Land south of Smugglers Lane, Barns Green

Transport Statement

Client: Miller Homes and Miller Developments

i-Transport Ref: NM/HC/GV/ITL200844-003A

Date: 18 September 2025

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Contents

Figures

Drawings

Appendices

SECTION 1 Introduction

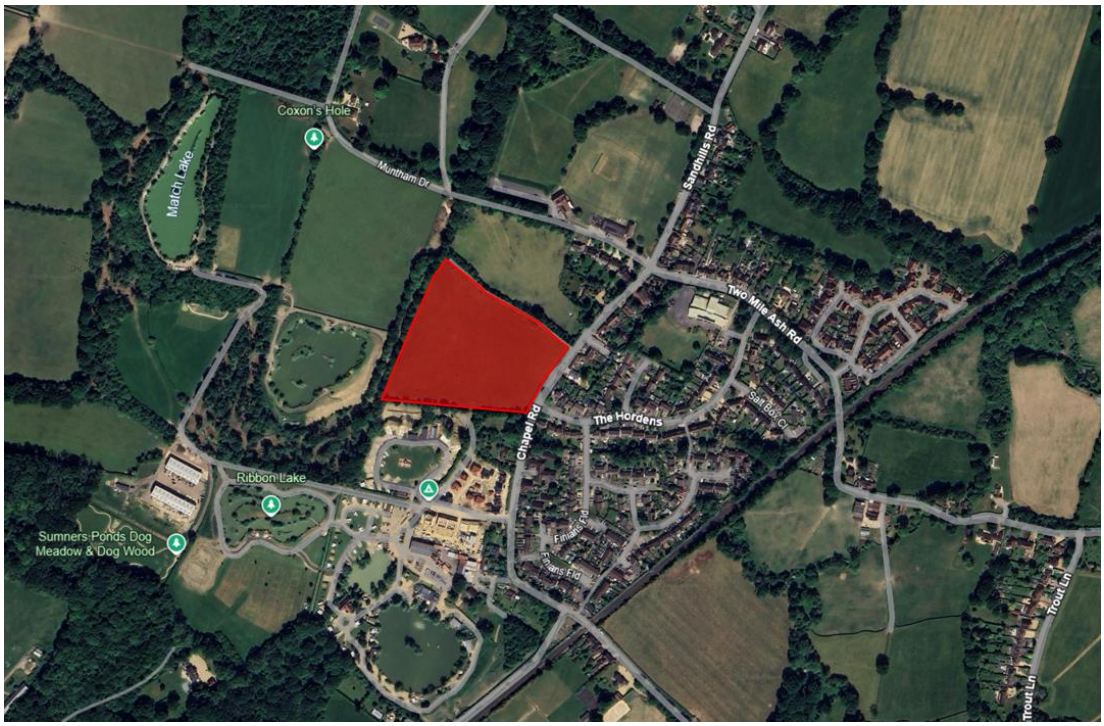
1.1 Overview

1.1.1 This report has been prepared on behalf of the Applicants, Miller Homes and Miller Developments, to provide an assessment of the transport impacts of the proposed 68 dwellings (the development) at Land south of Smugglers Lane, Barns Green (the site).

1.1.2 The site is located in the centre of Barns Green village, situated some 8km southwest of the centre of Horsham. A site location plan is included at **Figure 1.1**. The site currently comprises agricultural land, with access provided via three gates, one from Chapel Road in the eastern corner of the site and two from the Public Rights of Way (PRoW) in the northwest and southwest corners of the site.

1.1.3 The site is located within the two-tier administrative jurisdiction of Horsham District Council (HDC) the local planning authority (LPA) and West Sussex County Council (WSCC) the local highway authority (LHA).

Figure 1.1: Site Location



1.2 Draft Allocation – BGR1: Land south of Smugglers Lane

1.2.1 The site was identified as potential allocation under 'Strategic Policy HA6: Barns Green Housing Allocations' under the site reference 'BGR1: Land south of Smugglers Lane' in the emerging Horsham Local Plan (2023 – 2040) that was submitted for Examination in Public (EIP). At the time of writing, the examining inspector has recommended the draft HDC Local Plan be withdrawn from examination due primarily to concerns about HDC's compliance with the Duty to Cooperate.

1.3 The Vision

1.3.1 The transport vision for the site is as follows:

> ***"Delivery of 68 new private, shared ownership and affordable homes within Barns Green that are conveniently located for future residents to access a number of everyday local facilities and the existing sustainable transport network. The proposal will be designed to maximise accessibility to nearby services and to facilitate an increase in the use of sustainable travel modes through the delivery of a comprehensive sustainable transport strategy, the implementation of active travel infrastructure, and provision of travel plan measures."***

1.3.2 The vision and accompanying sustainable transport strategy are at the heart of the development proposal and will underpin the transport assessment of the scheme (in line with the NPPF).

1.4 Pre-application Scoping

1.4.1 In line with best practice, i-Transport and the Applicant have obtained pre-application advice from WSCC. The full pre-application consultant response is provide at **Appendix A** and key actions to include with the application submission are summarised in **Table 1.1**.

Table 1.1: WSCC Pre-Application Consultation Comments

WSCC Comment	i-Transport Comment
[…] The parking area and build outs will be assessed by the LHA's Road Safety Team and we will feedback on this point at a later date.	WSCC Road Safety Team have assessed the access proposals and raise no objections, as detailed in **Appendix B**.
A final Stage 1 Road Safety Audit (RSA) of the site access and proposed highway works will be commissioned.	An RSA has been commissioned, and the designer's response is detailed in **Section 4** of this report.
Junction capacity assessment in accordance with the WSCC Transport Assessment Methodology will be looked into to further justify the position of a non 'severe' impact.	**Section 6** of this report details the methodology and results of the site access junction capacity assessment.

WSCC Comment	i-Transport Comment
Parking strategy, including provision of parking for all modes of transport will be included. Cycle and vehicular parking should be in accordance with the LHA's parameters.	Parking has been provided in accordance with WSCC guidance, as detailed in **Section 4** of this report.
Swept path diagrams should be provided internally including all larger vehicles such as a refuse collector and fire tender.	Swept path analysis for a refuse vehicle and fire tender have been provided at drawings **ITL200844-GA-008** and **ITL200844-GA-009,** respectively.
A pedestrian link is to be further investigated into the site from either Smugglers Lane or the PROW to the west of the site. This will provide a sustainable access point to pedestrians and cyclists within the proposed development.	The opportunity to provide connection between the site and neighbouring PRoWs has been explored and is provided in the northwest corner of the site.
In terms of site layout, the proposals will look to include speed reduction features throughout and be designed in accordance with Manual for Streets parameters.	The layout is designed as such to encourage low traffic speeds without the need for additional physical speed reduction features.
The applicant will investigate upgrading local bus stops (exact locations TBC) to real time information systems.	Bus stop upgrades will be secured via planning condition.
The TN confirms a framework Travel Plan will be provided. This will be subject to a monitoring fee and can be covered through a planning condition.	A Travel Plan Statement has been prepared (report reference: ITL200844-004). Monitoring of the Travel Plan will be secured via planning condition.

Source: WSCC

1.5 Scope

1.5.1 In line with the requirements of the National Planning Policy Framework (NPPF), this Transport Statement (TS) has been prepared to consider the transport impacts that may arise from the proposed development and to consider the proposal against relevant transport and planning policy. The TS has been prepared to consider the four critical tests outlined in paragraph 115 of the National Planning Policy Framework (NPPF) which are summarised as:

- Will the opportunities for sustainable travel be prioritised taking account of the transport vision for the site?
- Will safe and acceptable access be provided to the site for all people?
- Will the site layout comply with design guidance?

- Will any significant transport impacts from the development be mitigated to an acceptable degree through a vision-led approach?

1.6 Key Conclusions

1.6.1 This TS concludes that the 68 dwelling development proposal at Land south of Smugglers Lane, Barns Green:

1. Complies with relevant national and local transport policy.
2. Is in a location that provides opportunities for residents to use sustainable modes to access key everyday facilities with priority for active travel and public transport.
3. Will have access arrangements that will deliver safe and suitable access for all users.
4. Will provide an appropriate level of parking provision and accommodate suitable on-site servicing arrangements and emergency access.
5. Will have no measurable impact on the operation and safety of the local highway network which falls far short of the '*severe*' bar set by the NPPF as the only reason for refusing a planning proposal on transport grounds.

1.7 Structure of Report

1.7.1 The remainder of this report is structured as follows:

- **Section 2** – Transport Policy Context
- **Section 3** – Existing Conditions
- **Section 4** – Development Proposals
- **Section 5** – Transport Vision and Sustainable Transport Strategy
- **Section 6** – Trip Generation and Impact Assessment
- **Section 7** – Summary and Conclusions

SECTION 2 Transport Policy Context

2.1 Overview

2.1.1 This section of the TS details the transport policy in relation to the development scheme which the application will be considered against.

2.2 National Policy

National Planning Policy Framework (NPPF) (December 2024)

2.2.1 The National Planning Policy Framework (NPPF) details the Government's planning policies and provides information on the expectations in relation to development proposals. The NPPF is a material consideration in determining applications for development.

2.2.2 The NPPF confirms (paragraph 10) that at the forefront of planning is the ***"presumption in favour of sustainable development"***.

