BRIGHT PLAN

TRANSPORT STATEMENT

TILLETTS LANE, WARNHAM, WEST SUSSEX

Residential Development

2025-05-15-TS01-6645

May 2025

Prepared on Behalf of Broadbridge Heath Trust

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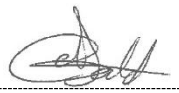
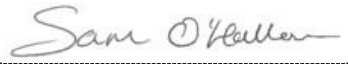
Author: EJD  **Date:** 17/04/2052

Checked by: SMO  **Date:** 14/05/2025

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1 INTRODUCTION

1.1 Overview

1.1.1 This Technical Note has been prepared by Bright Plan on behalf of The Broadbridge Heath Trust to support a planning application for the construction of a 59 dwelling residential development on Land at Tillet's Lane, Warnham. The prospective site's location is shown below in **Figure 1.1**.

Figure 1.1: Site Location

1.2 Planning Context & History

1.2.1 The site is identified within Warnham's Neighbourhood Plan and the principles of the scheme have been brought forwards in line with the requirements of the plan. An extract from the neighbour plan policy W6 for the site is attached at **Appendix A.** There are no past applications on the site that are of relevance to this application from a transport planning perspective.

1.2.2 The scheme has been subject to a pre-application meeting with statutory highway consultees West Sussex County Council (WSCC) on the 26th September 2024. The meeting covered the broad transport planning principles of the site and has informed the transport planning strategy applied in this Transport Statement. However, the continued the evolution of the proposals, continued assessment works and acquisition of survey evidence has meant the transport planning strategy and associated scope of works has changed since in some areas since the original pre-app. The pre-application written response is attached at **Appendix B** for reference.

1.1 Scope of Report

1.1.1 This TS outlines the key transport planning matters in accordance with national, regional and local guidance, reviewing the site's accessibility, relevant planning history and context, the proposed development layout, car and cycle parking requirements, access arrangements, servicing arrangements, and the traffic trip impact on the local road network.

1.1.2 The site has been assessed against the background of transport planning policy set out in the National Planning Policy Framework and Horsham District Council's (HDC) local transport policies. The site's highways design has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) and Manual for Streets (MfS) 1 and 2.

1.1.3 The remainder of this report comprises the following sections: -

i. **Section 2** sets out the transport conditions in the local area and highway network, and provides a review of highway safety.

ii. **Section 3** provides an assessment of the proposed access and internal layout design, parking provision and the site's servicing arrangements.

iii. **Section 4** provides an assessment of the anticipated traffic impact resulting from the development supported by a trip generation assessment.

iv. **Section 5** provides a summary of the TS conclusions.

2 BASELINE CONDITIONS

2.1 Site Location & Description

2.1.1 The site is located between Tilletts Lane to the west and Threestile Road to the east (please note, Threestile Road is also referred to as Knob Hill on some maps but is referred to as Threestile Road within this report and the wider application). The existing site comprises open fields used for agriculture. The site boarded by agricultural land to the north; dwellings and a football field to the south; dwellings to the east; and, Tilletts Lane to the west. An overview of the existing site's context is provided in **Figure 1.2.**

Figure 1.2: Existing Site Context

2.2 Existing Access Arrangements

2.2.1 The existing site access is served from Tilletts Lane toward the northwest corner of the site, and from Threestile Road to the northeast. The Tilletts Lane access takes the form of a simple gated field access. The gate is set back x.0m from the carriageway edge. The Tilletts Lane access is over grown and has limited useage.

2.2.2 The Threestile Road access is used for maintenance of the land and also takes the form of a simple gated filed access. The access strip is in the ownership of the applicant, the property Hawthorns also has a right of access over this land. An initial gate is set back 12.0m from the edge of Threestile Road and second gate controlling access to the main body of the site is set back 70.0m. The access strip running between properties named Robinsgreen and Lowood has a total length c.95m.

2.2.3 The Threestile Road access track has a width of 2.6m although the total land corridor between Robinsgreen and Lowood has an 10m+ width. Public Right of Way (PROW) 1430 is served from the Threestile Road access, joining the access drive via a stepped arrangement. The existing Tilletts Lane and Threestile Road access points are shown in **Figure 2.2**.

Tilletts Lane Access

Threestile Road Access

Figure 2.2 Existing Access Points

2.3 Local Road & Footway Network

2.3.1 Threestile Road is a two-way carriageway with a typical width of c.6.0m and is subject to a 30mph speed limit. A series of long S-bends are located in the vicinity of the site's access calming vehicle speeds in the vicinity of the access (see survey data at **Section 2.6**). Threestile Road provides a link between the A24 to the east and the A29 to the west and is consequently subject to local rat running – although traffic flows remain modest (see **Section 2.6**)

2.3.2 The Threestile Road carriageway is not lit in the vicinity of the site, and does not provide footways, although a short section unmade path between PROW 1430 (which runs along the site access) and the village green provides connectivity to the village centre via the village green. The characteristics of Threestile Road are shown in **Figure 2.3**.

Figure 2.3: Threestile Road

2.3.3 Tilletts Lane is rural in character lined with mature trees, shrubbery either side of the carriageway. The carriageway has a variable width ranging from 3.2 – 4.8m. There are informal passing places enabling vehicle to pass along narrower section of Tilletts Lane to the north. There are several additionally some areas used for parking. The road is lightly trafficked and has low speeds owing to its geometry (see **Section 2.6**). The carriageway is supported by footways at its southern end, just past the southwest corner of the site. Tilletts Lane's characteristics are shown in **Figure 2.4**.

Tilletts Lane Looking North

Tilletts Lane Looking South

Figure 2.4: Tilletts Lane

2.4 Site Accessibility

2.4.1 The site's proximity and connection to local services and amenities is suitable for residential development. The site is located less than 400m walking distance from Warnham village centre. AN overview of the services, public transport and NMU links are identified in an accessibility plan attached at **Appendix C**.

Pedestrian Accessibility

2.4.2 The most direct existing route from the site to local services and amenities is via PROW 1430 and 1429, providing off-road links to the village centre as shown in **Appendix C**. PROW 1429 is a well-used route within Warnham, running between Warnham C of E Primary School, PROW 1430 (connecting to the site) and the village centre. PROW 1429 is surfaced between the school and village centre. PROW 1429 is shown in **Figures 2.5**.

Figure 2.5. PROW 1429

2.4.3 PROW 1430 runs north-south through the site running from the site's Threestile Road access and is in the ownership of the applicant up to its connection with PROW 1429 to the south. PROW 1430 has an unmade surface. The upgrade of PROW 1430 will be provided as a result of the proposal and is address subsequently **Section 3** of this TS.

