-street parking followed by other areas;
- work with strategic partners to improve rail services to Brighton and London and the Arun Valley line in the long term.

Strategy for Horsham

1.44 Relevant strategies include:

- deliver improvements largely within existing highway land to provide bus priority at signal-controlled junctions;
- facilitate the introduction of on-street electric vehicle charging infrastructure, initially in Horsham, Billingshurst, Southwater, Colgate and Rusper followed by other areas;
- prioritise active travel modes where development takes place;
- increase space for active travel through infrastructure improvements on priority routes;
- give greater priority to shared transport services on strategically important corridors in the medium term;
- tackle use of inappropriate rural routes using behavioural initiatives; and
- work with strategic partners to improve rail services to London and along the Arun Valley Line in the long term

West Sussex Walking and Cycling Strategy 2016-2026 (WSWCS)

1.45 The WSWCS sets out the County Council's aims and objectives for walking and cycling as well as their priorities for investment in infrastructure improvements.

1.46 The WSWCS aims to:

- State the County Council's aims and objectives for cycling and walking between 2016 and 2026;
- Determine the Council's priorities for funding reflecting the overall walking and cycling aspirations of the council;
- Provide guidance in support of prioritising cycling and walking infrastructure in new developments;

- Provide a framework through which local interest and community groups can make suggestions for the development of cycling and walking;
- To support interested parties in securing additional funding where available; and
- The policy also outlines the design and safety principles for walking and cycling that the County council will follow, and developers will be expected to follow, when implementing infrastructure schemes.

1.47 Chapter 3 outlines the following design principles which apply to all developments:

- cycling and walking are to be recognised as a key part of the transport mix;
- all new development and improvements/maintenance schemes will consider, and whereby possible, prioritise the needs of cyclists and walkers;
- the different needs of user will be recognised in the design of routes and those needs will, whereby possible, be incorporated e.g. people with pushchairs, equestrians etc; and
- deliver sound economic benefits.

West Sussex County Council Guidance for Parking in New Developments (2020)

1.48 The WSCC Guidance for Parking in New Developments outlines the County Council's agreed approach to residential parking in new developments, including the identification of appropriate parking standards. The site is located in Parking Behaviour Zone 3 (PBZ3).

1.49 The guidance for Residential Parking is shown in **Table 1**.

Table 1: Recommended Residential Car Parking Levels from WSCC Standards

Number of Bedrooms	Number of Habitable Rooms	Parking Provision
1	1 to 3	0.9
2	4	1.3
3	5 to 6	1.8
4+	7 or more	2.5

1.50 The guidance also provides recommended cycle parking levels as shown in **Table 2**.

Table 2: Recommended Cycle Parking Levels from WSCC Standards

Type	Size	Cycle Provision
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces
Houses	Multiple Occupation	1 space
Flats	Up to 3 rooms (1 & 2 bed)	0.5 space (if communal storage otherwise same as 1 & 2 bed house)
Flats	4+ rooms (3+ bed)	1 space

West Sussex Cycling Design Guide – A Guide for Developers, Planning and Engineers (2019)

1.51 This document sets out WSCC vision for better cycling infrastructure in the county. It is intended to support decision makers and set out more clearly what is expected of developers.

1.52 The guidance sets out that all cycle parking facilities should be secure, easy to use, and located in convenient, sheltered positions. Residential visitor cycle parking should be provided as communal parking at convenient and appropriate locations through the development ('Sheffield' stands preferred). The guidance also advises on the specification of infrastructure elements for cycle users.

West Sussex Development Travel Plan Policy

1.53 This document is adopted West Sussex County Council Policy to aid the preparation and implementation of Travel Plans associated with new development in West Sussex. This document sets out the processes involved in developing a travel plan and all three travel plans have been designed to adhere to.

Local Policy

1.54 National policy on transport and land use establishes broad policy objectives that reflect the Government's aspirations for integrating land development and transport. The local strategy with respect to land use and transport is articulated in statutory and guidance documents prepared by planning and highway authorities.

