

# REPORT

## **Rickman's Green Village - Phase 1**

### Transport Assessment

Client: Artemis Land and Agriculture

Reference: PB9500-RHD-GE-XX-RP-Z-0003

Status: S2/P02

Date: 23 November 2022

## Executive Summary

Royal HaskoningDHV has been commissioned by Artemis Land and Agriculture Limited to provide highways and transportation advice in association with a full planning application for Phase 1 of Rickman's Green Village which comprises the erection of 108 dwellings.

This Transport Assessment (TA) has been prepared in line with current national and local planning policy and best practice guidance and has been informed by extensive pre-application discussions with West Sussex County Council, in their capacity as the local highway authority.

The TA has an overarching focus on the vision for the proposed Rickman's Green Village to create a rural settlement which is not car-led, to actively accommodate the walkers, cyclists and equestrians in and around the site, facilitates the use of public transport, and which enables necessary car use to and from the site.

The application site benefits from an extensive and highly permeable network of Public Rights of Way (PROW) which are well used for local access to and through the site by pedestrians, equestrians and cyclists. It is acknowledged that the application site is somewhat hindered by the rural location and the associated level of transport infrastructure provision.

As part of the transport strategy to improve non-motorised travel by residents, a '15-minute community', which most day-to-day services and facilities can be accessed within a '15-minute' walk, cycle ride or bus journey, will be created through the delivery of Rickman's Green Village. This 15-minute community will incorporate Rickman's Green Village, Plaistow, Ifold, Kirdford and Loxwood.

An evidence-based approach is being adopted to test and refine the design of the roads and public realm of the local highway network covering Plaistow, Ifold, Loxwood and Kirdford. A separate Road Safety report detailing the safety assessment undertaken as well as a package of off-site improvement to support pedestrian, cycling and equestrian users will be provided as **Annex A** to this TA.

Vehicular Access to Rickman's Green Village will be provided via two new priority junctions with Rickman's Lane. The new access road has been designed to enable safe, slow movements by all vehicles while giving priority to walkers and cyclists.

Potential traffic impacts associated with Rickman's Green Village onto the local highway network are being assessed, informed by a robust Vision-led assessment of traffic generation, distribution, assignment. The traffic assessment, agreed with WSCC highway officers, accounts for the Whole Farm Plan and additional committed development and will be provided as a separate Modelling Report as **Annex B** of this TA.

Public transport will be greatly improved by the proposed half hourly service between Rickman's Green Village and Billingshurst. The proposed bus service will be made fare free for residents of Rickman's Green Village, with special very low fares for people travelling to and from nearby villages. The service will provide the opportunity to connect with an existing bus service for onward travel to Horsham or rail service to London. Further details on the bus service are under discussion with highways officer and will be set out in a Proposed Bus Service Technical Note forming **Annex C** to this TA.

Overall, the Rickman's Green Village proposal will provide much needed housing in a way which also provides substantial improvements to sustainable living in the wider area. As such, it supports the requirements of National Planning Policy Framework with respect to sustainable development, and there are no highways reasons why the proposal should not be consented.