2.4.4 The proximity of the site to Warnham village green offers further opportunity for connection between the site and the village centre. The Threestile Road access and PROW 1430 tie in to the north of the village green.

2.4.5 The Chartered Institute of Highways and Transportation's (CIHT) publication 'Planning for Walking' (April 2015) identifies that 80% of journeys under 1 mile (1.6km) are made by foot, and 26% of journeys between 1-2 miles (1.6km – 3.2km) are made by foot. A range of services and amenities, as shown in **Appendix C** are available within 1km and therefore accessible on foot.

Cycle Accessibility

2.4.6 Shelly Cycle Path is located c.450m to the southeast of the site providing an off-road cycle route from Warnham to Horsham. Shelly Cycle Path connects with local routes in Horsham leading to the town centre (17–18-minute cycle time) within the CIHT's recommended commuting cycle threshold. Horsham is the primary draw for employment and high street shopping services. The site is therefore well connected to local services and amenity by cycle.

2.4.7 The Department for Transport's (DfT) document 'Cycle Infrastructure Design' (LTN 1/20) (July 2020) states that 5 miles (8km) is an achievable distance to cycle for the majority of people. The full extent of Horsham is therefore accessible by bicycle.

2.5 Public Transport

2.5.1 The Knob Hill corner bus stops (north and southbound) are situated 150m from the site. The stops serve the no.93 service which runs hourly between Horsham and Dorking. Wider services are available from Horsham bus station. A summary of the services available from local bus stops is provided in **Figure 2.6**.

Service	Route Summary	Typical Frequency	Operating Hours
94	Dorking Station – North Holmwood – Warnham - Horsham Bus Station	Every hour	Mon – Fri: 07:35 – 20:27 Sat: 08:00 – 20:21 Sun: 10:03 – 18:54

Figure 2.6: Bus Services Available from Local Bus Stops

2.5.2 Warnham railway station is situated 1.6km to the east of the site and is accessible by cycle and on foot, although the route is unlit and footways are not continuous, and verges may not be appropriate for all NMUs. The station provides regular services to a range of locations including Horsham, Crawley, Brighton, and London Terminals. A summary of services available from Warnham railway station is provided in **Figure 2.7**.

Destination	Route Summary	Typical Journey Time	Typical Frequency
London Victoria	Warnham – Dorking – Leatherhead – Epson – Belham – Clapham Junction – London Victoria	1 hour 18 mins	Every 20 mins
Horsham	Direct	5 mins	Every 1 hour

Figure 2.7: Train Services Available from Warnham Station

2.6 Accident Record

2.6.1 An assessment of Personal Injury Accidents (PIAs) has been undertaken for a period of five-years data from March 2020 – March 2025 using the Sussex Safer Roads online data portal. The assessment enables the existing safety of the local road network to be established.

2.6.2 Collisions are classified as 'slight', 'serious' or 'fatal', depending on the severity of the injury sustained. Patterns displayed in the data can be assessed with regards to their proximity, frequency and severity of incident to identify underlying highway design issues. The distribution of the incidents relative to the site is displayed in **Figure 2.8**.

Figure 2.8: PIA Record

2.6.3 The assessment showed only a 2 'slight' incidents on Threestile Road in the vicinity of the School Hill junction and at the Tilletts Lane / Threestile Road / Mayles Lane junction. There is no pattern or frequency of incident to suggest these incidents are of statistical significance. There is therefore no evidence that would suggest there are existing highway safety issues in the vicinity of the proposal.

2.7 Traffic Surveys

2.7.1 Existing traffic conditions on Tilletts Lane and Threestile Road have been established through an Automatic Traffic Count (ATC) speed and traffic flow survey, undertaken in February 2025. The Tillets Lane survey's results are attached at **Appendix D** and a summary provided in **Figures 2.9**, **2.10** and **2.11**.

Flow Direction	Annual Average Daily Traffic	Mean Speeds	85th Percentile Speeds	% HGV
Northbound	128.1	26.3 mph	31.0 mph	2.0%
Southbound	139.9	25.1 mph	29.8 mph	1.8%
Combined	268	-	-	1.9%

Figure 2.9: Tilletts Lane ATC Survey - Speeds & AADT Summary

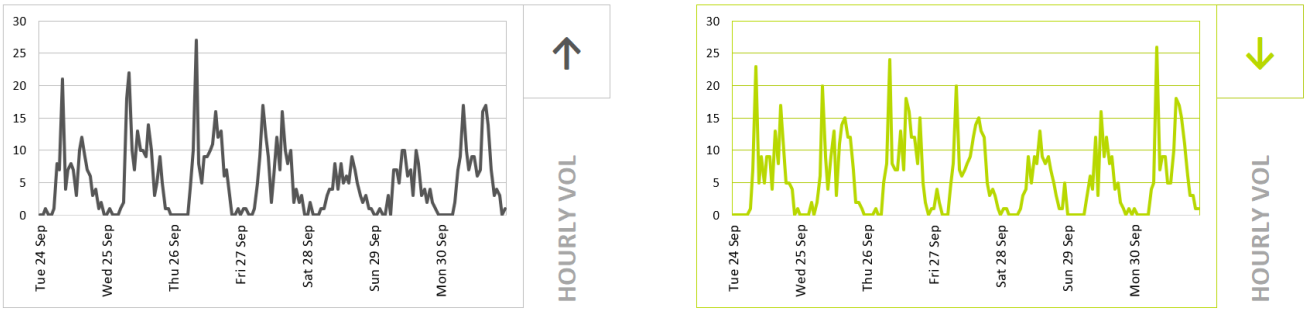


Figure 2.10: Hourly Traffic Volumes – Tilletts Lane

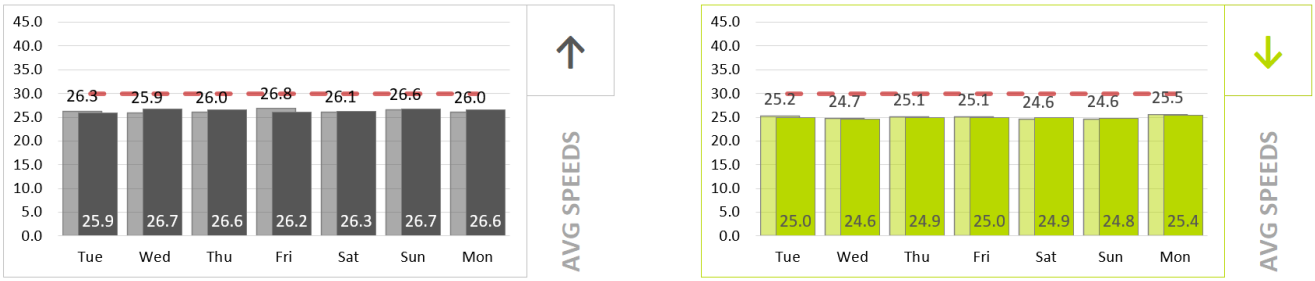


Figure 2.11: Average Speeds By Day – Tilletts Lane

2.7.2 The Tilletts Lane ATC surveys identified 85th percentile design speed of 31.0mph Northbound and a design speed of 29.8mph southbound. The survey also identified an Annual Average Daily Traffic (AADT) of 1,843 of which a 1.9% proportion were HGVs.

