

REPORT

Rickman's Green Village - Phase 2

Transport Assessment

Client: Artemis Land and Agriculture

Reference: PB9500-RHD-GE-XX-RP-Z-0004

Status: S2/P01

Date: 23 November 2022

7 Summary and Conclusions

Royal HaskoningDHV has been commissioned by Artemis Land and Agriculture Limited to provide highways and transportation advice in association with an outline planning application for Phase 2 of the development known as Rickman's Green Village.

The outline planning application seeks planning permission for the erection of up to 492 dwellings (Use Class C3) with education provision including primary school (Use Class F1) and associated access, footpaths, open spaces, landscaping and site infrastructure.

This Transport Assessment has been prepared in line with current national, regional 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 different types of walkers, cyclists and equestrians in and around the site, facilitates the use of public transport, and which enables only 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 has been acknowledged that the application site is somewhat hindered by the rural location, and subsequent level of transport infrastructure provision.

As part of the transport strategy to improve non-motorised travel by residents, a 15 minute community, in which most day to day services and facilities can be accessed within a 15 minute walk or 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.

The iRAP (International Road Assessment Programme) methodology will be 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 which is proposed to extend from the new junction to the WFP and Phase 2 of the masterplan has been designed to enable movements by all vehicles while giving priority to walkers and cyclists. 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 and provide the opportunity to connect with an existing bus service for onward travel to Horsham or rail service to London.

A separate Modelling Report which provides details on traffic generation, distribution, assignment and potential traffic impact onto the local highway network associated with Rickman's Green Village, will be provided as **Annex B** of 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.