2.2.3 The NPPF (paragraph 109) states that transport issues should be considered from the earliest stages of plan-making and the formation of development proposals, using a vision-led approach to identify transport solitons that deliver well-designed, sustainable and popular places. Therefore, ensuring opportunities from existing or proposed transport infrastructure and opportunities to promote walking, cycling and public transport can be identified and pursued, and transport issues addressed.

2.2.4 In accordance with NPPF paragraph 109a, early engagement with local communities was undertaken via attendance at a parish council session with c.150 participants on 8 August 2025. It has been sought to address the transport considerations discussed at the meeting where reasonable and relevant.

2.2.5 As stated in Section 1, the scope and structure of this TS have been prepared to consider the four critical tests outlined in paragraph 115 of the NPPF:

> ***a) Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;***
>
> ***b) safe and suitable access to the site can be achieved for all users;***
>
> ***c) 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; and***

d) 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.

2.2.6 Furthermore, paragraph 116 of the NPPF goes on to state:

"Development should only be prevented or 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, taking into account all reasonable future scenarios."

2.2.7 Therefore, development should provide opportunities for sustainable travel, achieve safe access for all modes, meet relevant design standards and have acceptable traffic impacts.

2.2.8 Paragraph 116 of the NPPF states only when transport impacts are 'severe', following mitigation or where safety impacts are 'unacceptable' should an application be refused, and development prevented. This is an intentionally high-bar and acknowledges that even significant impacts of development can / should be acceptable.

2.3 Regional Policy

West Sussex Transport Plan 2022 to 2036 (April 2022)

2.3.1 The WSCC Local Transport Plan 4 was published in April 2022 and sets out a long-term strategy and implementation plan for making improvements to the transport system from 2022 to 2036.

2.3.2 The strategy is to provide improvements to the transport system to tackle the identified transport issues as and when funding becomes available. To ensure that the regeneration aspirations of the plan are delivered, and the identified transport issues are addressed, they will ensure that all new schemes and developments contribute, and support, in some way to the following:

- Increasing use of sustainable modes of transport.
- Improving network efficiency in order to improve journey times and air quality.
- Improving safety for all road users.
- Facilitating the introduction of on-street electric vehicle charging infrastructure.
- Improving active travel facilities within existing communities and between towns.

2.3.3 This TS has been prepared in accordance with the strategies set out in the Local Transport Plan. It provides a comprehensive assessment of the impact of the development proposal and sets out a suitable and robust transport strategy.

2.4 Local Policy

Horsham District Planning Framework (November 2015)

2.4.1 The Horsham District Planning Framework (HDPF) is the overarching planning document for Horsham District and replaces the Core Strategy and General Development Control Policies documents which were adopted in 2007.

2.4.2 Paragraph 3.2 of the HDPF describes the Horsham District as follows:

> ***"Horsham district is well connected. It is close to London and the south coast, including the vibrant city of Brighton. The District is also well connected to the rest of the world, with Gatwick Airport on its northern boundary. Good road and rail links and proximity to nearby ports also ensures the area is well connected to the rest of the UK and mainland Europe."***

2.4.3 Policy 40 relates to Sustainable Transport across the district, stating:

> ***"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 a re-balancing in favour of non-car modes as a means of access to jobs, homes, services and facilities, will be encouraged and supported."***

Emerging Horsham Local Plan (2023 – 2040)

2.4.4 As noted in Section 1, the site was identified as potential allocation under 'Strategic Policy HA6: Barns Green Housing Allocations' under the site reference 'BGR1: Land south of Smugglers Lane' in the emerging Horsham Local Plan (2023 – 2040), which was withdrawn. The proposed allocation implies the site is considered to an acceptable level of accessibility, suitable for residential development.

Horsham District Council Facilitating Appropriate Development (October 2022)

2.4.5 The Horsham District Council Facilitating Appropriate Development document was developed after a draft regulation 19 document was not progressed due to updates to the NPPF in order to provide clarity to its approach and guidance to those who engage with the planning system in Horsham.

2.4.6 The document promotes sustainable and active modes of transport as an alternative to private car use this is in line with national and regional policies with the aim for them to be embedded in any development scheme proposals. Proposals will additionally seek to deliver the priorities set out in the West Sussex Transport Plan 2022-2036, Local Transport Note 1/20: Cycle Infrastructure Design and the Horsham Local Cycling & Walking Infrastructure Plan.

Shaping Development in Horsham District – Planning Advice Note

2.4.7 In part of HDC's commitment to act in a positive way to ensure that local housing needs are met, it has set out advice to guide applicants in submitting applications that would deliver sustainable and appropriate development. Appendix 2 of the document details sites identified as housing allocations in withdrawn Local Plan, including 'BGR1: Land south of Smugglers Lane'.

Barns Green & Itchingfield Neighbourhood Plan 2024 – 2031

2.4.8 The Barns Green & Itchingfield Neighbourhood Plan sets out the development plan for the parish over the period until 2031 and how the area intends to contribute towards housing targets set out by the government.

2.4.9 The Vision for the Parish is:

> ***"A vibrant, inclusive rural community which meets the changing social, economic and environmental needs while staying true to the unique village character of both Barns Green and Itchingfield."***

2.5 Parking Standards

West Sussex County Council Guidance on Parking at New Developments (September 2020)

2.5.1 The guidance outlines WSCC's approach to parking at new developments. The proposal site is located within Horsham Parking Behaviour Zone 1. The expected level of parking is detailed in **Table 2.1**.

Table 2.1: WSCC Car Parking Standards (September 2020) – Horsham Behaviour Zone 1

Type of Dwelling	Number of Bedrooms	Cycle Parking	Car Parking
Flats	1	0.5 space (if communal storage otherwise same as 1 & 2 bed house)	1.5 spaces
Flats	2		1.7 spaces
Flats	3	1 space	2.2 spaces
Houses	1	1 space	1.5 spaces
Houses	2	1 space	1.7 spaces
Houses	3	2 spaces	2.2 spaces
Houses	4+	2 spaces	2.7 spaces

Source: WSCC: Guidance on Parking at New Developments (September 2020)

SECTION 3 Existing Conditions

3.1 Overview

3.1.1 This section of the TS provides a detailed review of existing baseline transport conditions, including site location, local facilities, opportunities for walking, cycling and public transport in the vicinity of the site, as well as a review of the local highway network and highway safety records.

3.1.2 Site visits were undertaken on 5th April and 18th August 2025 to inform the assessment of the proposals.

3.2 Site Location

3.2.1 The site currently comprises agricultural land to the north of the Little Slaughterford residential dwelling and Sumners Ponds Fishery and Campsite, east of Betty's Lake and agricultural land, south of Smugglers Lane (Bridleway no.1600) and west of Chapel Road. The site is located opposite Barns Green Village Store and Post Office and The Queen's Head pub.

3.3 Active Travel Opportunities

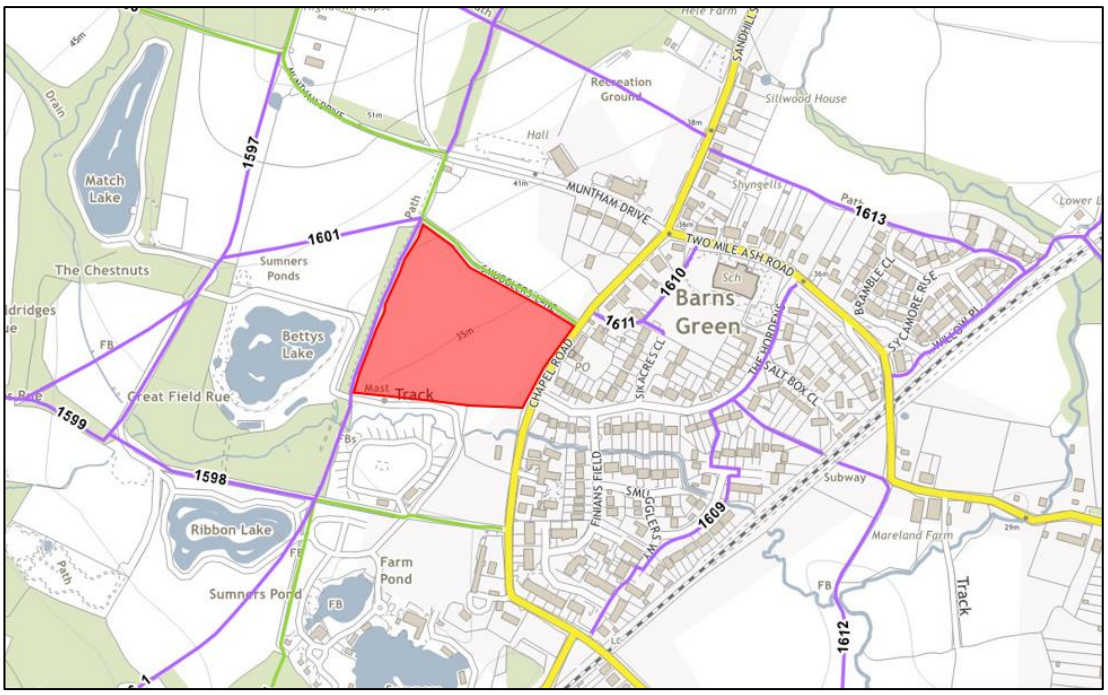
3.3.1 Chapel Road features a lit footway on its eastern side, across the site frontage. This footway connects directly to the wider footway network within Barns Green. and provides a continuous connection to local facilities including the Barns Green Village Store and Post Office and Barns Green Primary School.

