

TRANSPORT NOTE
PROPOSED CONTINUING CARE RETIREMENT COMMUNITY AND
SUPPORTED LIVING UNITS,
SANDGATE NURSERY, WEST END LANE, HENFIELD
MAGNA REF: 25/070/A, 29 SEP 2024

1.0 Introduction

- 1.1 Magna Transport Planning Ltd has been instructed by Littleworth Properties Ltd to prepare this Technical Note in relation to the above planning application.
- 1.2 The purpose of this Note is to set out clearly the sustainable transport and connectivity improvements that the Applicant is willing to fund through a Section 106 Agreement, in order to respond to support the delivery of a safe, accessible and sustainable scheme.
- 1.3 These measures supplement the proposals already considered acceptable by West Sussex County Council (WSCC) as Highway Authority, which has confirmed that the application raises no highway objection subject to appropriate conditions and obligations.

2.0 Policy Context

- 2.1 The National Planning Policy Framework (NPPF, December 2024) provides clear guidance on how transport issues should be considered in both plan-making and decision-taking. Paragraph 109 establishes that transport should be an integral part of development proposals from the outset, ensuring that movement, streets, parking and connectivity form part of well-designed, sustainable places.
- 2.2 Paragraph 110 requires that significant development be located where it can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. It highlights the importance of maximising opportunities for walking, cycling and public transport, reducing reliance on the private car, and improving air quality and public health.
- 2.3 Importantly, it also recognises that opportunities to maximise sustainable transport will differ between urban and rural areas, and that this should be taken into account in both plan-making and decision-making.

- 2.4 In this semi-rural location on the edge of Henfield, it is accepted that some trips will continue to be made by private car. However, the package of measures described in this Note secures proportionate improvements to walking, cycling and bus infrastructure, thereby ensuring that realistic opportunities for sustainable travel are maximised in the local context.
- 2.5 Paragraph 111 confirms that planning policies should identify and protect opportunities to widen transport choice and should provide for attractive and well-designed walking and cycling networks supported by secure cycle parking and other facilities. This aligns with the application proposals, which incorporate cycle parking and new pedestrian connections.
- 2.6 Paragraph 112 sets out that parking standards must take into account accessibility, development mix, opportunities for public transport, local car ownership levels and the need to ensure adequate provision of electric vehicle charging. The proposed development provides active EV charging for every dwelling and a level of parking that is proportionate to the likely demand profile of the scheme.
- 2.7 Paragraph 115 requires that developments ensure safe and suitable access for all users, prioritise sustainable modes, and design streets and parking to reflect current national guidance. Paragraph 117 similarly requires priority to be given to walking and cycling, and for layouts to maximise public transport accessibility while addressing the needs of disabled and mobility-impaired users.
- 2.8 Paragraph 116 establishes the national highways test: development should only be refused on highways 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. The present application demonstrably meets this test, with West Sussex County Council Highways confirming that no objection is raised subject to proportionate conditions and obligations.
- 2.9 Paragraph 118 confirms that where development generates significant movements, a Travel Plan and supporting Transport Statement or Assessment should be secured. A Framework Travel Plan has already been prepared and will be secured by legal agreement, alongside the funding of independent monitoring.
- 2.10 At the local level, Horsham District Local Plan policies require development to demonstrate safe and suitable access, promote sustainable travel choices, and enhance connectivity to village and town centres.

- 2.11 The package of measures set out in this Note directly addresses these policy objectives. It secures targeted improvements to pedestrian facilities, public rights of way, and bus stop infrastructure, all of which are necessary, directly related and fairly and reasonably related to the scale of development.
- 2.12 As such, the measures meet the legal tests for planning obligations under Regulation 122 of the Community Infrastructure Levy Regulations 2010.

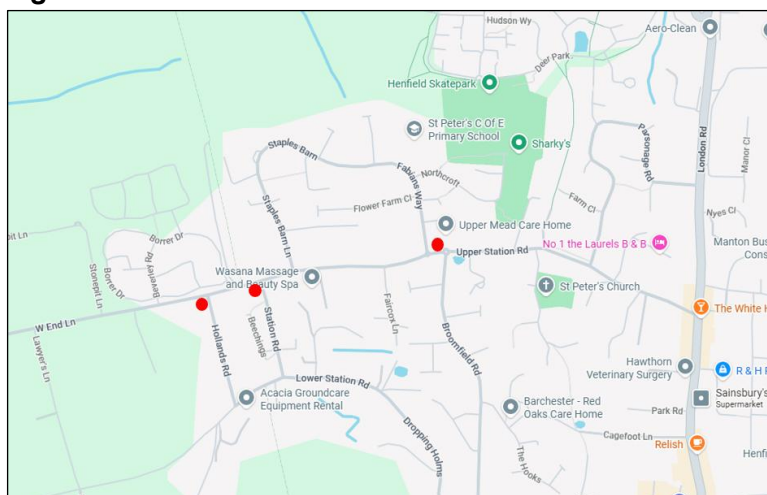
3.0 Sustainable Transport and Connectivity Package

- 3.1 The applicant is committed to a financial contribution of **£30,000**, to be secured via Section 106, towards the following measures:

Public Seating

- 3.2 Installation of a securely fixed wooden bench either at the corner of West End Lane / Hollands Road junction or Upper Station Road / Station Road junction or on Upper Station Road in between the junctions with Fabians Way and Broomfield Road – as shown in Figure 3A.
- 3.3 The bench will provide a rest point for pedestrians, particularly older residents. The typical dimensions of the bench are 1.8m (L) x 0.6m (W) x 0.835m (H).
- 3.4 The potential locations where the bench could be installed is shown in Figure 3A.

