

Technical Response Note

SITE:	Toat Café, Stane Cottage, Stane Farm, Stane Street, Pulborough, RH20 1DN
CLIENT:	Antonio Avenue Ltd.
OUR REF:	ITR.CV.6301.TRN.3
DATE:	19th August 2026

Introduction

1.1 Bellamy Roberts has been instructed by MCA Architects on behalf of Antonio Avenue Ltd., to prepare a Technical Response Note in support of the proposed development of up to 100 dwellings, pharmacy, shop/café and open space, with all matters reserved except access, at Toat Café, Stane Cottage, Stane Farm, Stane Street, Pulborough.

1.2 This Technical Response Note (TRN) has been prepared in response to the consultation comments issued by West Sussex County Council (WSCC) dated 20th July 2026. The comments address several elements of the proposed development, specifically in relation to transport and highway considerations. The matters raised by the Highway Authority have been acknowledged and reviewed, and appropriate measures have been incorporated where necessary. These matters involve the proposed access strategy, road safety, sustainable transport measures, bus stop improvements, pedestrian connectivity and the submitted Travel Plan.

National Planning Policy Framework (NPPF, 2026)

1.3 The National Planning Policy Framework (NPPF) 2026 introduces a strengthened presumption in favour of sustainable development through Section 4 '*Achieving Sustainable Development*', in particular Policies S3 '*Presumption in favour of sustainable development*', and S5 '*Principle of development outside settlements*'. Policy S5 supports certain forms of development outside settlements where they can be demonstrated to represent a sustainable form of development. The proposal aligns with the principles of S5(1)(b), (d) and (j), comprising a mixed-use redevelopment with residential, commercial and healthcare uses, making effective use of previously developed land which is physically well related to the existing



settlement of Pulborough and Codmore Hill and in a district where there is an evidenced unmet housing need.

- 1.4** This approach reinforces the NPPF's vision-led approach to directing development towards sustainable locations and supporting development that makes efficient use of land and existing infrastructure.
- 1.5** The proposal also accords with the objectives of Section 15 '*Promoting Sustainable Transport*'. In respect of *Policy TR1 'Vision-led approach to planning for transport'*, the site benefits from sustainable transport opportunities and supports a vision-led approach to accessibility as has been outlined within the Transport Assessment and Framework Travel Plan.
- 1.6** The proposal is consistent with *Policy TR2 'Local parking standards'*, with parking provision designed to reflect local circumstances while encouraging sustainable travel choices. The development will provide electric vehicle charging infrastructure, secure cycle parking and measures to support car sharing, including a dedicated Enterprise Car Club.
- 1.7** In accordance with *Policy TR3 'Locating development in sustainable locations'*, the site represents a sustainable location with good access to services, facilities and alternative modes of transport, thereby reducing reliance on the private car. Proposed improvements to local bus facilities further address the requirements of TR3(1)(b) and (e) by enhancing connectivity and supporting greater use of public transport in rural areas.
- 1.8** The development will incorporate safe and well-connected walking and cycling routes in line with *Policy TR4 'Street design, access and parking'*, ensuring movement is integrated into the overall design of the scheme and as outlined in the FTP, delivery of goods will be efficient with the proposal of secure drop-off boxes at every dwelling, as well as a parcel locker at the commercial area of the site.
- 1.9** Overall, the proposal represents a sustainable form of development that is consistent with the objectives of the NPPF, securing the beneficial redevelopment of previously developed Grey Belt land and delivering residential, commercial and healthcare uses on an established site.

