



**Land south of Smugglers Lane, Barns Green
Travel Plan Statement
Client: Miller Homes and Miller Developments**

i-Transport Ref: NM/HC/GV/ITL200844-004A

Date: 18 September 2025

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SECTION 1 Introduction

1.1 Overview

1.1.1 This Travel Plan Statement (TPS) has been prepared on behalf of the Applicant, Miller Homes and Miller Developments, in relation to the proposed 68 dwellings (the development) at Land south of Smugglers Lane, Barns Green (the site).

1.1.2 This TPS should be read in conjunction with the Transport Statement prepared to support the application (report reference: ITL200844-003).

1.2 Executive Summary

1.2.1 This TPS presents a strategy to encourage sustainable travel to and from the development and has been developed having regard to the West Sussex County Council (WSCC) Guidance Development Travel Plan Policy. This TPS sets out:

- The sustainable travel opportunities available to future residents.
- The proposed development infrastructure and trip generation.
- The TPS aims, objectives and benefits.
- TPS measures, including infrastructure and 'soft measures'.
- TPS Action Plan.

1.2.2 The overall aim of the TPS is to:

'Reduce the reliance on single occupancy car journeys to and from the site and promote reasonable and realistic travel by active modes.'

1.2.3 The requirement for this TPS was confirmed during pre-application engagement with WSCC.

1.3 Structure

1.3.1 The remainder of this TP is structured as follows:

- **Section 2** – Sustainable Travel Opportunities
- **Section 3** – Development Proposal
- **Section 4** – Aim, Objectives and Benefits
- **Section 5** – Measures
- **Section 6** – Action Plan

SECTION 2 Sustainable Travel Opportunities

2.1 Site location

2.1.1 The site is located to the west on Chapel Road and to the south of Smugglers Lane, opposite Barns Green Village Store and Post Office and The Queen's Head pub. The site comprises of 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).

2.1.2 A site location plan is included as **Figure 2.1** below.

Figure 2.1: Site Location



2.2 Active Travel Opportunities

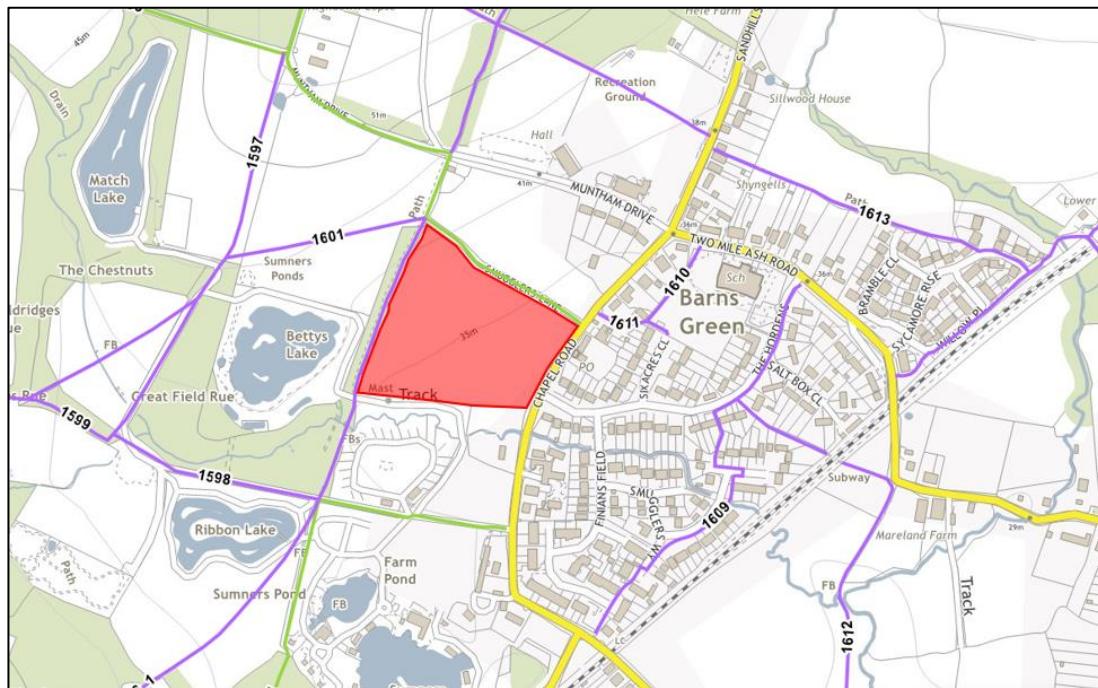
2.2.1 Chapel Road features a lit footway on its eastern side, across the site frontage. This footway connects directly to the wider footway network within Barns Green, and provides a continuous connection to local facilities including the Barns Green Village Store and Post Office and Barns Green Primary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

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

Public Rights of Way

2.2.3 There are a number of Public Rights of Way (PRoW) in the vicinity of the site which provide off-road routes around Barns Green, these paths are shown in **Figure 2.2**.