3.3.2 An uncontrolled crossing with dropped kerbs and tactile paving is located south of the Two Mile Ash Road / Chapel Road / Muntham Drive / Sandhills Road crossroads junction which provides a safe, dedicated crossing point to access the facilities on Muntham Drive.

Public Rights of Way

3.3.3 There are also a number of Public Rights of Way (PRoW) in the vicinity of the site which provide off-road routes around Barns Green, as demonstrated at **Figure 3.1**.

Figure 3.1: Local Public Rights of Way



Source: WSCC

3.3.4 Smugglers Lane is a PRoW bridleway, located adjacent to the site's northern frontage (**Image 3.1**), that provides a connection between Chapel Road, Muntham Drive and footpaths no.1596 and no.1601, to the north of the site (**Image 3.2**).

Image 3.1: Smugglers Lane Bridleway

Image 3.2: PRoWs North of the Site

Source: Consultant's Images

3.4 Local Facilities

3.4.1 The site is located within close proximity to a variety of local services and facilities, which are accessible via short journey times by using active travel modes. The distances to each facility from the centre of site (and appropriate walking / cycling times) are summarised in **Table 3.1**.

Table 3.1: Key Local Facilities

Purpose	Destination	Total Distance (m)	Journey Time (mins)	
			Walking	Cycle
Leisure	Queen's Head	100	1	0
	Barns Green Sports and Social Club	350	4	1
	Sumners Ponds Fishery	350	4	1
	Barns Green Village Hall	450	5	2
	Barns Green Tennis Club	550	7	2
	The Café by the Lake (Sumners Ponds)	600	7	2
Retail	Barns Green Village Store and Post Office	100	1	0
Education	Barns Green Primary School	400	5	2
Transport	Farm Close Bus Stops	200	2	1

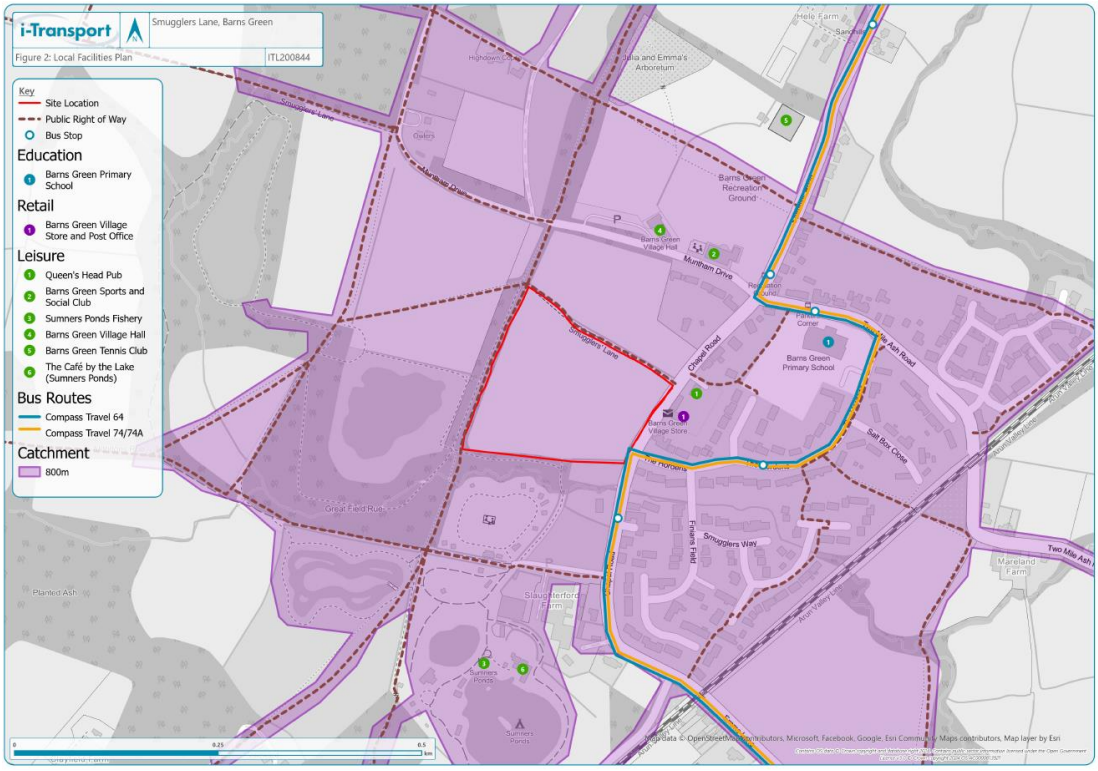
Source: Consultant's Calculations.

Within 800m – walkable neighbourhood[1]

3.4.2 **Table 3.1** demonstrate that the site is conveniently located to a range of everyday facilities and services, which residents can easily access without the need to travel by private car. A plan demonstrating the local facilities in easy walking distance of the site is provided at **Figure 1**, with an extract provided at **Figure 3.2**.

[1] As detailed at paragraph 4.4.1 of Manual for Streets (MfS)

Figure 3.2: Site Accessibility



3.5 Public Transport Opportunities

Bus

3.5.1 The closest bus stops to the site (Farm Close) are located on Chapel Road c.200m walk south of the site. A summary of the bus services available from the Farm Close bus stops is provided at **Table 3.2**.

Table 3.2: Local Bus Services

Service	Route	Monday	Tuesday	Wednesday	Thursday	Friday
Farm Close (Northbound)						
64	Loxwood - Horsham	11:21	-	-	11:21	-
74	Storrington - Horsham	-	09:59, 12:36, 14:04	-	-	-
74A	Houghton & Storrington – Horsham	07:00	07:00	07:00	07:00, 12:37, 14:05	07:00
Farm Close (Southbound)						
64	Horsham - Loxwood	13:43	-	-	13:43	-
74	Horsham – Storrington	-	10:40, 13:15, 14:45	-	-	-
74A	Horsham – Storrington & Houghton	16:57	16:57	16:57	10:40, 14:45, 16:57	16:57

Source; Bustimes.org

3.5.2 **Table 3.2** demonstrates there are opportunities to travel to local centres (Horsham, Billingshurst, Storrington) on weekdays.

3.5.3 Furthermore, school bus services are available from the Recreational Ground bus stops (c.400m / 5-minute walk north of the site) to The Forest School, Millais School and Tanbridge House School in Horsham (no.630), and The Weald School (no.503) in Billingshurst.

Rail

3.5.4 Christ's Hospital Railway Station is located c.3.7km northeast of the site and features 20 cycle parking spaces and 53 car parking spaces. The station is also accessible via the 64, 74 and 74A bus services.

3.5.5 The station is on the Arun Valley Line with direct half hourly services, operated by Southern, to London Victoria and Bognor Regis.

3.6 Local Highway Network

Chapel Road

3.6.1 Chapel Road is a c.5.8m wide two-way single carriageway road across the site's eastern frontage, subject to a 30mph posted speed limit and features intermittent street lighting. Chapel Road forms part of the primary north / south route through Barns Green village.

3.6.2 The eastern side of Chapel Road opposite the site frontage is currently used for informal on-street parking. On-site observations suggest up to 12 vehicles are able to park/wait for brief periods of time to access the Barns Green Village Store and Post Office, as demonstrated at **Image 3.3** and **Image 3.4**.

Image 3.3: Chapel Road (Looking North)

Image 3.4: Chapel Road On-Street Parking

Source: Consultant's Images

3.7 Automatic Traffic Count Survey

3.7.1 24hr 7-day Automatic Traffic Count (ATC) surveys were commissioned in May 2025 to record the existing traffic flows and vehicles speeds on Chapel Road, adjacent to Smugglers Lane.

Vehicle Flows

3.7.2 The recorded average weekday peak hour flows are presented at **Table 3.3**.

Table 3.3: Recorded Average Weekday Traffic Flows (Chapel Road)

	Morning Peak (08:00-09:00)	Evening Peak (17:00-18:00)	12hr Daily (07:00-19:00)
Northbound	119	71	966
Southbound	69	93	968
2-Way[2]	188	164	1,934

Source: ATC Data (Innowise)

[2] 2-Way flows range between 200-174 in the weekday morning peak and 178-138 in the weekday evening peak hours.

Vehicle Speeds

3.7.3 The recorded average and 85th percentile speeds are presented at **Table 3.4**. These recorded speeds are below the posted 30mph speed limit.

Table 3.4: Record Speeds (Chapel Road)

Speed	Northbound	Southbound
Average[3]	21.5mph	22.4mph
85th Percentile[4]	27.1mph	27.6mph

Source: ATC Data (Innowise)

3.7.4 It is anticipated that the presence of informal on-street parking arrangements along Chapel Road influence the vehicle speeds across the site frontage.

3.8 Highway Safety

3.8.1 Personal-Injury Collision (PIC) data of the latest 5-year period available (at the time of request) has been obtained and reviewed for the local highway network in the vicinity of the site. The proposed study area comprises Chapel Road between the Sumners Ponds access in the south to the Two Mile Ash Road / Chapel Road / Muntham Drive / Sandhills Road crossroads junction in the north.