Vehicle Access and Visibility

- 1.10** With reference to Paragraph 7.17 of the Transport Assessment (6301.ITR.CV.TA.7), Following further consideration of the access options presented within the Transport Assessment, the Applicant's preferred access strategy is the proposed three-arm roundabout junction on Stane Street. Accordingly, the roundabout is regarded as the sole access solution for assessment purposes. The choice of the roundabout is due to the arrangement reducing vehicle speeds upon approach to the roundabout, as well as providing a safer environment for pedestrian movements when crossing the carriageway to access the nearby, repositioned bus stops and other nearby facilities.
- 1.11** The feasibility of this arrangement has been demonstrated within the Transport Assessment and supporting access drawings. A Stage 1 Road Safety Audit and accompanying Designer's Response have previously been submitted and address the road safety implications of the proposed junction arrangement. Detailed geometric design, technical approval and consideration of any departures from standards would be undertaken following the grant of planning permission as part of the subsequent highway design process of a S278 Agreement.
- 1.12** The majority of the matters raised in the Stage 1 Road Safety Audit are more appropriately addressed as part of the Detailed Design process and are therefore matters for consideration at Stage 2 Road Safety Audit. The remaining issues have been reviewed and satisfactorily addressed within the Designer's Response and drawings.
- 1.13** Previous drawings in the TA showed the roundabout arrangement. These have been updated to show the visibility splays as well as more detail of the proposed roundabout access arrangement including dimensions and improved bus stop placements in line with requirement in *Inclusive Mobility* (2021) at which bus stops should be staggered at least 40m from each other on single-carriageway roads. The drawings illustrate the roundabout layout and visibility splays and are presented at **Appendix 1**.
- 1.14** Bellamy Roberts has reviewed the suggestion that a compact roundabout could be investigated. However, given the rural nature of the A29 corridor, the recorded approach speeds and the strategic function of Stane Street, a compact roundabout is not considered appropriate. The proposed three-arm roundabout provides greater entry curvature and vehicle path deflection, which assists in reducing approach and circulating speeds and contributes to a safer environment for all

highway users, including pedestrians crossing between the relocated bus stops and the proposed development.

- 1.15** Recorded vehicle speeds are already approximately 10mph below the posted speed limit and are expected to reduce further with the introduction of the proposed roundabout. The proposed three-arm roundabout therefore represents the most appropriate access arrangement in highway safety, operational and placemaking terms and should be taken forward as the preferred access strategy for the site.

Layout and Parking

- 1.16** The Illustrative Masterplan provides opportunities to improve connectivity between the site and the existing Public Rights of Way network, including the route to Black Gate Lane identified by the Highway Authority. The precise alignment and specification of these connections will be developed through the Detailed Design stage. Discussions with WSCC officers have previously confirmed support in principle for enhanced pedestrian and cycle connections in this location.

Pedestrian Site Accessibility and Travel Plan (TP)

- 1.17** The bus services will be used by prospective residents and visitors of the development. The applicant will help to support this service and in repositioning the bus stops, will provide real-time passenger information, seating, lighting and raised kerbs in accordance with LTN 1/24 *Bus User Priority* and *Inclusive Mobility* as per paragraph 4.41 of the Transport Assessment:

"a hardwood 'rural-type' shelter (approx. £8k each including installation of kerbs, hardstanding etc) and Real Time Passenger Information (RTPI) (approx. £10k including pole, display, timetable case and audio button) will be provided."

- 1.18** An example of a rural-style hardwood bus shelter that could be utilised for the proposed scheme is shown in Figure 1 below. The shelter has a post-to-post footprint of approximately 2.48m × 0.73m, with an overall roof dimension of 3.10m × 1.60m. These dimensions provide a compact shelter design that is appropriate for a rural setting while offering weather protection for passengers and fitting on the available area of footway.