Figure 2.2: Local Public Rights of Way



Source: WSCC

2.2.4 Smugglers Lane is a PRoW bridleway, located adjacent to the site's northern frontage (**Image 2.1**), that provides a connection between Chapel Road, Muntham Drive and footpaths no.1596 and no.1601, to the north of the site (**Image 2.2**).

Image 2.1: Smugglers Lane Bridleway



Image 2.2: PRoWs North of the Site



Source: Consultant's Images

2.3 Local Facilities

2.3.1 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 2.1**.

Table 3.1: Key Local Facilities

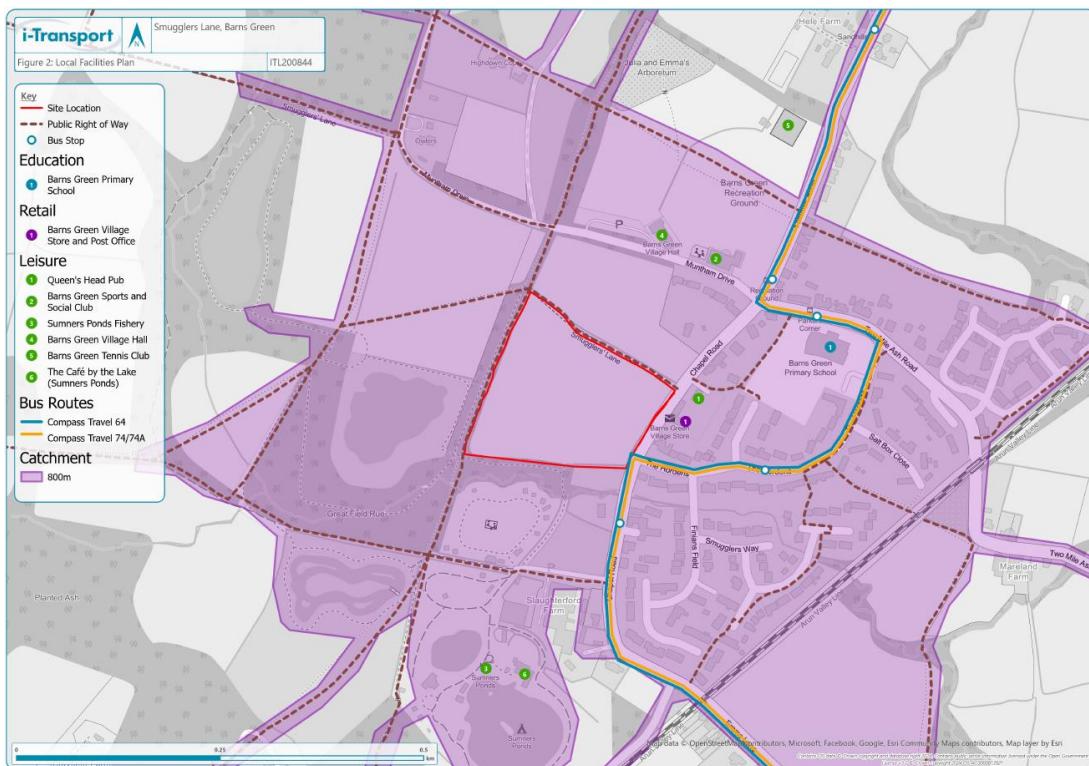
Purpose	Destination	Total Distance (m)	Journey Time (mins)	
			Walking	Cycle
Leisure	Queen's Head	100	1	0
	Barns Green Sports and Social Club	350	4	1
	Sumners Ponds Fishery	350	4	1
	Barns Green Village Hall	450	5	2
	Barns Green Tennis Club	550	7	2
	The Café by the Lake (Sumners Ponds)	600	7	2
Retail	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

2.3.2 **Table 2.1** 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 2.3**.

Figure 2.3: Site Accessibility


2.4 Public Transport Opportunities

Bus

2.4.1 Farm Close bus stop is located on Chapel Road c.200m walk south of the site which provides 3 services. A summary of the bus services available from the Farm Close bus stops is provided at

Table 2.1.
Table 2.1: 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)						

Service	Route	Monday	Tuesday	Wednesday	Thursday	Friday
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

2.4.2 **Table 2.1** demonstrates there are opportunities to travel to local centres (Horsham, Billingshurst, Storrington) on weekdays.