3.8.2 A map highlighting the locations of the accidents is provided at **Figure 3.3** and the full data is provided at **Appendix C**.

[3] Average taken from all recorded speeds.

[4] Average 85th percentile taken from speeds recorded during the weekday interpeak periods (10:00-12:00 and 14:00-16:00), in line with Design Manual for Roads and Bridges (DMRB) standards (CA185).

Figure 3.3: PIC Map

3.8.3 A total of one PIC was recorded in the study area across the latest five-year period and resulted in a slight injury:

- Collision caused by a vehicle hitting an individual on skateboard travelling southwest on Chapel Road.

3.8.4 There were no serious or fatal PICs recorded. A review of the singular recorded PIC resulting in slight injury suggests that the collision can be attributed to driver error rather than any intrinsic issue with the local highway network. Furthermore, no PIC was recorded at the proposed access location.

3.8.5 Whilst any accident is regrettable, the number and severity of PICs recorded in the study area do not demonstrate any particular concern about the local highway network that the proposals may exacerbate.

3.9 Summary

3.9.1 There are opportunities to encourage the use of active travel and public transport for future residents. The site is located directly adjacent to a highly popular local convenience retail store, village pub, and within a five minute walk along street lit footways to the village hall and local primary school.

3.9.2 Buses serve stops in close proximity to the site, provide dedicated services to the local secondary schools, and opportunities to travel to higher order settlements for facilities and onward connections.

3.9.3 A review of PIC data for the latest five-year period does not demonstrate any particular concern about the safety of the local highway network that the proposals may exacerbate.

SECTION 4 Development Proposals

4.1 Overview

4.1.1 Miller Homes and Miller Developments propose to provide 68 dwellings (including 17 affordable and 7 shared ownership (24 total / 35%)) at Land south of Smugglers Lane, Barns Green. The proposal is a full planning application with the internal road layout and parking to be considered in detail. The description of development is:

> ***"Proposed development of 68 dwellings with vehicular and pedestrian accesses, public open space, hard and soft landscaping and associated works including supporting foul and surface water drainage works, and works to existing culverted watercourse on site."***

4.1.2 The proposed development mix is set out in **Table 4.1** and the layout is included at **Appendix D**. An extract is also provided at **Figure 4.1**.

Table 4.1: Accommodation Schedule

Dwelling Size	No. Units
Affordable	
2 Bed Flat	6
2 Bed House	7
3 Bed House	2
4 Bed House	2
Shared Ownership	
2 Bed House	3
3 Bed House	4
Private	
1 Bed House	3
2 Bed House	9
3 Bed House	19
4 Bed House	10
5 bed house	3

Source: OSP

Figure 4.1: Site Layout

Source: OSP 24088 - C101 (Coloured Site Layout)

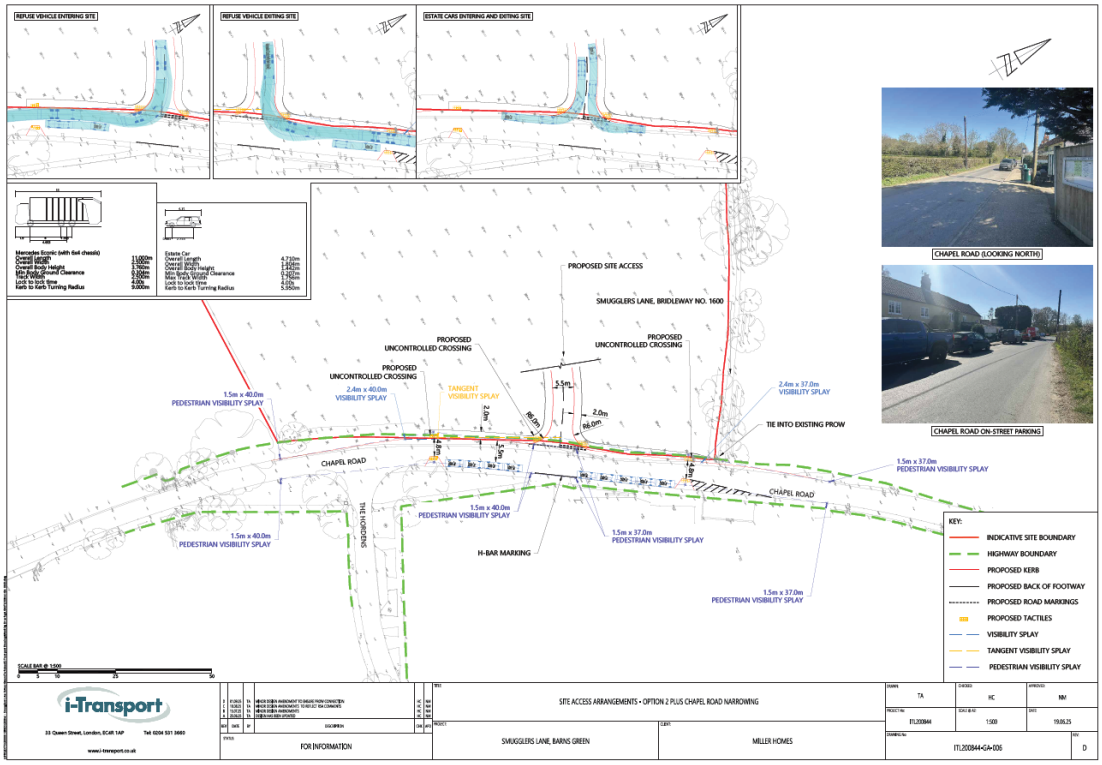
4.2 Access Strategy

4.2.1 Access to the site is proposed via a new priority junction from the western side of Chapel Road, leading to a 5.5m wide access road entering into the proposed development. The proposed access arrangements are shown on Drawing no. **ITL200844-GA-006**, which is replicated at **Figure 4.2**. The proposed access arrangements also show:

- 2m wide footway on the northern side of the access road.
- A new 2m wide footway to be introduced on the western side of Chapel Road north and south of the access, which ties into Smugglers Lane (Bridleway no.1600) to the north.
- Widening of Chapel Road to 7.5m wide carriageway for two-way free-flowing traffic (5.5m) and on-street informal parking (2.0m), with space for c.10 cars to park on-street.

- Introduction of two points of localised narrowing (4.8m), either side of the on-street parking area, providing two formalised uncontrolled pedestrian crossings to the footway on the eastern side of Chapel Road, with dropped kerbs and tactile paving. These ensure that pedestrians can safely cross the road, with clear visibility around parking cars on Chapel Road, and also enabling a safe direct connection to Smugglers Lane to the benefit of the existing community and future site occupiers.
- Appropriate vehicular and pedestrian visibility splays, in accordance with recorded speeds[5].

Figure 4.2: Proposed Access Arrangements



Source: i-Transport Drawing no.ITL200844-GA-006

PRoW Access

4.2.2 An access to the PRoWs adjacent to the site will be provided via a connection in the northwest corner of the site, opposite plot no.20. This will provide an alternative route to the local facilities on Muntham Drive to the north of the site.

[5] Average 85th percentile speeds recorded during the weekday interpeak periods (10:00-12:00 and 14:00-16:00).

4.3 Road Safety Audit

4.3.1 The access arrangements have been subject to an independent Stage 1 Road Safety Audit (RSA) by Fenley Road Safety Limited. The full RSA report and RSA Response Note (report reference; ITL200844-005) is provided at **Appendix E**. A summary of the RSA recommendations and the Designer's Response is provided in **Table 4.2.**

Table 4.2: RSA and Designer's Response Summary

Problem	Auditor Recommends	Designer's Response	
Traffic is likely to follow the desire line and encroach the opposing lane	It is recommended that the realignment is formed with appropriate radii that will encourage road users to proceed appropriately	Accepted	The carriageway has been realigned with appropriate radii and is shown on Drawing **ITL200844-GA-006**
Traffic is not guided around the proposed build-outs	It is recommended that an edge of carriageway road marking is provided to guide traffic appropriately.	Accepted	Drawing **ITL200844-GA-006** demonstrates appropriate carriageway road markings.
Surface water may accumulate at a low point besides the proposed build-outs	It is recommended that surface water is drained adequately.	Accepted	Will be addressed at detailed design stage.
Intervisibility between pedestrians and road users exiting may be limited	It is recommended that adequate intervisibility is achievable at all times.	Accepted	Planting will be kept to maximum of 600mm in these locations.

4.3.2 Within the RSA Response Note (**Appendix E**) the LHA confirm that in each case the Designers Response is accepted, such that there is no residual safety issues with the access proposals.

4.4 Parking

Car Parking

4.4.1 Car parking is provided in line with WSCC car parking standards guidance and a total of 130 allocated, 24 garages, 5 unallocated spaces are provided, as summarised in **Table 4.3.**

Table 4.3: Car Parking Schedule

Requirement				Provision			
Dwelling Type	**WSCC Standards**	**No. Units**	**Requirement**	**Allocated**	**Unallocated**	**Garage[6]**	**Total**
2 Bed Flat	1.7 spaces	6	10	6	4	0	10
1 Bed House	1.5 spaces	3	5	6	0	0	6
2 Bed House	1.7 spaces	19	32	38	1	0	38
3 Bed House	2.2 spaces	25	55	50		6	53
4 Bed House	2.7 spaces	12	32	24		13	31
5 Bed House	2.7 spaces	3	8	6		5	9
Total		**68**	**143**	**130**	**5**	**24**	**147**

Visitor Car Parking

4.4.2 Visitor car parking is provided at a rate of 0.2 spaces per dwelling; therefore 14 visitor spaces are proposed across the site layout.