Figure 1: Example bus shelter

- 1.19** Other matters relating to bus services are more appropriate for the Detailed Design stage of the application. The Applicant remains committed to continued engagement with WSCC and local bus operators during the Detailed Design stage to ensure the final specification and location of the facilities meets operational requirements.
- 1.20** A detailed plan of the proposed bus stop improvements including positions, dimensions and road markings has been prepared and is included at [Appendix 2](#). Further details regarding levels, materials, and construction specifications will be provided at the Detailed Design stage.
- 1.21** The improvements will be secured through a Section 106 Agreement, likely in the form of a financial contribution to the relevant authority or party. Alternatively, the works could be delivered by the developer under a Section 278 Agreement.
- 1.22** It is noted that the CHA considers that future residents would be reliant on the private car for accessing services and amenities located further afield. Whilst it is acknowledged that some trips will continue to be undertaken by private car. Neither the NPPF nor other policy documents prevent the use of private vehicles for journeys. The development incorporates a range of measures intended to maximise opportunities for sustainable travel. These include enhanced bus facilities, pedestrian connections, access to the wider Public Rights of Way network, cycle provision, a residential Travel Plan and provision of a car club.

1.23 Furthermore, a Travel Plan has been prepared with the specific objective of encouraging sustainable travel choices and reducing the number of single-occupancy car trips. The site also benefits from pedestrian connectivity, with an existing footway linking the development to Pulborough, thereby enabling access on foot to local facilities and services.

1.24 The Travel Plan has been reviewed and updated in response to the Highway Authority's comments. Additional measures now include promotion of home working through provision of high-speed broadband infrastructure, information on local walking and cycling routes, public transport information packs, investigation of parcel collection facilities, promotion of car-sharing initiatives, cycle purchase and maintenance incentives where available, and the provision of introductory public transport incentives for new residents such as bus taster tickets. These measures

supplement the existing commitments relating to e-bike charging, EV charging, a car club, travel welcome packs and resident travel information.

Summary and Conclusions

1.25 The matters raised by the County Highway Authority have been reviewed and addressed through this Technical Response Note and accompanying documents.

1.26 In summary:

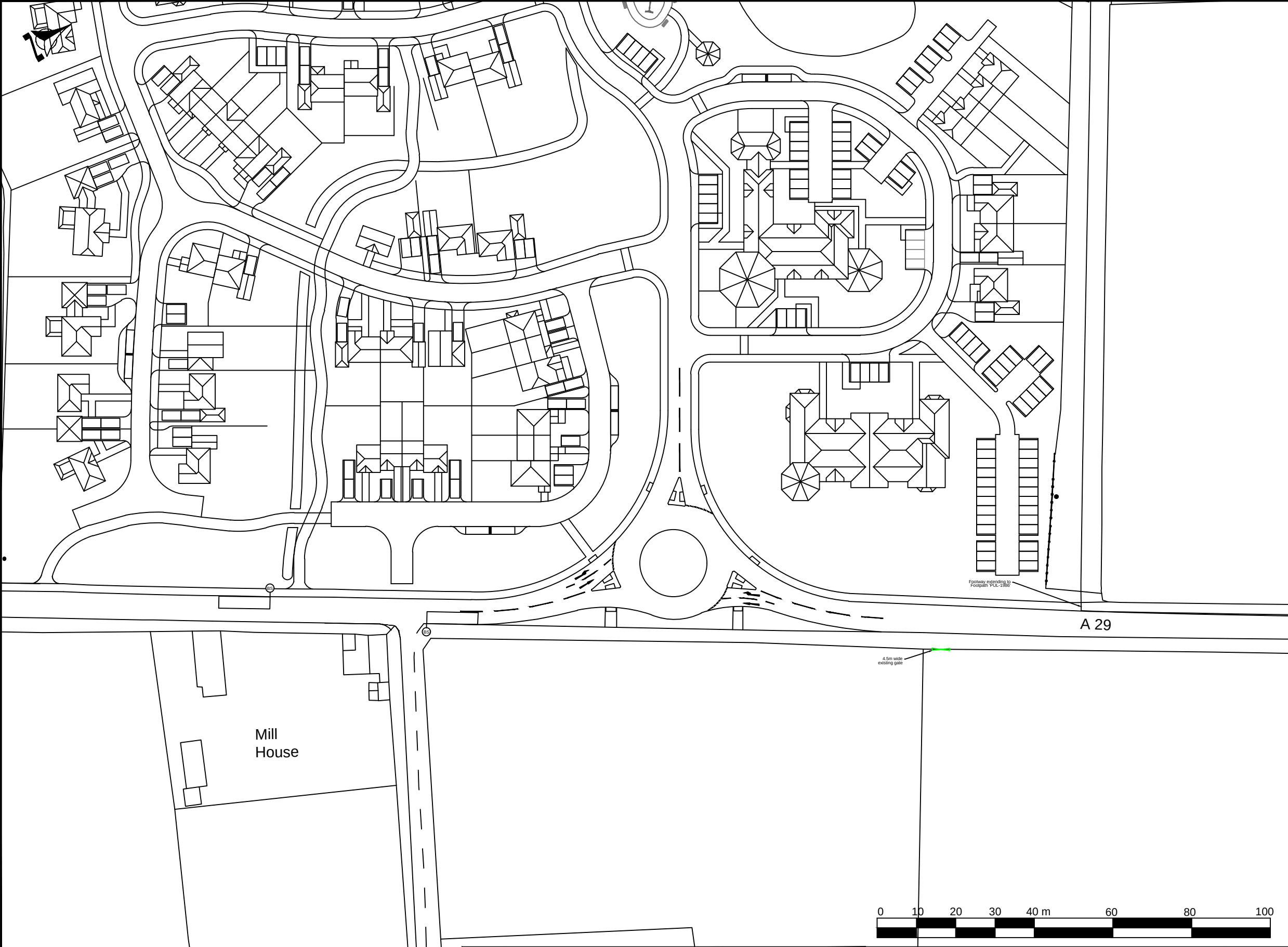
- The proposed three-arm roundabout has been identified as the Applicant's preferred and sole access strategy.
- The Stage 1 Road Safety Audit findings have been addressed where appropriate at the outline stage, with detailed matters to be considered through subsequent design development.
- Access drawings have been updated to provide greater detail regarding the roundabout details, visibility splays, pedestrian facilities and bus stop arrangements.
- The Travel Plan has been updated to reflect the Highway Authority's recommendations.