2.7.3 The Threestile Road survey's results are attached at **Appendix C** and a summary provided in **Figures 2.12**, **2.13** and **2.14**.

Flow Direction	Annual Average Daily Traffic	Mean Speeds	85th Percentile Speeds	% HGV
Northbound	1,104.8	19.9 mph	22.3 mph	2.0%
Southbound	1,250.4	20.1 mph	22.5 mph	2.0%
Combined	2,355	-	-	2.0%

Figure 2.1: Threestile Road ATC Survey - Speeds & AADT Summary

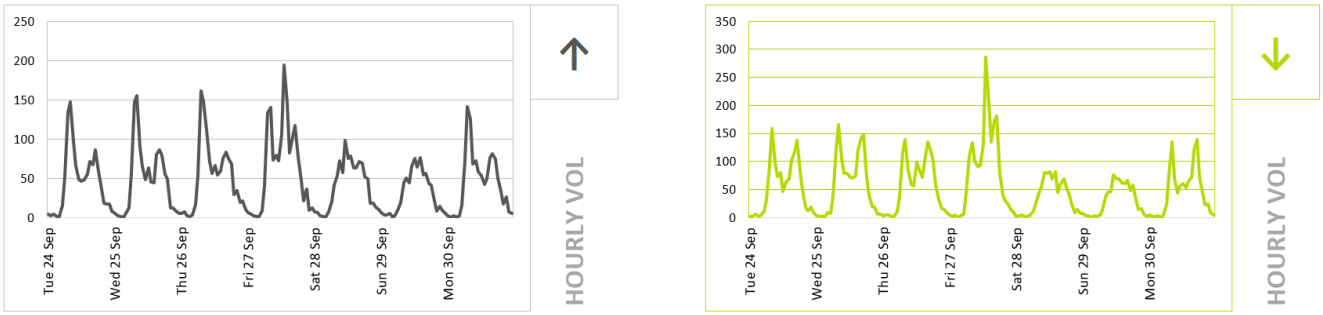


Figure 2.2: Hourly Traffic Volumes – Threestile Road

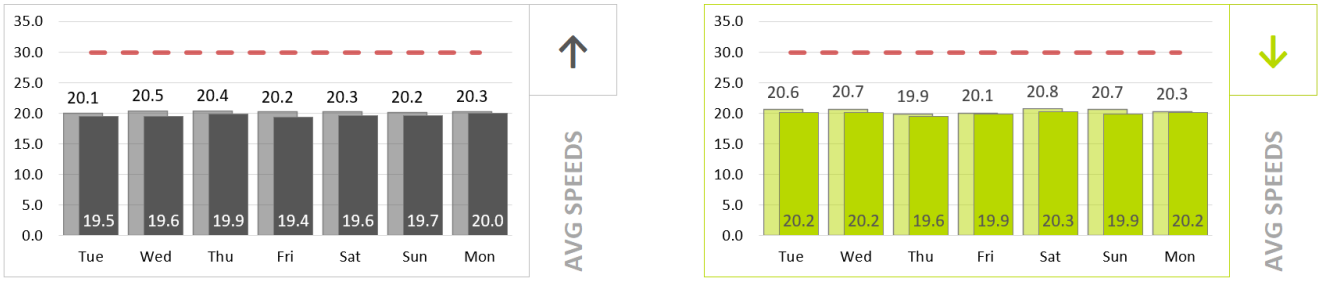


Figure 2.3: 85th Percentile Speeds By Day – Threestile Road

2.7.1 The Threestile Road ATC surveys identified 85th percentile design speed of 22.3 mph Northbound and a design speed of 22.5 mph southbound. The survey also identified an Annual Average Daily Traffic (AADT) of 2,355 of which a 2.0% proportion were HGVs.

3 PROPOSED DEVELOPMENT

3.1 Overview

3.1.1 The application proposes detailed planning for 59 dwellings served from two access points, one served from Tilletts Lane, serving approximately a third of the development (19 dwellings) and the other via Threestile Road serving two-thirds of the development (40 dwellings).

3.1.2 The site's accommodation schedule is summarised in **Figure 3.1**. The proposed developments layout is shown in **Figure 3.2** and **Appendix E**. The development would comprise of 35% affordable homes.

Dwelling Type	Affordable Rented	Shared Ownership	Market Housing
1-Bedroom Flat	4 (27%)	1 (16%)	6 (16%)
2-Bedroom Flat	4 (27%)	2 (33%)	17 (45%)
3-Bedroom Flat	5 (33%)	3 (50%)	11 (29%)
4-Bedroom Flat	2 (13%)	0 (0%)	4 (11%)
Total	**15**	**6**	**38**

Figure 3.1: Accommodation Schedule

Figure 3.2: Site Layout

3.1.3 The site would not provide a throughfare between the two access points meaning that from a vehicular traffic perspective, the proposal would effectively operate as two separate smaller sites. The access strategy has been applied for the following reasons: -

i. The provision of two access points allows the site's impact on the road network and village to be reduced, in recognition of the sensitive rural location.

ii. To accord with Warham Neighbourhood Plan, which requires either a single access from Tilletts Lane, or a two-access strategy utilising access from Threestile Road and Tilletts Lane.

iii. The roads within the site would not be connected allowing traffic to be weighted toward the Threestile Road access. Threestile Road is superior to Tilletts lane in terms of its position relative to the key routes, its operation (two-way movement), carriageway quality and geometry, and the reduced likelihood of vehicles rat-running through the village.

iv. The ability to enhance permeability and allow cross links for walking and cycling are seen as beneficial from the perspective of connectivity and integration of the site into the village and aligns with the requirements of the neighbourhood plan.

3.2 Proposed Access

Threestile Road Access

3.2.1 The Threestile Road access utilises the existing access strip to the east of the site between properties Robinsgreen and Lowood. The access strip provides appropriate corridor width (10m+) to provide two-way vehicular access and footway (an enhancement of PROW 1430) and an appropriate construction / service margin. The proposed Threestile Road access is shown in **Drawing 2024-6645-101**.

3.2.2 The proposed access would take the form of a T-junction with a simple priority arrangement. The access would have a width of 6.0m width, plus 6.0m corner radii to enable two-way movement between cars and to facilitate service vehicle access. The tie in of adjacent crossovers would be adjusted slightly to accommodate the new access.