2.4.3 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

2.4.4 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.

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

SECTION 3 Development Proposal

3.1 Access

3.1.1 Access to the site will be achieved via a new priority junction from the western side of Chapel Road. The access arrangements include:

- Footway on the northern side of the access road.
- Footways to be introduced on the western side of Chapel Road north and south of the access, that ties into Smugglers Lane (Bridleway no.1600) to the north.
- Two points of localised narrowing either side of the access, providing two formalised uncontrolled pedestrian crossings to the footway on the eastern side of Chapel Road, with dropped kerbs and tactile paving.

3.1.2 An access to the PRoWs adjacent to the site is also provided via a connection in the northwest corner of the site. This provides an alternative route to the local facilities on Muntham Drive to the north of the site.

3.2 Parking

Car Parking

3.2.1 Parking is provided in line with WSCC car parking standards guidance and a total of 130 allocated, 24 garages, 5 unallocated and 14 visitor spaces are provided.

Electric Vehicle Charging Points

3.2.2 Electric vehicle charging points are provided in accordance with the requirements of the Building Regulations (Part S):

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

Cycle

3.2.3 Cycle parking spaces are provided in line with West Sussex County Council: Guidance on Parking at New Developments and is shown in **Table 3.1**.

Table 3.1: Summary of WSCC Cycle Parking Standards (September 2020)

Type	Number of Bedrooms	Cycle Provision (per unit)
Flats	1	0.5 space (if communal storage otherwise same as 1 & 2 bed house)
	2	
	3	1 space
Houses	1	1 space
	2	1 space
	3	2 spaces
	4+	2 spaces

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

3.3 Trip Generation

3.3.1 The anticipated Vision Scenario multi-modal trip generation for the proposed 68 dwelling development in the morning and evening peak hours is summarised in **Table 3.2** and **Table 3.3** respectively.

3.3.2 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 2.

Table 3.2: 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%	
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.

Table 3.3 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
Car Driver	68%	23	5	0	28
Total	100%	30	6	5	41

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

SECTION 4 Aims, Objectives and Benefits

4.1 Aim

4.1.1 The aim of this TPS is to provide a sustainable transport strategy for the site with a focus to promote sustainable travel and objective to reduce the reliance on single occupancy car journeys to and from the site, in line with WSCC guidance.

4.2 Objectives

4.2.1 The TPS has the following objectives:

- To support a range of sustainable transport alternatives to future residents with sustainable travel options for travel to / from the site.
- To promote walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and highlight the health and environmental benefits of using sustainable travel modes.
- To influence travel behaviours to / from the site and contribute to a reduction in single occupancy private cars trips.

4.3 Benefits

Residents

- Improved health and fitness through increased levels of walking and cycling.
- Increased travel flexibility offered through wider travel choices.
- The social aspect of sharing transport with others.
- A better environment within the site and its immediate neighbours as vehicular movements are minimised and parking pressures are reduced.

Local Community and Environment

4.3.1 The TPS will provide the following benefits to the local community and environment:

- Help reduce the impact the traffic generated by the development on the local highway network.

- Help reduce the impact of the site on the environment by reducing emissions through fewer car journeys. This will help to contribute to both local air quality management and national climate change reduction targets.
- The measures contained within this plan will also help to reduce the impact of transport related noise from vehicular movements into and out of the site and to improve public connectivity in the area.

4.3.2 Overall, it is anticipated that the TPS will result in benefits for residents of the site and the wider community in the vicinity of the development.

SECTION 5 Measures

5.1 Overview

5.1.1 This section details the infrastructure measures, and the non-infrastructure or 'soft' measures that will be implemented and promoted to residents of the proposed development. It covers:

- Measures to encourage new residents to walk and cycle.
- Measures to encourage the use of public transport.
- Measures to encourage future residents to travel sustainably.
- Information provision.
- A Travel Plan Information Pack.

5.1.2 The measures aim to achieve the objectives set out in Section 4 of this TPS. Information and marketing initiatives encourage awareness and participation in the TPS from the outset.

5.2 Site Layout and Infrastructure Measures

Pedestrian Access

5.2.1 Pedestrian access will be provided alongside the vehicle entrance on the western side of Chapel Road via 2.0m wide footway on the northern side of the access road. Furthermore, two formalised uncontrolled pedestrian crossings, with dropped kerbs and tactile paving are provided to the north and south of the access.