1.27 Bellamy Roberts therefore considers that the information submitted adequately addresses the matters raised by the Highway Authority and demonstrates that the proposed development can be accommodated without resulting in an unacceptable impact on highway safety or severe impact on the operation of the network.

APPENDICES

APPENDIX 1

**Roundabout Layout and Visibility Splays
(6301-002 Rev. D & 6301-004 Rev. A)**

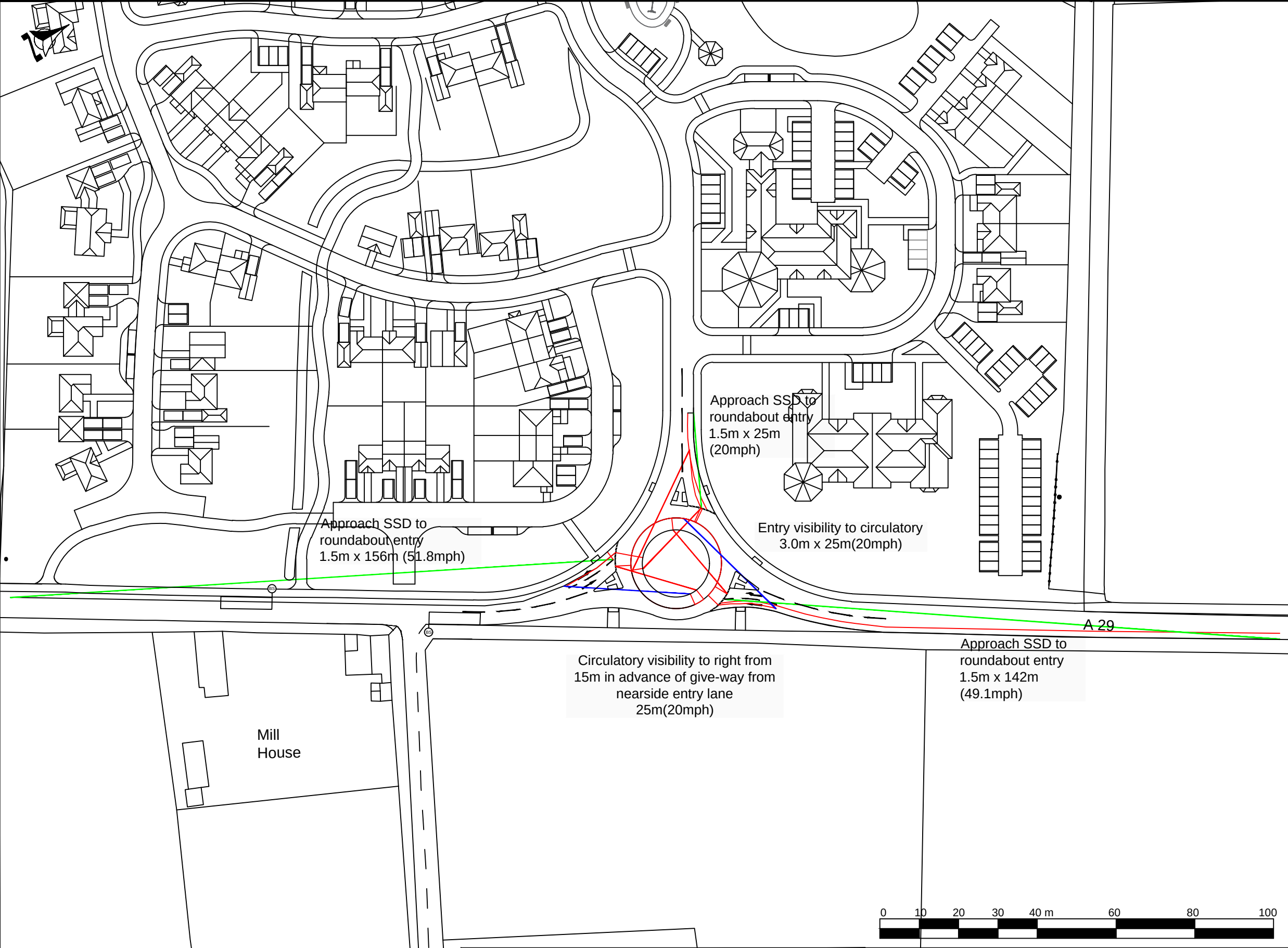


Notes

BS

Bus stop

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	A	Amended access radius	LT	19/01/26	IR
	B	Added visibility splay & bus stops	LT	16/02/26	IR
	C	Updated site layout & bus stops, removed visibility splays	LT	26/02/26	IR
	D	Updated layout	BF	03/08/26	IR
 Bellamy Roberts Clover House Western Lane Odiham Hampshire, RG29 1TU Tel: 01256 703355 Email: info@bellamyroberts.co.uk		CLIENT George Macari DATE 10/02/26			
		PROJECT Toat Cafe, Stanes Cottage & Stane Farm DESIGN BY CR			
		TITLE Proposed Access Option B DRAWN BY CR			
		CHECKED BY IR			
		SCALE 1:1000 @ A3			
		REV No. D			
		DRAWING No. 6301-002			



- Notes
- Approach SSD (forward visibility)
 - Entry visibility at give-way (CD116 Figure 3.51)
 - Circulatory visibility to right from 15m (CD116 Figure 3.52)
 - BS Bus stop

REVISION	AMENDMENT	DRAWN	DATE	CHK
A	Updated Access Arrangement	BF	03/08/26	IR



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CLIENT	George Macari
PROJECT	Toat Cafe, Stanes Cottage & Stane Farm
TITLE	Proposed Access Option B Visibility Splays
DRAWING No.	6301-004

DATE	10/02/26
DESIGN BY	CR
DRAWN BY	CR
CHECKED BY	IR
SCALE	1:1000 @ A3
REV No.	A

APPENDIX 2

**Proposed Bus Stop Improvements
(6301-005)**