3.2.3 The DMRB CD 123 guidance identifies that right turn lane facilities are appropriate when the design flow on the major road is expected to exceed 13,000 vehicles 2-way AADT, and when the design flow on the minor road is expected to exceed 300 vehicles 2-way AADT. The site's trip generation (284 AADT distributed across the two accesses) and baseline traffic flows (2,355 AADT) is such that a right turn lane would not be required.

3.2.4 A vehicle swept path analysis has been undertaken reviewing the operation of the proposed Threestile Road access. The vehicle swept path analysis demonstrates the following vehicle manoeuvres: -

i. Concurrent access and egress by a large estate car and large panel van in **Drawing 2024-6645-102**.

ii. Access and egress by a 11.2m refuse freighter in all turning direction **Drawing 2024-6645-103** (the largest vehicle anticipated to access the site).

iii. Access and egress by a 7.9m fire tender in **Drawing 2024-6645-103**

iv. Access to and from the adjusted adjacent property driveways by large estate cars in **Drawing 2024-6645-104**.

3.2.5 Visibility requirements have been based on the speeds recorded during the ATC survey on Threestile Road. Based on MfS calculation coefficients, the recorded northbound 85th percentile design speed of 22.3 mph requires a stopping sight distance of 28.6m adjusted for bonnet length. The recorded southbound 85th percentile design speed of 22.5 mph requires a stopping sight distance of 28.9m adjusted for bonnet length. The required visibility splays are achievable measured from a 2.4m 'X' distance as demonstrated in **Drawing 2024-6645-101**.

3.2.6 Visibility to the right turning vehicles accessing the site has also been assessed to demonstrate the proposed infrastructures operational safety. The required stopping sight distances to right turning vehicles are comfortably achievable as demonstrated **Drawing 2024-6645-101**.

Tilletts Lane Access

3.2.7 The existing gate location on Tilletts Lane provides natural break in boundary vegetation and has an appropriate level difference between the site and road to serve the access. The access is positioned approximately 10.0m to the south of the existing gate to reduce the impacts on adjacent tree root protection areas.

3.2.8 The proposed access would take the form of a T-junction with a simple priority arrangement. The access would have a width of 6.0m plus standard 8.0m corner radii to facilitate the swept path of service vehicles. The major carriageway would be widened to 4.2m in the vicinity of the access to accommodate large service vehicle movements as well as enable vehicle passing in the vicinity of the access.

3.2.9 A vehicle swept path analysis has been undertaken reviewing the operation of the proposed Tilletts Lane access. The vehicle swept path analysis demonstrates the following vehicle manoeuvres: -

i. Passing at the access by a large estate cars in **Drawing 2024-6645-002**

ii. Access and egress by a 11.2m refuse freighter in all turning direction **Drawing 2024-6645-003** (the largest vehicle anticipated to access the site)

iii. Access and egress by fire tenders in **Drawing 2024-6645-003**

3.2.10 Visibility requirements have been based on the speeds recorded during the ATC survey on Tilletts Lane. Based on MfS calculation coefficients, the recorded northbound 85th percentile design speed of 31.0 mph requires a stopping sight distance of 44.9m adjusted for bonnet length. The recorded southbound 85th percentile design speed of 29.8 mph requires a stopping sight distance of 42.5m adjusted for bonnet length. The visibility splays are achievable from a 2.4m 'X' distance as shown in **Drawing 2024-6645-001**.

3.3 Pedestrian Access

3.3.1 It is proposed that the site would be served via four principal routes: -

i. PROW 1430 & 1429 – PROW 1430 would have minor alignment changes and be enhanced through widening to 2.0m and the provision of a metaled surface until its connection with PROW 1429. PROW 1429 is already surfaced and of a suitable specification. PROW 1430 provides the most direct route to the village centre. The enhanced PROW 1430 is shown in **Drawing 2024-6645-406**.

ii. A footway connection at the southwest corner of the site. A short section of footway would connect with existing footways at the southern end of Tilletts Lane. The southwest pedestrian link is shown in **Drawing 2024-6645-000**.

iii. A pedestrian route flanking the Threestile Road vehicle access bearing south linking to the village green provide additional connectivity to the village centre. This route would tie in with footways and shared surface roads throughout the site. The Threestile Road access is shown in **Drawing 2024-6645-000.**

iv. The shared surface access on to Tillets Lane. This would principally serve as a connection pedestrians wanting to access PROW 1427 to the east and for cyclists cutting through the site. The light baseline traffic conditions (128 AADT) and low speeds means that Tilletts Lane would remain appropriate for cycling and occasional walking. The Tilletts Lane shared surface access is shown in **Drawing 2024-6645-001.**

3.3.2 An overview of the pedestrian strategy is shown below in **Figure 3.3**

Figure 3.3: Pedestrian Access Strategy Overview

3.4 Stage 1 Road Safety Audit

3.4.1 The proposed vehicle and pedestrian access arrangements have been subject to an independant Stage 1 Road Safety Audit (RSA), undertaken by Road Safety Answers in June 2024.

3.4.2 The Stage 1 RSA raised 4 issues with the proposed access designs. All items raised in the audit were agreed, and the mitigation measures incorporated into the access design as detailed in the Designers Response. A copy of the Stage 1 RSA and Designers Response is shown in **Appendix D**.

3.5 Internal Layout

3.5.1 The site's internal carriageways provide a 'panhandle' looped arrangement originating from both the Threestile Road and Tilletts Lane access points. Internal carriageways would not link the Threestile Road and Tilletts Lane access but would be permeable to pedestrians and cyclists. The site's internal carriageways would not be offered for adoption by the local highway authority. An overview of the site's internal carriageway configuration and geometric design is provided in **Drawing 2020-6645-000** and **Figure 3.2** (above).

3.5.2 The site's internal carriageways would provide a 6.0m width on primary estate roads, narrowing to 5.5m within the site and 4.8m on some shared surface carriageways. The carriageway geometry enables appropriate negotiation of internal roads by all necessary vehicle classes. The internal carriageway geometry is sufficient for refuse freighters and cars to pass one another along the majority of the internal carriageways. A vehicle swept path analysis demonstrating vehicle negotiation and passing manoeuvres is shown in **Drawing 2020-6645-404.**.

3.5.3 The carriageways looped internal configuration is such that turning heads are not required within the site, with large service vehicles and emergency vehicles able appropriately negotiate the internal carriageways without the need to turn on site (see **Section 3.6**).

3.5.4 Estate road forward visibility has been based on a design speed of 20mph. Using the calculation coefficients set out in MfS, forward visibility splays of 25.0m is accordingly achievable along the main estate road as demonstrated in **Drawing 2020-6645-401**.