Horsham District Planning Framework (2015)

1.55 The Horsham District Planning Framework (HDPF) is the overarching planning document for Horsham district. This document sets out the planning strategy for the years up to 2031 to deliver the social, economic and environmental needs of the HDPF plan area. The relevant transport policies are set out below.

1.56 Policy 39 Strategic Policy: Infrastructure Provision, states the following:

1. *"The release of land for development will be dependent on there being sufficient capacity in the existing local infrastructure to meet the additional requirements arising from new development, or suitable necessary mitigation arrangements for the improvement of the infrastructure, services and community facilities caused by the development being provided."*
2. *"Where there is a need for extra capacity, this will need to be provided in time to serve the development or the relevant phase of the development, in order to ensure that the environment and amenities of existing or new local residents is not adversely affected."*
3. *"To ensure required standards are met, arrangements for new or improved infrastructure provision, will be secured by planning obligation / Community Infrastructure Levy, or in some cases conditions attached to a planning permission, so that the appropriate improvement can be completed prior to occupation of the development, or the relevant phase of the development."*

1.57 Policy 40 Sustainable Transport, states the following:

"There is commitment to developing an integrated community connected by a sustainable transport system. In order to manage the anticipated growth in demand for travel, development proposals which promote an improved and integrated transport network, with rebalancing in favour of non-car modes as a means of access to jobs, homes, services and facilities, will be encouraged and supported."

Development will be supported if:

1. *Is appropriate and in scale to the existing transport infrastructure, including public transport.*
2. *Maintains and improves the existing transport system (road, rail, cycle).*
3. *Is integrated with the wider network of routes, including public rights of way and cycle paths.*
4. *Includes opportunities for sustainable transport which reduce the need for major infrastructure and cut carbon emissions.*
5. *Is located in areas where there are, or will be a choice in the modes of transport available.*
6. *Minimises the distance people need to travel and minimises conflicts between traffic, cyclists and pedestrians.*
7. *Delivers better local bus and rail services in partnership with operators and increasing opportunities for interchange between the public transport network and all other modes of transport.*
8. *Develops innovative and adaptable approaches to public transport in the rural areas of the district.*
9. *Provides safe and suitable access for all vehicles, pedestrians, cyclists, horses riders, public transport and the delivery of goods.*
10. *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.”*

1.58 Parking Policy 41, states the following:

1. *“Development should seek to improve parking in town centres so it is convenient, safe and secure. Parking provision must ensure a balance between good urban design, highway safety, residential amenity and promoting town centre attractiveness and vitality.*
2. *Adequate parking and facilities must be provided within developments to meet the needs of anticipated users. Consideration should be given to the needs of cycle parking, motorcycle parking, charging plug-in or other low emission vehicles and the mobility impaired.*
3. *Development which involves the loss of existing parking spaces will only be allowed if suitable alternative provision has been secured elsewhere or the need for the development overrides the loss of parking and where necessary measures are in place to mitigate against the impact.*
4. *Planning permission will not be granted for off-airport parking facilities related to Gatwick Airport unless a need can be demonstrated and all realistic alternatives have been examined.”*

Emerging evidence base from the Horsham District Local Plan (emerging) (2030-2040);

1.59 A number of evidence base documents have been produced to support the Horsham District Local Plan 2023-2040 (Regulation 19), which is the emerging Local Plan for Horsham District.

Horsham Transport Study (2022)

1.60 Stantec were commissioned by Horsham District Council (HDC). to produce a high-level transport assessment to support the emerging Local Plan. The assessment has been

undertaken using a SATURN highway model, which assesses the impact of a number of development scenarios on the local highway network managed by WSCC, along with impacts on the Strategic Road Network, managed by National Highways.

1.61 A number of scenarios have been taken through the modelling process and outputs of these have been used to inform the development of a preferred development scenario. It has been assumed that West of Ifield (Proposed Development) would be associated with the following land use quantum's during the Local Plan period:

- Local Plan Period (Dwellings) = 1,600;
- Overall (Dwellings) = 3,000;
- Employment B1 (Plan Period, sqm) = 2,700sqm; and
- Employment B2 and B8 (Plan Period, sqm) = 6,300sqm.