Electric Vehicle Charging Points

4.4.3 Electric vehicle (EV) charging points will be provided in accordance with the requirements of the Building Regulations (Part S):

- 1 EV charging point per house.
- Cable routes for EV charge points in the parking court for the flats.

Cycle Parking

4.4.4 Cycle parking is provided in line with WSCC cycle parking standards guidance, and a total of 105 cycle parking spaces are provided, as summarised in **Table 4.4.**

[6] Garages are regarded as an allocated parking space of 0.5, in accordance with WSCC guidance.

Table 4.4: Cycle Parking Schedule

Dwelling Type	WSCC Standards	No. Units	Requirement	Provision
2 Bed Flat	0.5 space (if communal storage otherwise same as 1 & 2 bed house)	6	3	3
1 Bed House	1 space	3	3	3
2 Bed House	1 space	19	19	19
3 Bed House	2 spaces	25	50	50
4 Bed House	2 spaces	12	24	24
5 Bed House	2 spaces	3	6	6
Total		**68**	**105**	**105**

4.4.5 Cycle parking is provided on-plot for houses, in garages or secure cycle stores within gardens, and within a secure communal store for the flats.

4.5 Internal Movement Network

4.5.1 A permeable and connected movement network is proposed throughout the site to ensure safe and efficient movement for all modes of travel and to limit the need for turning movements.

Street Hierarchy

4.5.2 The site layout will be provided with a street hierarchy comprising:

- **Primary Street** – The primary street is provided as a 5.5m wide single carriageway which is sufficiently wide to enable a large vehicle and a car to pass comfortably from the site access up to plot no.24. The primary street has periods of 2m footway on both side of the carriageway.
- **Shared Surfaces** – The primary street transitions to 4.8m wide shared surfaces at plot no.24 in the north, plot no.26 in the east of the site, plot no.54 in the southwest and plot no.42 in the northwest. The shared surface leads are denoted by a change of surface.
- **Private Drives** – Plots no.1-6, the block of flats (plots no.32-37) and parking for plots no.38 and 39 and plots no.66-68 are served by private drives.

Design Speed

4.5.3 In line with Manual for Streets (MfS), the layout is designed to encourage low traffic speeds. MfS recommends that residential developments should be designed to achieve a design speed of 20mph or less. The primary street is designed to achieve speeds of no more than 20mph which is achieved naturally through the design of the street, including organic horizontal alignment changes.

4.5.4 The shared surfaces are designed to achieve a design speed of 15mph or less. This is achieved through sinuous road alignment, which incorporates regularly spaced speed control bends, horizontal alignment changes, and the use of contrasting materials.

Visibility

4.5.5 In line with the design speed of the road hierarchy, visibility splays are provided at internal junctions. Visibility splays of 2.4m x 25m, in line with the 20mph design speed for the primary street.

4.5.6 Forward visibility of 17m (in line with a 15mph design speed) is provided around the speed control bends at plots no.20, 23, 26 and 46. Drawing no. **ITL200844-GA-007** provides the visibility splay assessment. Forward visibility of 17m is acceptable on the basis that the design speed proposed on the shared surfaces is 15mph or less (which, in line with MfS guidance, requires 17m SSD) with visibility being a critical factor affecting vehicle speed. The horizontal alignment of the bend will constrain speeds to 15mph or less.

4.5.7 DfT's MfS identifies that:

> ***"7.8.2 There will be situations where it is desirable to reduce forward visibility to control traffic speed – the influence of geometry on speed box describes how forward visibility influences speed."***

Street Manoeuvring

4.5.8 Swept path analysis of the site layout has been undertaken and is shown on Drawing No. **ITL200844-GA-010**. The analysis demonstrates that cars will be able to access, circulate and egress the development, whilst passing another vehicle concurrently.

Refuse and Servicing Arrangements

4.5.9 Analysis of the proposed layout for an 11.0m long refuse vehicle (in accordance with WSCC specifications) has been undertaken and is shown on drawing no.**ITL200844-GA-008**. The analysis demonstrates that the refuse vehicle will be able to access, circulate and egress the development, routing within acceptable bin carry distances of all properties.

4.5.10 To enable refuse collection in a safe and efficient manner and remove the need for reversing manoeuvres, two loop roads are provided throughout the development. All properties comply with the maximum refuse carry distances (30m for residents / 25m for refuse operatives for two-wheeled bins) outlined in MfS, with a bin collection point provided for plots no.1 and 2.

Emergency Access

4.5.11 Analysis of the proposed layout for emergency vehicles has been undertaken and is shown on Drawing No. **ITL200844-GA-009**. It can be seen that the fire tender will be able to access, circulate and egress the development satisfactorily, complying with the maximum hose distance of 45m (MfS). The private drive that serves plots no.1 – 6 is designed as such to enable the fire tender to turn in and drive in a forward gear when accessing from the site access direction.

4.6 Summary

4.6.1 Access to the site is proposed via a new priority junction from the western side of Chapel Road. The access arrangement will include a 2m wide footway on the northern side of the access road and a new 2m wide footway to be introduced on the western side of Chapel Road north and south of the access, which ties into Smugglers Lane (Bridleway no.1600) to the north. Chapel Road will be widened to 7.5m to allow for two-way free-flowing traffic and on-street parking on the eastern side of the carriageway. Two points of localised narrowing (4.8m), either side of the on-street parking area, provide two formalised uncontrolled pedestrian crossing points and will feature dropped kerbs and tactile paving. These ensure safe pedestrian connectivity across Chapel Road between the site and existing facilities for the benefit of future occupiers and the existing community accessing the PRoW network.

4.6.2 The proposed access arrangements have been subject to an independent Stage 1 Road Safety Audit. The road safety auditors confirm that in each case the Designers Response is accepted, such that there is no residual safety issues with the access proposals.

4.6.3 An access to the PRoWs adjacent to the site will also be provided via a connection in the northwest corner of the site.

4.6.4 Car parking is provided in line with WSCC car parking standards guidance and a total of 130 allocated, 24 garages, 5 unallocated spaces and 14 visitor spaces are provided – 173 parking spaces in total to serve the proposed 68 dwellings. Electric vehicle (EV) charging points will be provided in accordance with the requirements of the Building Regulations (Part S). Cycle parking is provided in line with WSCC cycle parking standards guidance, and a total of 105 cycle parking spaces are provided.

4.6.5 The primary street is designed to achieve speeds of no more than 20mph and the shared surfaces are designed to achieve a design speed of 15mph or less.

4.6.6 Visibility splays at internal junctions on the primary street have been demonstrated in accordance with a 20mph design speed. Forward visibility at control bends on the shared surfaces has been demonstrated in accordance with a 15mph design speed.

4.6.7 Swept path analysis has been provided for an estate car, refuse vehicle and fire tender which demonstrates the site layout suitability and compliance with relevant MfS standards.

SECTION 5 Transport Vision and Sustainable Transport Strategy

5.1 Transport Vision

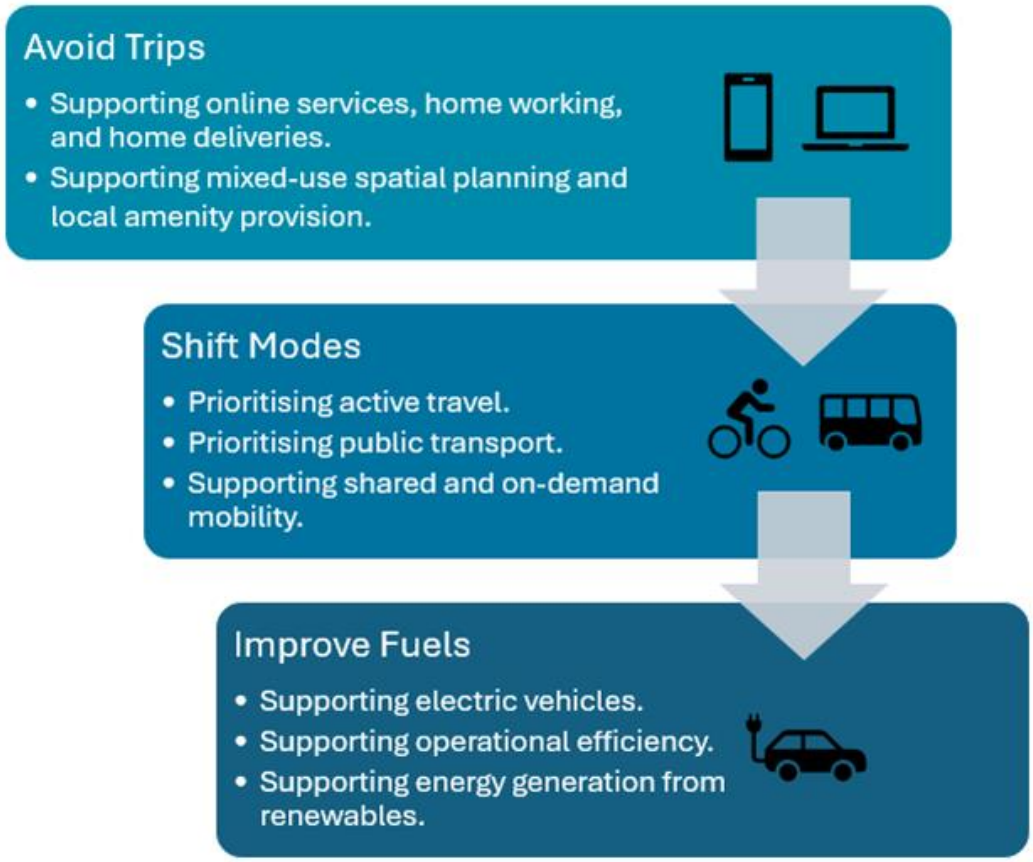
5.1.1 The NPPF is clear that the transport planning for development is undertaken using a 'vision-led' approach. The NPPF defines a 'vision-led' approach as:

> ***"An approach to transport planning based on setting outcomes for a development based on achieving well-designed, sustainable and popular places, and providing the transport solutions to deliver those outcomes as opposed to predicting future demand to provide capacity (often referred to as 'predict and provide')."*** *(NPPF Annex 2: Glossary)*

5.1.2 The key to realising any vision is ensuring its appropriateness, relevance, and achievability, particularly regarding the location of where that vision is to be realised. A fundamental component of this is establishing a modal hierarchy in which sustainable travel modes are prioritised, accounting for the socio-environmental benefits that arise from adopting these modes. This hierarchy therefore prioritises active travel and public transport over private car use.

5.1.3 The modal hierarchy will be supported by three underpinning principles, as illustrated in **Figure 5.1**.

Figure 5.1: Modal Shift Principles



5.1.4 The transport vision for the site is therefore as follows:

> ***"Delivery of 68 new private, shared ownership and affordable homes within Barns Green that are conveniently located for future residents to access a number of everyday local facilities and the existing sustainable transport network. The proposal will be designed to maximise accessibility to nearby services and to facilitate an increase in the use of sustainable travel modes through the delivery of a comprehensive sustainable transport strategy, the implementation of active travel infrastructure, and provision of travel plan measures."***

5.1.5 The vision and accompanying sustainable transport strategy are at the heart of the development proposal and will underpin the transport assessment of the scheme (in line with the NPPF).

5.2 Sustainable Transport Strategy

5.2.1 A sustainable transport strategy is proposed to deliver the development's transport vision. The parameters of the sustainable transport strategy for the proposed 68 dwellings are summarised at **Table 5.1.**

Table 5.1: Proposed Sustainable Transport Strategy

Item	Notes
Site Infrastructure Measures	
Pedestrian and Cycle connections	Delivered as part of access works from Chapel Road.
Internal Pedestrian and Cycle Routes	Delivered through site layout.
Covered and Secure Cycle Parking	Delivered in accordance with WSCC guidance to all dwellings.
Electric Vehicle Charging Points	Delivered in accordance with Building Regulations (Part S).
Travel Plan	
Travel Plan	A Travel Plan Statement has been prepared (report reference: ITL200844-004). It promotes infrastructure measures and 'soft' measures to promote active travel, car sharing and public transport. The Travel Plan measures will be implemented prior to occupation.
Active Travel	
On-Site Measures / Infrastructure	Delivered through site layout.
Travel Plan Measures	Residents Travel Information Pack, cycle and walking maps etc.
Public Transport	
Travel Plan Measures	Residents Travel Information Pack, public transport information etc.

Item	Notes
Car Sharing / Low Emission Vehicles	
Travel Plan Measures	Car sharing and EV promotion etc.
EV Charging Points	Delivered through site layout.

5.2.2 The site is well located to take up the opportunities for sustainable travel and **Table 5.1** details a strategy to prioritise sustainable modes. This sustainable transport strategy is at the heart of the development's transport vision and will facilitate a shift towards using sustainable modes rather than the single occupancy private car.

5.3 Travel Plan Statement

5.3.1 To ensure that opportunities for sustainable travel are taken up, a Travel Plan Statement has been prepared (report reference: ITL200844-004), detailing measures that will be implemented to encourage travel via non-car modes. This has been prepared in line with WSCC guidance on Travel Plans.

5.3.2 Monitoring of the Travel Plan can be secured via planning condition.

SECTION 6 Trip Generation and Impact Assessment

6.1 Overview

6.1.1 This section sets out the anticipated multi-modal trip generation of the development in a 'Business as Usual' and 'Vision' Scenario and sets out the junction capacity assessment undertaken for the proposed priority junction on Chapel Road.

6.2 All Persons Trip Generation

6.2.1 All persons trip rates for the development have been obtained from the TRICS (v8.25.6) database. The residential development trip rates have been obtained using the following selection criteria:

- **Land use category**: Residential – houses privately owned.
- **Size range (number of units):** 20 to 100 units selected.
- **Data range**: Only recent surveys between 01/07/2021 and 17/09/24 were included.
- **Location**: Only Neighbourhood Centre locations were included.
- **Population**: 25,001 to 100,000 <5 miles.
- **Exclusions**: Surveys undertaken during periods of Covid-19 pandemic restrictions.

6.2.2 The all persons trip rates and resulting trip generation for the proposed development are detailed in **Table 6.1**. The full TRICS output us included at **Appendix F**.

Table 6.1: All Persons Trip Generation

	Morning Peak (08:00-09:00)			Evening Peak (17:00-18:00)		
	Arr	Dep	2-Way	Arr	Dep	2-Way
All Persons Trip Rates	0.159	0.411	0.57	0.384	0.212	0.596
Trip Gen (68 Dwellings)	11	28	39	26	15	41

Source: TRICS (v8.25.6)

6.2.3 **Table 6.1** demonstrates that the proposal is anticipated to generate:

- 39 all person trips during the morning peak hour (08:00 – 09:00) – about 1 trip per 1.53 minute.

- 41 all person trips during the evening peak hour (17:00 – 18:00) – about 1 trip per 1.46 minute

6.3 Multi-Modal Trip Generation

6.3.1 Multi-modal trip generation to reflect the proposed development can be derived using a combination of:

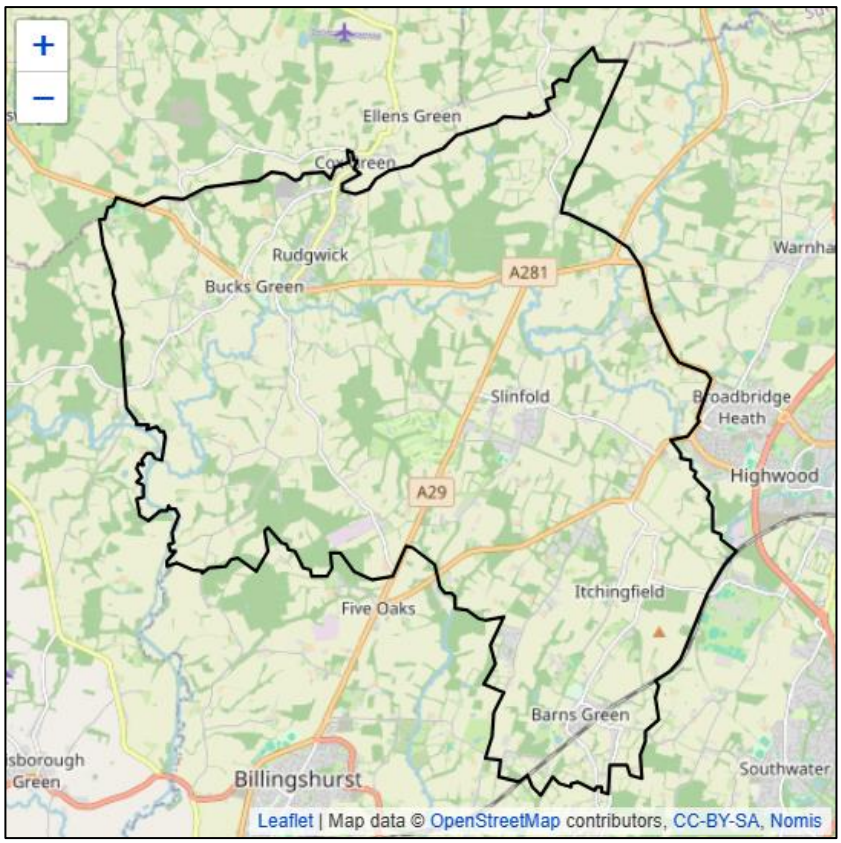
- All person trip rates from the TRICS database, as detailed in **Table 6.1**.
- 'Method of Travel to Work' data from the 2011[7] Census.
- 'Journey Purpose' data from The Department for Transport's (DfT) National Travel Survey (NTS).

6.3.2 The 'Method of Travel to Work' data from the 2011 Census for residents of the local MSOA[8] area within which the site is situated (Horsham 005) provides a good baseline representation of expected travel patterns for future residents. The MSOA boundary is shown in **Figure 6.1** and modal split is summarised in **Table 6.2**.

[7] The 2011 Census data has been used, rather than the 2021 survey data which was undertaken during the Covid-19 pandemic whereby travel restrictions may impact on how representative the results of the dataset may be.