3.5.5 All through roads on the east half of the site (40 dwellings) are served by at least a single 2.0m footway provision. The smaller west side of the site (19 dwellings) uses a shared surface arrangement. Shared surfaces are also used on any cul-de-sacs within the site. The use of the shared surface arrangement accords with MfS guidance which suggest that shared surfaces are appropriate where carriageways form cul-de-sacs, parking is controlled or takes place in designated arears and the vehicle flow is below 100 movements per hour.

3.5.6 The site's car parking would be provided in a mixture of driveways, garages, car ports, parking courts and on-street parking. The on-street parking would take the form of parallel parking bays. All parking bays use MfS standard dimensions providing parking bays of 2.5m x 5.0m for perpendicular spaces with at least at least 6.0m reversing to ensure comfortable manoeuvring. Parallel bays provide dimensions of 2.0m x 6.0m. Car parking manoeuvres are demonstrated in **Drawing 2020-6645-405**.

3.5.7 The site layout would include a car park facility for the existing football pitch to the southeast of the site in accordance with Warham Neighbourhood Plan policy W6 providing 10 spaces. A vehicle swept path analysis has been undertaken demonstrating parking manoeuvres in the football pitch car park in **Drawing 2024-6645-405**.

3.6 Service Arrangements

3.6.1 The site's carriageway geometries are such that large service vehicles can negotiate internal roads and access properties without the need to turn onsite, allowing access and egress in a forward gear. A vehicle swept path analysis has been undertaken demonstrating a large refuse vehicle (the largest service vehicle) negotiating the internal carriageways and performing turning manoeuvres in **Drawing 2020-6645-403**.

3.6.2 Bin carry distances between properties and refuse collectors would be in line with thresholds set out in MfS (25m for collectors 30m for residents). The bin carry distances are demonstrated in **Drawing 2020-6243-206**.

3.7 Emergency Access

3.7.1 The geometric design of the site accesses would allow negotiation by fire tenders (the largest emergency vehicle). A vehicle tracking exercise demonstrating manoeuvres in and out of the site by a fire tender has been provided in **Drawing 2020-6645-003 & 103**.

3.7.2 The proposed developments internal layout would accord with 'Building Regulations Part B: Fire Safety' by meeting the following standards: -

i. The proposed development would provide access within 45.0m of all dwellings

ii. Access to dwellings can be achieved without reversing manoeuvres greater than 20.0m

iii. A minimum carriageway width of 3.7m is maintained throughout the site.

3.7.3 Fire tender access strategy is demonstrated in **Drawing 2020-6645-402**.

3.8 Network Improvement Scheme

Tilletts Lane / Threestile Lane / Mayles Lane Junction

3.8.1 The junction of Tilletts Lane / Threestile Lane / Mayles Lane is constrain in terms of geometry, its operation and visibility. Although there is no evidence of an accident record that would suggest the arrangement presents a highways safety issue, the development presents an opportunity to improve this part of the local road network.

3.8.2 The junction takes the form of a Y-junction, each arm of the junction has a single lane operation. Both arms of the Y-junction are marked with give way markings meaning that either arm of the junction can be used for egress and that priority is unclear. This results in confusion over its operation and which arm should be used for entry.

3.8.3 Visibility cannot be achieved from either arm of the Y-junction. The east arm provides suitable visibility looking east along Threestile Road, but very constrained visibility looking north along Mayse Lane. Conversely, the west arm provides good visibility looking north along Mayse Lane, but not to the east looking along Threestile Road. The existing form of the junction is shown in **Figure 3.3.**

Figure 3.3: Existing Tilletts Lane / Threestile Lane / Mayse Lane Junction

3.8.4 These issues can be overcome through the implementation of a simple priority working arrangement with a give-way marking set back by 2.7m from its current position. The exiting grass splitter island would be removed. The arrangement would provide clear priority to users improving operation. The revised arrangement enables the optimal visibility point to be provided, allowing significantly enhanced visibility of 2.4m x 120m+ looking north along Mayse Lane, and 2.4m x 120m+ looking east along Threestile Road.

3.8.5 The arrangement also improves intervisibility visibility to right turning vehicles, providing 75.0m sight line to the right turning vehicle for vehicle approaching on Mayse Lane, and 120.0m to the right turning vehicle from Threestile Road. The revised junction arrangement and achievable visibility are demonstrated in **Drawing 2024-6645-201**.

3.8.6 It is intended that subject to planning permission, the developer would make a financial contribution to the implementation of this scheme or a similar one.

3.9 Car Parking

3.9.1 Horsham District Council require parking to be provided in line with the WSCC's Car Parking Demand Calculator. The WSCC calculator has accordingly been consulted to establish the necessary parking provision. A summary of the proposed parking allocation and addtional demand as quantified by the calculator, is shown in **Figure 3.4**.

Dwelling No. / Type	Allocated Provision	WSCC Unallocated Demand	Total Parking Demand
11 X 1 Bed Dwelling	11 Spaces	10 Spaces	21 Spaces
22 X 2 Bed Dwelling	43 Spaces	8 Space	51 Spaces
20 X 3 Bed Dwelling	44 Spaces	9 Space	53 Spaces
6 X 4 Bed Dwelling	18 Spaces	4 Space	22 Spaces
Total	**116**	**31**	**147**

Figure 3.4: Residential Car Parking Standards & Provision

3.9.2 As shown in **Figure 3.4**, WSCC's parking calculator requires 147 spaces comprising 116 allocated spaces and 31 unallocated spaces. The spaces have accordingly been provided across the site. Residents car parking would be provided in a mixture of driveways, garages and car ports. The on-street parking would take the form of parallel and perpendicular parking bays. The parking allocation per unit is demonstrated in **Drawing 2024-6645-407.**

3.9.3 Car parking would use minimum dimensions in excess of 2.5m x 5.0m, with minimum reversing distances of 6.0m. Parallel bays would be provided with dimensions of 2.0m x 6.0m. The dimensions for all bays would accord with MfS guidance.

3.9.4 As previously identified, the site would offer a car park facility for the existing football pitch providing 10 spaces. Please note that the football parking provision does not contribute to the residential unallocated provision. The 10 space provision for the football pitch has been provided in line with Policy W6 of the Warnham Neighbourhood Plan.

3.10 Electric Vehicle Parking

3.10.1 In line with Part S of the Building Regulations, access to charging of electric vehicles would be provided for all dwellings. Communal parking per flats would also provide a charging facility per dwelling.

3.11 Cycle Parking

3.11.1 Cycle parking would be provided in accordance with WSCC's cycle parking standards as set out in the council's 'Guidance on Parking at New Developments' (September 2020). A summary of the cycle parking standards, the required provision, and the proposed provision are shown in **Figure 3.5**.