1.62 Sustainable transport measures have been proposed to promote and encourage sustainable active transport modes as part of the development sites included in the emerging Local Plan. The assessment takes a pragmatic view on the delivery of sustainable modes, and mode shift that could occur. It is considered that additional mode shift could be delivered if additional interventions were considered, i.e. It does not test the 'best case' outcome.

1.63 Where it has been demonstrated that sustainable travel measures would not be enough to fully mitigate the impacts of the Local Plan, further mitigation measures have been developed and assessed. The following junctions are shown to require physical mitigation within Horsham District:

- A24 / A272 Buck Barn;
- A24 / B2237 Hop Oast Roundabout; and
- A24 / A283 Washing Roundabout.

1.64 The transport modelling completed for the emerging Local Plan in the Horsham District, which includes realistic and achievable goals in terms of modal shift and the delivery of sustainable transport interventions does not lead to any significant impacts that cannot be mitigated.

1.65 None of the junctions identified are located within close proximity of the WoI development site, and the WoI proposals will bring forward a package of sustainable transport interventions both on and off site that will be to the benefit of both future residents and local residents in the vicinity of the site.

1.66 The sustainable transport package included within the modelling assumptions is considered sound.

Crawley Borough Council Local Plan 2023 - 2040 (2024)

1.67 The Crawley Borough Council (CBC) Local Plan was adopted in 2024, and provides the basis for future planning decisions in the borough. The relevant transport policies are set out below.

1.68 Strategic Policy ST1: Development and Requirements for Sustainable Transport, states the following:

"Development should be located and designed so as to encourage travel via the walking and cycling network and public transport routes, while reducing dependency on travel by private motor vehicles. This should include:

- i. Designing developments to prioritise the needs of pedestrians, cyclists and users of public transport over ease of access by the motorist;
- ii. Providing an appropriate amount and type of parking in accordance with Policy ST2;
- iii. Phasing the development process so that walking and cycling infrastructure forming part of the development is in place and usable at the point of first occupation;
- iv. For development which generates a significant demand for travel, and/or is likely to have other transport implications: contributing to improved sustainable transport infrastructure off-site, including, where appropriate, bus priority measures, enhanced passenger information, and routes identified in the council's Local Cycling and Walking Infrastructure Plan, especially in the areas identified in Policy CL3 as appropriate for Moderate and High Density residential form.

Developments should meet the access needs they generate and not cause an unacceptable impact in terms of increased traffic congestion or highway safety. Developments will be considered acceptable in highways terms unless there would be an unacceptable impact on highway safety, or the cumulative impact on the transport network is severe and cannot be satisfactorily mitigated.

In order to consider such impacts, developments that generate a significant amount of movements (thresholds as outlined in the Local List of Planning Requirements) should be supported by a:

- a. Transport Statement, which assesses the impact of a development with relatively small transport implications, and a Travel Plan Statement, which identifies how the development will maximise the usage of sustainable modes of transport as opposed to the private motor vehicle; or a
- b. b) Transport Assessment, which assesses the impact of a development when there are significant transport implications (including consideration of the requirements of Policy IN1: Infrastructure Provision), and:
 - for large developments (for example, large-scale major residential developments or any strategic developments), a Mobility Strategy; or
 - for other developments, a Travel Plan.

The Mobility Strategy or Travel Plan will identify:

- how the development will optimise the usage of sustainable modes of transport as opposed to the private motor vehicle;
- appropriate improvements to sustainable modes, or the introduction of new infrastructure that is required to adequately mitigate development impacts and detail how this will be delivered and operated.

The applicant should view the Local List of Planning Requirements (or any subsequent document) to ensure that they submit an appropriate Transport Statement or Transport Assessment with their planning application.”

1.69 Policy ST2: Car and Cycle Parking Standards, states the following:

“Development will be permitted where the proposals provide the appropriate amount and type of car and cycle parking to meet its needs when it is assessed against the borough council's car and cycle parking standards. These standards are contained in the Parking Standards Annex to this Plan.