[8] Mid-Super Output Area

Figure 6.1: MSOA Boundary (Horsham 005)



Source: Nomis

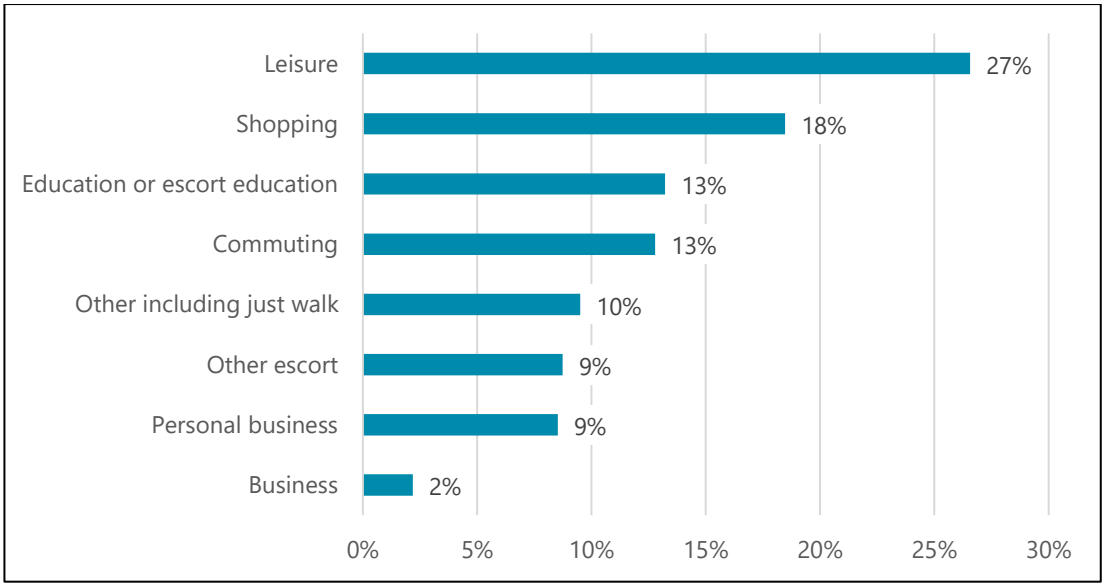
Table 6.2: Modal Split (Horsham 005)

Mode	Walk	Cycle	Bus	Train	Car Passenger	Car Driver
Modal Split	5%	1%	1%	8%	4%	81%

Source: Nomis

6.3.3 In considering accessibility and promoting sustainable travel it is important to consider the reason future residents of the proposed development would make journeys. The DfT's NTS identifies the proportion of trips by the principal journey purposes. This is summarised in **Figure 6.2**.

Figure 6.2: National Travel Survey - Trips by Journey Purpose



Source: NTS (2023)

6.3.4 **Figure 6.2** shows that:

- Leisure, shopping, other including just walk, other escort and personal business trips account for approximately 72% of journey purposes.
- Commuting and business account for approximately 15% of journeys purposes.
- Education or escort education trips account for approximately 13% of journey purposes.

Business as Usual Scenario

6.3.5 The TRICS output for all persons trips (**Table 6.1**) has been applied to the method of travel to work census data (**Table 6.2**) and NTS journey purpose data (**Figure 6.2**) to generate a multi-modal, multi-purpose trip generation. This forms the 'Business as Usual' Scenario. The morning peak hour is summarised in **Table 6.3**, which demonstrates the development is anticipated to generate 31 vehicle trips (about 1 vehicle trip every 1.94 minutes).

Table 6.2: Multi-Modal Trip Generation - Morning Peak Hour

Mode	Modal Split	Leisure, Shopping, Personal Business	Business / Commuting	Education or Escort Education	Total
		72%	15%	13%	100%
Walk	5%	1	1	0	2
Cycle	3%	1	0	0	1
Bus	3%	1	0	0	1

Mode	Modal Split	Leisure, Shopping, Personal Business	Business / Commuting	Education or Escort Education	Total
		72%	15%	13%	100%
Train	8%	3	0	0	3
Car Passenger	3%	1	0	0	1
Car Driver	79%	21	5	5	31
Total	**100%**	**28**	**6**	**5**	**39**

Note: Consultants calculations. Figures have been rounded where necessary.

6.3.6 The evening peak hour is summarised in **Table 6.3** and demonstrates the development is anticipated to generate 33 vehicle trips (about 1 vehicle trip every 1.82 minutes).

Table 6.3: Multi-Modal Trip Generation - Evening Peak Hour

Mode	Modal Split	Leisure, Shopping, Personal Business	Business / Commuting	Education or Escort Education	Total
		72%	15%	13%	100%
Walk	5%	1	1	0	2
Cycle	2%	1	0	0	1
Bus	2%	1	0	0	1
Train	7%	3	0	0	3
Car Passenger	2%	1	0	0	1
Car Driver	80%	23	5	5	33
Total	**100%**	**30**	**6**	**5**	**41**

Note: Consultants calculations. Figures have been rounded where necessary.

Vision Scenario

6.3.7 Developing from the 'Business as Usual' Scenario, a 'Vision' Scenario has been derived to reflect the principles of the Transport Vision, influence of the Sustainable Transport Strategy and reasonable and realistic opportunities to use non-car modes in this location.

6.3.8 The 'Vision' Scenario includes for a modal shift from private vehicle to walking and bus trips and has been concentrated to education or escort education journey purposes. This is to reflect the opportunity to walk to Barns Green Primary School, c.400m east of the site, and bus services to local secondary schools, as noted in Section 3.

6.3.9 The resultant morning peak hour is summarised in **Table 6.4**, which demonstrates the development is anticipated to generate 26 vehicle trips (about 1 vehicle trip every 2.31 minutes).

Table 6.4: Multi-Modal Trip Generation - Morning Peak Hour (Vision Scenario)

Mode	Modal Split	Leisure, Shopping, Personal Business	Business / Commuting	Education or Escort Education	Total
		72%	15%	13%	100%
Walk	13%	1	1	3	5
Cycle	3%	1	0	0	1
Bus	8%	1	0	2	3
Train	8%	3	0	0	3
Car Passenger	3%	1	0	0	1
Car Driver	66%	21	5	0	26
Total	100%	28	6	5	39

Note: Consultants calculations. Figures have been rounded where necessary.

6.3.10 The resultant evening peak hour is summarised in **Table 6.5** and demonstrates the development is anticipated to generate 28 vehicle trips (about 1 vehicle trip every 2.14 minutes).

Table 6.5: Multi-Modal Trip Generation - Evening Peak Hour (Vision Scenario)

Mode	Modal Split	Leisure, Shopping, Personal Business	Business / Commuting	Education or Escort Education	Total
		72%	15%	13%	100%
Walk	7%	1	1	1	3
Cycle	2%	1	0	0	1
Bus	12%	1	0	4	5
Train	7%	3	0	0	3
Car Passenger	3%	1	0	0	1

Mode	Modal Split	Leisure, Shopping, Personal Business	Business / Commuting	Education or Escort Education	Total
		72%	15%	13%	100%
Car Driver	68%	23	5	0	28
Total	**100%**	**30**	**6**	**5**	**41**

Note: Consultants calculations. Figures have been rounded where necessary.

Summary

6.3.11 A summary of the anticipated vehicle trip generation for the proposed 68 dwelling development in both the 'Business as Usual' and 'Vision' scenarios is summarised in **Table 6.6**.

Table 6.6: Summary of Vehicle Trip Generation

Scenario	Morning Peak (08:00-09:00)			Evening Peak (17:00-18:00)		
	Arr	Dep	2-Way	Arr	Dep	2-Way
Business as Usual	9	22	31	21	21	33
Vision	7	19	26	18	10	28

6.3.12 The proposed 68 dwelling development is therefore anticipated to result in the following:

- 26 - 31 vehicle trips in the morning peak hour (08:00-09:00).
- 28 - 33 vehicle trips in the typical evening peak hour (17:00-18:00).

6.3.13 This equates to approximately 1 vehicle every 2 minutes during the typical highway network peak hours. Therefore, the resultant trip generation will have no measurable impact on the local highway network.

6.4 Junction Capacity Assessment

6.4.1 A junction capacity assessment has been undertaken of proposed site access priority junction for the 2030 with development 'Business as Usual' and 'Vision' scenarios using the TRL Junctions 11 software (the industry standard for priority junctions). The principal outputs derived from Junctions 11 are the Ratio of Flow to Capacity (RFC), queue lengths and delay (in seconds per vehicle).

Growth Rates

6.4.2 The 2025 surveyed traffic flows have been uplifted to the above future year of 2030 (5-years post submission) to account for background traffic growth and growth from committed developments. This has been done using the following growth factors obtained from the TEMPRO database[9]:

- **2025 – 2030, Weekday Morning Peak** – 1.0618
- **2025 – 2030, Weekday Evening Peak** – 1.0622

Distribution

6.4.3 The development's vehicle trip generation has been distributed in line with the distribution of surveyed traffic flows on Chapel Road. The development's trip generation distribution at the site access is detailed in **Table 6.7**.