Dwelling Type	Number of Dwellings	WSCC Cycle Parking Standard		Proposed Provision
		Per Dwelling	Total Required	
1-Bedroom Flat	5	0.5 spaces per dwelling within communal store	2.5	**2.5**
2-Bedroom Flat	6		3	**3**
3+-Bedroom Flat	10	1 space per dwelling	10	**10**
2-Bedroom House	23	1 space per dwelling	23	**23**
3-Bedroom House	15	1 space per dwelling	30	**30**
	-	-	**68.5**	**68.5**

Figure 3.5: Cycle Parking Provision

3.11.2 Cycle parking would be provided within garages or secure cycle stores within rear gardens of properties. Cycle parking for flats would be provided with secure communal storage facilities.

4 VEHICLE TRIP GENERATION & IMPACT

4.1 Overview

4.1.1 To establish the traffic impact associated with the proposal, a trip generation assessment has been undertaken using the TRICS database. To provide a robust assessment, all trips are considered new to the local road network and all dwellings are considered to be privately owned. To identify comparable surveys within the TRICS database, the filtering parameters identified in **Figure 5.1** have been used:-

TRICS (Version 7.8.1)	
Filtering Parameter:	**Criteria Selected:**
i. Land use	Residential
ii. Regions	England (Excluding Greater London)
iii. Selected Trip Rate Calculation Parameter Range	30 – 90 dwellings
iv. Date Range	01/01/16 to 27/03/24
v. Count Type	Manual
vi. Selected Days	Weekdays
vii. Selected Locations	o Suburban Area – 3 surveys o Edge of Town – 12 surveys o Neighbourhood Centre – 12 surveys
viii. Population Within 1 Mile	o 1,000 or Less – 1 survey day o 1,001 – 5,000 – 7 survey days o 5,001 to 10,000 – 11 surveys days o 10,001 to 15,000 – 5 survey day o 15,001 to 20,000 – 2 survey days o 20,001 to 25,000 – 1 survey days
ix. Population Within 5 Miles	o 5,001 to 25,000 – 5 survey days o 25,001 to 50,000 – 6 survey days o 50,001 to 75,000 – 6 survey days o 75,001 to 100,000 – 6 survey days o 100,001 to 125,000 – 4 survey day

Figure 4.1: TRICS Filtering Parameters

Trip Rate and Generation

4.1.2 A summary of the weekday peak hour trip rates, and the subsequent vehicle movements associated with the dwellings is provided in **Figure 3.2** and also identifies the level of movement at the separate access points. The TRICS output data is attached at **Appendix G**.

Trip Rate per Dwelling:			
Time Period	Arrivals	Departures	Two-way Total
AM Peak Hour (08-09)	0.163	0.338	0.501
PM Peak Hour (17-18)	0.340	0.158	0.498
Daily (12 Hour)	2.391	2.415	4.806
Total Site Vehicle Trip Generation:			
AM Peak Hour (08-09)	10	20	30
PM Peak Hour (17-18)	20	9	29
Daily (12 Hour)	141	142	284
Vehicle Movements Tilletts Lane:			
AM Peak Hour (08-09)	3	6	10
PM Peak Hour (17-18)	6	3	9
Daily (12 Hour)	45	46	91
Vehicle Movements Threestile Road:			
AM Peak Hour (08-09)	7	14	20
PM Peak Hour (17-18)	14	6	20
Daily (12 Hour)	96	97	192

Figure 4.2: Vehicle Trip Generation

4.1.3 The TRICS assessment suggests that the proposed units would generate 284 daily 2-way vehicle movements, of which, 30 would occur during the network's AM peak traffic hour (08:00-09:00), and 29 would occur in the PM peak traffic hour (17:00-18:00). Taking account of the two-access strategy, this would result in peak hour movement of 20 trips at the Threestile Road access during the AM and PM peak, and 10 movements at the Tilletts Lane access during the AM peak.

4.2 Traffic Impact

4.2.1 The above figures, would fall below the 30 movement input flow threshold identified within WSCC's Transport Statement guidance for capacity assessment, however distribution and traffic assignment models have been undertaken to demonstrate the impact and junctions on the local road nework.

4.3 Development Traffic Distribution & Assignment Models

4.3.1 To determine the distribution of the proposed development traffic, data has been gathered from the 2011 census 'Location of usual residence and place of work' dataset, which identifies workplace destinations for residents of a particular area (super output areas – lower level) (n.b. 2021 data is not yet available). For the purposes of this assessment, data has been gathered for residents of the E02006590 : Horsham 003 (2011 super output area - middle layer) output areas.

4.3.2 Data was also gathered for 'Location of usual residence and place of work by method of travel to work' dataset which identifies workplace destinations for residents of a particular area, as well as the method of travel used (down to super output areas – middle level), allowing the percentage of residents driving to particular workplace destinations to be calculated. The census data is attached at **Appendix F**.

4.3.3 Using the census data, trips to/from each site have been assigned to key traffic routes based on typical journey times as calculated using Geographic Information System (GIS) algorithms. The distribution is based on 59 dwellings with 40 dwellings served from the primary site access, and 19 dwellings served from the Secondary access point.

4.3.4 The distribution, and the anticipated turning movements in the AM and PM peak hours is shown at **Appendix H**. A summary of the entry flows through local junctions during the AM and PM is provided in **Figures 4.3**.

Local Road Network Junction	AM Peak Hour Input Flows	PM Peak Hour Input Flows
Tilletts Lane / Threestile Road / Mayles Lane	12	9
Threestile Road / Knob Hill / School Hill	23	19
School Hill / Church Street / Bell Road	15	14
Bell Road / A4 Dorking Road	8	7
Knob Hill / A4 Dorking Road	8	7

Figure 4.3: Prospective Development Traffic at Local Junctions

4.3.5 The development would result in minor increases to traffic flow at junctions that would have negligible impact on capacity. As previously identified the level of traffic would not warrant capacity assessment falling below the 30 movement input flow required to necessitate capacity assessment identified in WSCC TA guidance.

4.3.6 WSCC guidance also requires modelling at junctions where there is extant congestion if a development exceeds and input flow of 10 movements. There is however limited evidence of congestion and sensitivity on the local road network that would suggested such assessment is required based on the real time traffic data shown in **Figure 4.4**.