Car parking standards for residential development are based on the accessibility of the area, the levels of car ownership, and the size of any new dwellings.

Parking standards for other types of developments will be based on the particular usage of the premises, which will take account of the intensity and requirements of each use and the accessibility of an area by public transport and other sustainable modes.”

1.70 Policy ST3: Improving Rail Stations, states the following that is relevant to the Proposed Developments location:

“Any improvements or developments at or within the vicinity of the rail stations will be expected to enhance the specific roles of the individual stations, the sustainable access to individual stations, and:

- At Ifield Station, strengthen its role as a local suburban station meeting the needs of current and future residents in the west of the town.”*

1.71 Strategic Policy ST4: Area of Search for a Crawley Western Multi-Modal Transport Link, starts the following:

“The Local Plan Map identifies an Area of Search for a Crawley Western Multi-Modal Transport Link connecting the A264 with the A23.

The design and route of the Western Multi-Modal Transport Link must take account of:

- a. Its impact on (but not limited to):*
 - existing properties which could be affected by the final route;*
 - residential and commercial properties close to the final route;*
 - the flood plain;*
 - the rural landscape;*
 - local biodiversity;*
 - sports pitch provision and recreation facilities; and*
 - heritage and heritage landscape assets and visual intrusion.*
- b. the desirability and requirements of bus priority measures (including future proofing for forecast traffic growth and congestion);*
- c. land safeguarded at Gatwick Airport for potential future southern runway expansion;*
- d. protected sites and habitats, through identification of the potential impacts on these.*

Connectivity by non-vehicular modes of transport between Crawley’s urban neighbourhoods and the wider Sussex countryside should be maintained and enhanced.”

Crawley Transport Study (2022)

1.72 Stantec has been commissioned by Crawley Borough Council (CBC) to undertake a transport study to inform the Crawley Local Plan for the Crawley Borough Area. The study has been informed with the use of a Highway Model, the Crawley Transport Model.

1.73 A sensitivity test was completed as part of the Crawley Transport Study (2022) to consider the potential impacts of a CWMMC. Note that the report refers to the CWMMC as the CWLR. The report states the following regarding the test:

“A sensitivity test has indicated mixed results about the potential benefits of the CWRL to further mitigate the impacts of the West of Ifield and Kilnwood Vale sites when compared to the no CWLR scenario. Minor roads to the west i.e. Faygate Lane and Rusper Road are

forecast to benefit from reduction/relief in flows, but there are very little flow reductions on the rest of the network including Crawley Avenue. In most cases the CWLR improves junction performance compared to the scenario without the CWLR, however the improvements do not go so far as to match or better Reference Case performance.”

1.74 Therefore, it is evident that the full delivery of the CWMMC is not essential for the delivery of the HDC Local Plan 2023-2040, as set out in the Crawley Transport Study (2022).

Crawley Transport Strategy – New Directions for Crawley: Transport and access for the 21st century (January 2020)

1.75 New Directions is a developing strategy which outlines a vision and presents issues and options, highlighting new thinking and identifying opportunities for Crawley. The vision is described as follows:

“By 2030, people in Crawley will enjoy a better quality of life as they experience the physical and psychological benefits of being more active. Residents will be spending more time out and about in more attractive neighbourhoods with greener, safer places for wandering with families and friends, enjoying cafes, shops and other local business. Businesses reap the benefit of more contented staff who have less stressful journeys to work, with less congestion and fewer pressures for costly car parking”

1.76 Effective travel planning is one of the measures required to realise this vision. Specifically working with business and other organisations to improve commuter, visitor, shopping and leisure choices and reduce single-occupancy car use.

1.77 Policy ST1: Development and Requirements for Sustainable Transport. Development should be located and designed so as to encourage travel via the walking and cycling network and public transport routes, while reducing dependency on travel by private motor vehicle. This should include:

- v. Designing developments to prioritise the needs of pedestrians, cyclists and users of public transport over ease of access by the motorist
- vi. Providing an appropriate amount and type of parking in accordance with Policy ST2
- vii. Phasing the development process so that walking and cycling infrastructure forming part of the development is in place and usable at the point of first occupation