Table 6.7: Vehicle Trip Generation Distribution

		Morning Peak (08:00-09:00)		Evening Peak (17:00-18:00)	
		Arr	Dep	Arr	Dep
Northbound	%	37%	67%	57%	43%
	Business as usual Scenario	3	15	12	5
	Vision Scenario	3	13	10	4
Southbound	%	67%	37%	43%	57%
	Business as usual Scenario	6	8	9	7
	Vision Scenario	5	7	8	6

Source: ATC Data (Innowise)

6.4.4 Table 6.7 therefore demonstrates the development is anticipated to generate:

- c.18 and c.12 vehicles through the Two Mile Ash Road / Chapel Road / Muntham Drive / Sandhills Road crossroads junction in the morning and evening peak hours respectively.

[9] Horsham 005 MSOA (All Roads)

- c.10 and c.16 vehicles through the Chapel Road / Emms Lane / Valewood Lane junction in the morning and evening peak hours, respectively.

6.4.5 This is a minimal number of movements (c.1 vehicle every 3 – 6 minutes) which will be negligible to the operation of these junctions and therefore does not justify the requirement for greater junction capacity assessment scope.

Results

6.4.6 The full results of the junction capacity assessment are detailed in **Appendix G,** and the results are summarised in **Table 6.8**.

Table 6.8: Site Access Priority Junction Assessment Results

	Morning Peak (08:00-09:00)			Evening Peak (17:00-18:00)		
	Queue (veh)	Delay (s/veh)	RFC	Queue (veh)	Delay (s/veh)	RFC
2030 with Development – 'Business as Usual' Scenario						
Site Access	0	7	0.05	0	7	0.02
Chapel Road	0	6	0.01	0	6	0.02
2030 with Development – 'Vision' Scenario						
Site Access	0	7	0.04	0	7	0.02
Chapel Road	0	6	0.01	0	6	0.02

Source: Junctions 11[10]

<0.85 RFC – operating within operational capacity.
Between 0.85 – 1.00 RFC – operating within maximum capacity.
>1.00 RFC – operating over maximum capacity.

6.4.7 The results of the junction capacity assessment demonstrate the proposed access junction will not result in any measurable queues or delays on Chapel Road nor on the site access road. It is therefore an appropriate arrangement to serve a development of this scale.

6.5 Summary

6.5.1 The proposed 68 dwelling development is anticipated to result in the following:

- 26 - 31 vehicle trips in the morning peak hour (08:00-09:00).

[10] An RFC of 0.85 indicates a junction operating at operational capacity and an RFC of 1.00 indicates it is operating at maximum capacity.

- 28 - 33 vehicle trips in the typical evening peak hour (17:00-18:00).

6.5.2 This equates to approximately 1 vehicle every 2 minutes during the typical highway network peak hours. Therefore, the resultant trip generation will have no measurable impact on the local highway network, with only 1 vehicle every 3 – 6 minutes on the highway network to the north and south of the site.

6.5.3 Furthermore, a junction capacity assessment of the proposed access junction details that the proposals will not result in any measurable queues or delays.

6.5.4 The traffic impact of the development proposals cannot be described as having a '*severe*' residual cumulative transport impact, in accordance with NPPF para 116.

SECTION 7 Summary and Conclusions

7.1 Summary

Overview

7.1.1 This report has been prepared on behalf of the Applicant, Miller Homes and Miller Developments, to provide an assessment of the transport impacts of a proposed 68 new dwellings (the development) at Land south of Smugglers Lane, Barns Green (the site).

7.1.2 The site was identified as potential allocation under 'Strategic Policy HA6: Barns Green Housing Allocations' under the site reference 'BGR1: Land south of Smugglers Lane' in the emerging Horsham Local Plan (2023 – 2040). The proposed allocation implies the site is considered to an acceptable level of accessibility, suitable for residential development.

7.1.3 Pre-application feedback was obtained from WSCC as the local highway authority responsible for the safe operation of the local transport networks. The relevant requests have been addressed throughout this report.

7.1.4 Early engagement with local communities was undertaken via attendance at a parish council session with c.150 participants on 8 August 2025. It has been sought to address the transport considerations discussed at the meeting where reasonable and relevant.

Existing Conditions

7.1.5 There are opportunities to encourage the use of active travel and public transport for future residents. The site is located directly adjacent to a highly popular local convenience retail store, village pub, and within a five minute walk along street lit footways to the village hall and local primary school. Buses serve stops in close proximity to the site, provide dedicated services to the local secondary schools, and opportunities to travel to higher order settlements for facilities and onward connections.

7.1.6 A review of PIC data for the latest five-year period does not demonstrate any particular concern about the safety of the local highway network that the proposals may exacerbate.

Development Proposals

7.1.7 Access to the site is proposed via a new priority junction from the western side of Chapel Road. The access arrangement will include a 2m wide footway on the northern side of the access road and a new 2m wide footway to be introduced on the western side of Chapel Road north and south of the access, which ties into Smugglers Lane (Bridleway no.1600) to the north. Chapel Road will be widened to 7.5m to allow for two-way free-flowing traffic and on-street parking on the eastern side of the carriageway. Two points of localised narrowing (4.8m), either side of the on-street parking area, provide two formalised uncontrolled pedestrian crossing points and will feature dropped kerbs and tactile paving. These ensure safe pedestrian connectivity across Chapel Road between the site and existing facilities for the benefit of future occupiers and the existing community accessing the PRoW network.

7.1.8 The proposed access arrangements have been subject to an independent Stage 1 Road Safety Audit. The road safety auditors confirm that in each case the Designers Response is accepted, such that there is no residual safety issues with the access proposals.

7.1.9 An access to the PRoWs adjacent to the site will also be provided via a connection in the northwest corner of the site.

7.1.10 Car parking is provided in line with WSCC car parking standards guidance and a total of 130 allocated, 24 garages, 5 unallocated spaces and 14 visitor spaces are provided – 173 parking spaces in total to serve the proposed 68 dwellings. Electric vehicle (EV) charging points will be provided in accordance with the requirements of the Building Regulations (Part S). Cycle parking is provided in line with WSCC cycle parking standards guidance, and a total of 105 cycle parking spaces are provided.

7.1.11 The primary street is designed to achieve speeds of no more than 20mph and the shared surfaces are designed to achieve a design speed of 15mph or less.

7.1.12 Visibility splays at internal junctions on the primary street have been demonstrated in accordance with a 20mph design speed. Forward visibility at control bends on the shared surfaces has been demonstrated in accordance with a 15mph design speed.

7.1.13 Swept path analysis has been provided for an estate car, refuse vehicle and fire tender which demonstrates the site layout suitability and compliance with relevant MfS standards.

Transport Vision and Sustainable Transport Strategy

7.1.14 The transport vision for the site is as follows:

"Delivery of 68 new private, shared ownership and affordable homes within Barns Green that are conveniently located for future residents to access a number of everyday local facilities and the existing sustainable transport network. The proposal will be designed to maximise accessibility to nearby services and to facilitate an increase in the use of sustainable travel modes through the delivery of a comprehensive sustainable transport strategy, the implementation of active travel infrastructure, and provision of travel plan measures."

7.1.15 This sustainable transport strategy is at the heart of the development's transport vision and will facilitate a shift towards using sustainable modes rather than the single occupancy private car.

7.1.16 A Travel Plan Statement has been prepared (report reference: ITL200844-004) and should be read in conjunction with this report.

Trip Generation and Impact Assessment

7.1.17 The proposed 68 dwelling development is anticipated to result in the following:

- 26 - 31 vehicle trips in the morning peak hour (08:00-09:00).
- 28 - 33 vehicle trips in the typical evening peak hour (17:00-18:00).

7.1.18 This equates to approximately 1 vehicle every 2 minutes during the typical highway network peak hours. Therefore, the resultant trip generation will have no measurable impact on the local highway network, with only 1 vehicle every 3 – 6 minutes on the highway network to the north and south of the site.

7.1.19 Furthermore, a junction capacity assessment of the proposed access junction details that the proposals will not result in any measurable queues or delays.

7.1.20 The traffic impact of the development proposals cannot be described as having a '*severe*' residual cumulative transport impact, in accordance with NPPF para 116.

7.2 Conclusions

7.2.1 With reference to the critical transport tests set out in paragraph 115 of the NPPF, the main conclusions of the Transport Statement are that:

- The site is in a location that provides opportunities for residents to use sustainable modes to access key everyday facilities with priority for active travel and public transport.
- The site will provide safe and appropriate access to the site for all users.
- The proposal is designed to provide an appropriate level of parking provision and accommodate on-site servicing arrangements and emergency access.

- The proposal results in no measurable impact on the operation and safety of the local highway network.

7.2.2 Against this background, the development proposal is acceptable in terms of transport and highways and cannot be described as having a '*severe*' residual cumulative transport impact.

FIGURES

i-Transport

Smugglers Lane, Barns Green

Figure 1: Local Facilities Plan | ITL200844

Key

- Site Location
- Public Right of Way
- Bus Stop

Education

1. Barns Green Primary School

Retail

1. Barns Green Village Store and Post Office

Leisure

1. Queen's Head Pub
2. Barns Green Sports and Social Club
3. Sumners Ponds Fishery
4. Barns Green Village Hall
5. Barns Green Tennis Club
6. The Café by the Lake (Sumners Ponds)

Bus Routes

- Compass Travel 64
- Compass Travel 74/74A

Catchment

- 800m

0 0.25 0.5 km