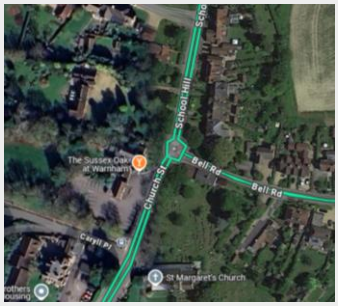
Junction	Typical Junction Performance: AM Peak Hour 8:30 Wednesdays: *Fast* *Slow*	Typical Junction Performance: PM Peak Hour 17:30 Wednesdays: *Fast* *Slow*
Tilletts Lane / Threestile Road / Mayles Lane		
Threestile Road / Knob Hill / School Hill		
School Hill / Church Street / Bell Road		
Bell Road / A4 Dorking Road		
Knob Hill / A4 Dorking Road		

Figure 5.4: Existing Junction Performance

5 SUMMARY & CONCLUSIONS

5.1.1 This Transport Statement has been prepared by Bright Plan on behalf of The Broadbridge Heath Trust to support a pre-application technical submission to WSCC regarding the construction of a 59 dwelling residential scheme on Land at Tillet's Lane, Warnham.

5.1.2 The findings from this TS are as follows: -

i. The site is situated within a sustainable location within walking / cycling distance of Warham village centre. The location provides options for travel by public transport.

ii. An assessment of personal injury accident data showed no pattern of incidents in terms of incident distribution, frequency or severity that would be of concern in terms of highway safety.

iii. The development proposes two access points, one served from Tilletts Lane, serving 19 dwellings and the other via Threestile Road serving 40 dwellings.

iv. The access strategy takes account of the quality of the local road network connections, the impact on the village, Warham Neightbourhood Plan requirements and enables enhanced pedestrians and cyclist permeability.

v. The proposed access arrangements have been subject to a visibility assessment. The requisite visibility is achievable from the proposed access in accordance with MfS requirements.

vi. A vehicle swept path analysis has been undertaken demonstrating appropriate operation of the proposed access by a variety of vehicle classes, including service and emergency vehicles.

vii. Pedestrian access would be served via a section of footway tying in with extant footways on Tilletts Lane, enhancement of PROW 1429 to its connection with PROW 1430 and an enhanced connection to the village green.

viii. The proposed vehicle and pedestrian access arrangement has been subject to an independent Stage 1 Road Safety Audit. All items were agreed and mitigating design measures incorporated into the proposed highway scheme.

ix. The site's internal carriageways have been designed in accordance with the principles of Manual for Streets. The internal layout has been subject to a geometric design review, vehicle swept path analysis and visibility assessment demonstrating safety and appropriate operation.

x. Service vehicles can negotiate the internal carriageways and undertake servicing activities in a forward gear. Bin carry distances between dwellings and refuse collectors are in line with thresholds set out in Manual for Streets.

xi. Emergency access to the proposed dwellings would accord with the requirements of Building Regulations Part B.

xii. Car and cycle parking would be provided in accordance with WSCC's Residential Parking Calculator and cycle parking standards.

xiii. A TRICS assessment suggests that the development will generate an additional 284 daily vehicle trips on the local road network, with an addition 30 and 29 trips in the AM and PM peak periods

xiv. A Traffic Distribution Model and Traffic Assignment Model has been provided to demonstrate the site's traffic impact at local road junctions. The site would result in negligible impact on the local road network.

DRAWINGS

2024-6645-000	Site Overview
2024-6645-001	Tilletts Lane - Access Overview and Visibility Splays
2024-6645-002	Tilletts Lane - Estate Car and Delivery Vehicle Access and Egress
2024-6645-003	Tilletts Lane - Fire Tender and Refuse Freighter Access and Egress
2024-6645-101	Knob Hill - Access Overview and Visibility Splays
2024-6645-102	Knob Hill - Estate Car and Delivery Vehicle Access and Egress
2024-6645-103	Knob Hill - Fire Tender and Refuse Freighter Access and Egress
2024-6645-104	Knob Hill - Existing Driveways Access and Egress
2024-6645-201	Tilletts Lane / Mayes Lane - Access Overview & Visibility Splays
2024-6645-202	Tilletts Lane / Mayes Lane - Estate Car & Van Access and Egress
2024-6645-203	Tilletts Lane / Mayes Lane - Fire Tender and Refuse Freighter Access & Egress
2024-6645-401	Estate Road Forward Visibility
2024-6645-402	Emergency Access
2024-6645-403	Refuse Collection
2024-6645-404	Estate Car & Refuse Freighter Passing
2024-6645-405	Car Parking
2024-6645-406	PROW 1430 Upgrades
2024-6645-407	Parking Allocation

A3

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4. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
5. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

Application Boundary

Existing Road Markings

Footway link to village green

Footway connection to Tillets Lane

Enhanced PROW 1430

THREESTILE LANE

TILLETTS LANE

Oakridge
Lowood
Robinsgreen
Hawthorns
Single Cross
Apple Garth
Playing Field
Farmbrick
Warnham C of E Primary School
The Sussex Oak (PH)
Path
LAP
LEAP
Attenuation basin
Pumping Station
(10m buffer)

1:1250 @ A3
0 10 20 30 40 50 m

Rev.	Amendments	Date
C	Final Layout	01/05/2025
B	Final Layout	04/04/2025
A	Revised Layout	25/03/2025
-	Original Issue	12/03/2025