Figure 3A Potential Locations for a Bench



- **Estimated cost: £2,000 – already accepted by WSCC Highways**

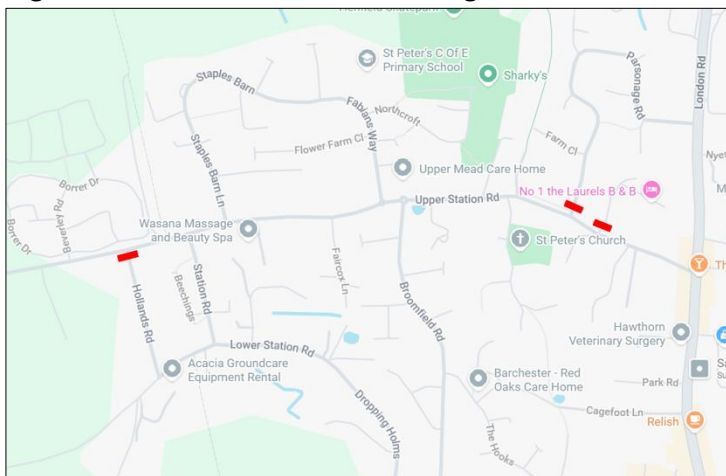
Dropped Kerbs and Tactile Paving

3.5 Provision of dropped crossings with tactile paving at the following locations:

- Northern end of Hollands Road approach to West End Lane junction,
- Across Parsonage Road approach to Church Street
- Across Martyn Close approach to Church Street

3.6 The location of these crossing points is shown in Figure 3B.

Figure 3B Location of Crossing Points

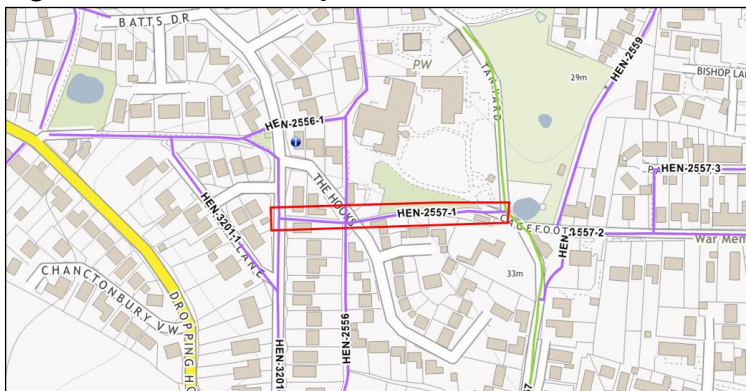


- **Estimated cost: £8,000 – already accepted by WSCC Highways**

Public Right of Way Improvements

3.7 Contribution towards surfacing and widening of the PRow (Route 2557-1) linking Hollands Road with Cagefoot Lane via Broomfield Road, improving accessibility for mobility scooter and wheelchair users. The section of the PRow in question is shown in Figure 3C.

Figure 3C PRow Improvement



- **Estimated cost: £2,500 – already accepted by WSCC Highways**

Bus Stop Infrastructure Upgrades

3.8 Improvements to bus shelters along West End Lane and within Henfield village centre, such as new shelters, seating, and accessibility features, to support uptake of public transport by residents.

- **Estimated cost: £17,500 (uplifted to absorb allowance previously identified for vegetation trimming)**

Summary

3.9 Table 3A provides a summary of the mitigation measures and associated contributions.

Table 3A Proposed S106 Transport Contributions

Measure	Location	Estimated Cost	Benefit / Purpose
Bench / Public Seating	Potential locations: (i) Corner of West End Lane / Hollands Road junction; (ii) Corner of Upper Station Road / Station Road junction; or (iii) Upper Station Road between Fabians Way and Broomfield Road (see Figure 3A)	£2,000	Provides a rest point for pedestrians, particularly older residents, improving accessibility between the site and Henfield centre.
Dropped Kerbs and Tactile Paving	(i) Hollands Road approach to West End Lane junction; (ii) Parsonage Road approach to Church Street; (iii) Martyn Close approach to Church Street (see Figure 3B)	£8,000	Improves accessibility and safety for pedestrians, wheelchair users and those with prams, encouraging walking into Henfield centre.
PRoW Surfacing and Widening	PRoW Route 2557-1 linking Hollands Road with Cagefoot Lane via Broomfield Road (see Figure 3C)	£2,500	Enhances a well-used connection into Henfield, making it suitable for mobility scooters, wheelchairs and less able users.
Bus Stop Infrastructure Upgrades	Bus stops along West End Lane and within Henfield village centre	£17,500	Provides upgraded bus shelters with seating and improved accessibility features, encouraging residents to use public transport.
Total Contribution	–	£30,000	–

4.0 Justification

4.1 The package of measures directly improves connectivity between the site, Henfield village centre and local transport facilities, thereby reducing car dependency and encouraging sustainable travel choices.

- 4.2 The contribution aligns with the NPPF (paras 109–118), which requires development to secure safe and suitable access for all users, prioritise walking, cycling and public transport, and recognise that opportunities will differ between urban and rural areas. In this semi-rural setting, the proposed improvements represent a proportionate and practical response.
- 4.3 Each element of the £30,000 package meets the statutory tests in Regulation 122 of the CIL Regulations 2010: it is necessary to make the development acceptable, directly related to the scheme, and fairly and reasonably related in scale and kind.
- 4.4 Accordingly, the measures should be secured via a Section 106 Agreement without further modification.

5.0 Conclusion

- 5.1 WSCC Highways has confirmed that the scheme is acceptable subject to conditions and a proportionate S106 package.
- 5.2 This Technical Note demonstrates the applicant's clear commitment to delivering a package of sustainable transport and connectivity measures totalling £30,000.
- 5.3 The measures are necessary, targeted and proportionate, and will ensure that the development accords with national and local policy.