5.2.2 There is the opportunity to provide connection between the site and the neighbouring PRoWs via the footway on the western side of Chapel Road, that ties into Smugglers Lane (Bridleway no.1600) to the north.

5.2.3 An access to the PRoWs adjacent to the site is provided via a connection in the northwest corner of the site, opposite plot no.20.

Cycle Infrastructure

5.2.4 The site will provide cycle parking spaces in line with WSCC guidance. The cycle parking is provided on-plot for houses, in garages or secure cycle stores within gardens, and within a secure communal store for flats.

5.3 Soft Measures

5.3.1 To support the TPS objectives, the 'soft' TPS measures cover:

- Measures to encourage walking and cycling.
- Measures to encourage the use of public transport.
- Measures to encourage car sharing.
- Marketing and promotion of the TP, including Travel Information Pack.

Walking Measures

5.3.2 Walking is one of the most sustainable modes of transportation, offering numerous health benefits and plays a crucial role in daily life for most people, including those who rely on public transit. For many, it's an essential complement to other transportation methods, enhancing convenience and reducing overall reliance on vehicles.

5.3.3 Walking is to be encouraged on site and will be supported and facilitated through the following measures:

- Information on local walking routes between the site and key local facilities and services, local public rights of way as well as locations of transport connections. These can be provided within the Travel Information Pack.
- Promoting the health and other benefits of walking.

Cycling Measures

5.3.4 Cycling is an environmentally friendly and highly encouraged method of transport. In order to support and facilitate this active travel method the following, supported and facilitated through the following measures:

- Access to up-to date cycle maps, local NCN routes, Bridleways in the local area and provide links to cycle mapping.
- Promotion of discounts negotiated by West Sussex County Council for bike shop discounts. Further information is available at: <https://www.westsussex.gov.uk/roads-and-travel/travel-and-public-transport/travelwise-sustainable-transport/cycle-to-work-scheme/>.
- Promoting the health, fitness and time saving benefits of cycling, through specific events such as National Bike Week and Bike2Work days.

Promotion of Public Transport

5.3.5 The promotion of public transport is imperative to reducing car dependency, as well as being a fundamental aspect of the Governments sustainable transport strategy. The site is located near

local bus services that provide connections to rail services, therefore travel by public transport is encouraged, supported and facilitated by:

- Provision of timetable information for local bus and rail services.

Car Sharing

5.3.6 Car sharing will be promoted on the site in order to reduce the reliance on single occupancy car journeys made from the site where journeys via active travel and public transport modes are not viable. Car sharing is encouraged by:

- Promoting car sharing, and the County Council's car sharing website
www.westsussexcarshare.com.

Marketing

5.3.7 In order to improve the success of this TPS, marketing tools will be used to improve the awareness. The following method will be used;

- **Travel Information Pack** : A travel information pack will be issued to all residents upon completion of their property. The pack will contain details of public transport routes and timetable information, together with cycle and walking route maps. The Travel Information Pack will be updated annually, or when there is a material change in bus / rail timetables. The pack will be available in both hard copy and electronic (PDF) formats.

Promotion

5.3.8 The promotion of the TPS will be the responsibility of the development sales staff which will be key to its success. This will include:

- Promoting the health, financial, and environmental benefits of sustainable travel.
- Making electronic copies of the TPS available to all residents to ensure that people are fully aware of the objectives of the TPS and of the full range of measures proposed.

SECTION 6 Action Plan

6.1 An action plan is presented at **Table 6.1** which provides a programme for delivering the TPS measures.

Table 6.1: Action Plan

Measures	Summary of Task / Measure	Responsibility	Timescale
Management	Sale staff to manage the delivery of the TPS measures	Miller Homes and Miller Developments	To be completed prior to first completion and prior to occupation of each dwelling
Pedestrian and Cycle Facilities	Provide accesses, cycle parking and on-site facilities	Miller Homes and Miller Developments	Prior to occupation of each dwelling
Travel Plan Promotion	Provide Travel Information Packs	Sales staff	Travel Information Packs to be prepared within three months of first completion and distributed upon first occupation
Promotion of Walking	Information on walking routes and maps in Travel Information Packs	Sales staff	Upon first occupation and regularly reviewed
Promotion of Cycling	Information on cycling maps, bike shop discounts and cycle training in Travel Information Packs	Sales staff	Upon first occupation and regularly reviewed
Promotion of Public Transport	Provide bus and rail timetables in Travel Information Packs	Sales staff	Upon occupation and regularly reviewed
TPS Promotion	Engage with residents	Sales staff	Upon completion and first occupation

FIGURES



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