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Drawing Status: Final

Client: Batcheller Monkhouse

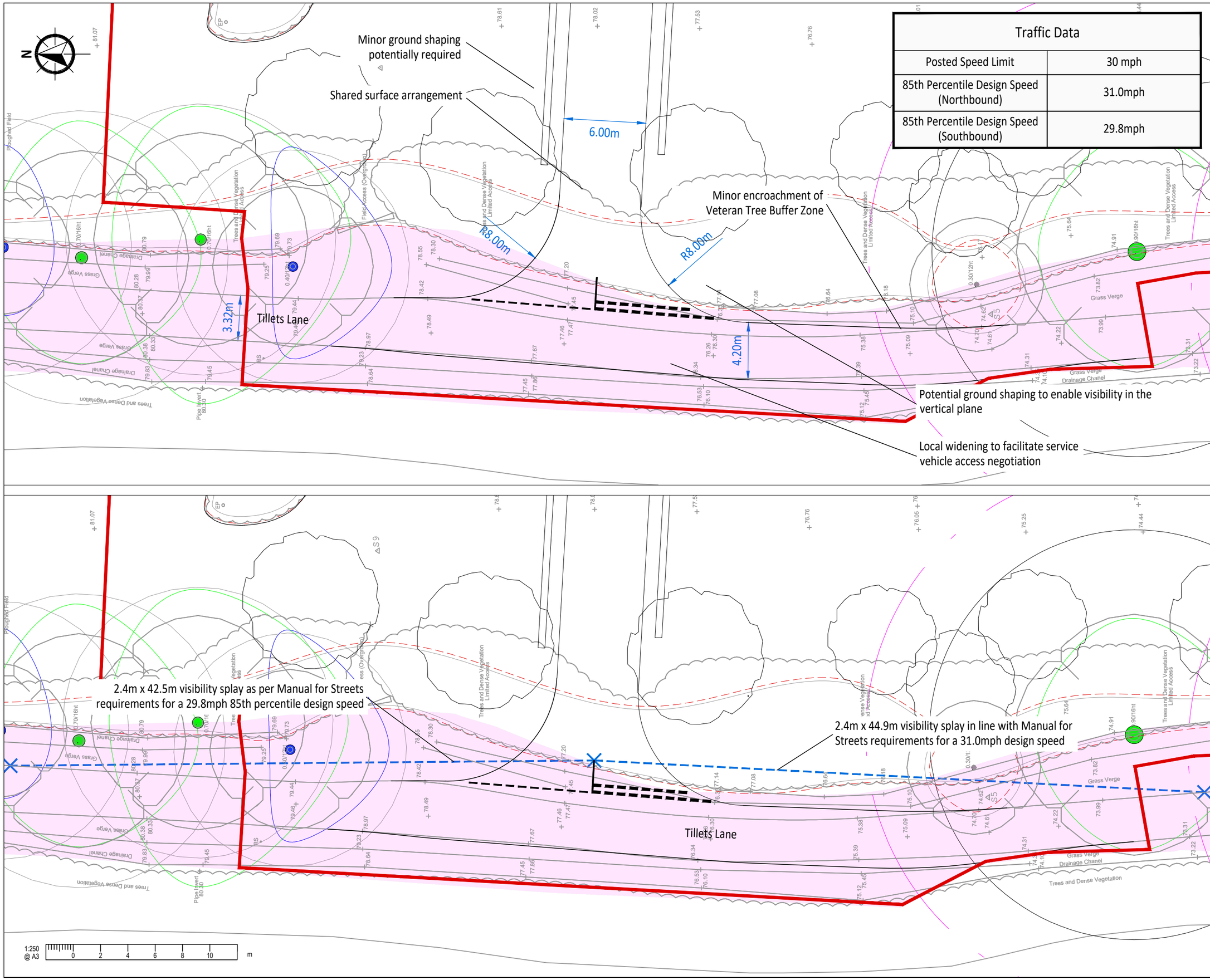
Project: Tilletts Lane, Horsham

Drawing Title: Site Overview

Scale	Date	Drawn By	Checked By
1:1250	May 25	SMO	ALB

Drawing No.: 2024-6645-000

Rev.: C



Traffic Data	
Posted Speed Limit	30 mph
85th Percentile Design Speed (Northbound)	31.0mph
85th Percentile Design Speed (Southbound)	29.8mph

A3

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- Application Boundary
- Public Highway
- Existing Road Markings
- Root Protection Area
- Cat A Tree
- Cat B Tree
- Cat C Tree
- Veteran Tree Buffer Zone

Rev.	Amendments	Date
D	Final Layout	04/04/2025
C	Revised Layout	27/02/2025
B	Revised Layout	12/08/2024
A	Revised Layout	17/06/2024
-	Original Issue	05/06/2024

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Drawing Status: Final

Client: Batcheller Monkhouse

Project: Tilletts Lane, Horsham

Drawing Title: Tilletts Lane - Access Overview and Visibility Splays

Scale	Date	Drawn By	Checked By
1:250	Apr 25	SMO	ALB

Drawing No.: 2024-6645-001

Rev.: D

A3

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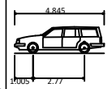
Existing Road Markings

-Swept Path-

Wheel Track

Over Swing



Estate Car

Overall Length	4.845m
Overall Width	1.750m
Overall Body Height	1.424m
Min Body Ground Clearance	0.189m
Max Track Width	1.655m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.950m

Iveco Van Daily 35S 12/14/18 (w/b 3.95m)

Overall Length	7.012m
Overall Width	1.996m
Overall Body Height	2.335m
Min Body Ground Clearance	0.154m
Track Width	1.996m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.550m

Rev.	Amendments	Date
B	Final Layout	04/04/2025
A	Revised Layout	12/08/2024
-	Original Issue	04/06/2024

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Drawing Status: Final

Client: BatchellerMonkhouse

Project: Tilletts Lane, Horsham

Drawing Title: Tilletts Lane - Estate Car and Delivery Vehicle Access and Egress

Scale	Date	Drawn By	Checked By
1:250	Apr 24	SMO	ALB

Drawing No.: 2024-6645-002

Rev.: B

1:250 @ A3

0 2 4 6 8 10 m

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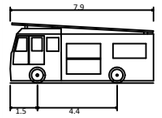
Existing Road Markings

-Swept Path-

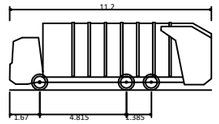
Wheel Track

Over Swing



Pumping Appliance

Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Rev.	Amendments	Date
B	Final Layout	04/04/2025
A	Revised Layout	12/08/2024
-	Original Issue	04/06/2024

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Drawing Status: Final

Client: Batcheller Monkhouse

Project: Tilletts Lane, Horsham

Drawing Title: Tilletts Lane - Fire Tender and Refuse Freighter Access and Egress

Scale	Date	Drawn By	Checked By
1:250	Apr 25	SMO	ALB

Drawing No.: 2024-6645-003

Rev.: B

1:250 @ A3

0 2 4 6 8 10 m

Traffic Data	
Posted Speed Limit	30mph
85th Percentile Design Speed (Northbound)	22.3mph
85th Percentile Design Speed (Southbound)	22.5mph

A3

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- Application Boundary
- Public Highway
- Existing Road Markings
- Indicative Village Green Footpath Routing
- Tree to be Removed
- Visibility Splay
- Achievable Visibility Splay
- PROW 1430

Rev.	Amendments	Date
D	Final Layout	04/04/2025
C	Revised Layout	27/02/2025
B	Revised Layout	09/08/2024
A	Revised Layout	17/06/2024
-	Original Issue	04/06/2024

Existing driveways realigned

1.0m service margin

Knob Hill

4.72m

4.80m

R6.00m

R6.00m

1.00m

6.00m

2.00m

2.00m

1.00m

1:25 gradient for the first 20.0m

Existing Cat B tree to be removed

Metalled surface with an appropriate skid resistance covering

1.0m service margin

PROW 1430

1:250 @ A3

0 2 4 6 8 10 m

Knob Hill

28.9m sight line to right tuning vehicles

2.4m x 28.9m visibility splay in line with Manual for Streets requirements for a 22.5mph 85th percentile design speed

Estate Car

28.6m sight line to right turning vehicles

2.4m x 28.6m visibility splay in line with Manual for Streets requirements for a 22.3mph 85th percetile design speed

Tangential visibility splay

1:250 @ A3

0 2 4 6 8 10 m

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Drawing Status	Final
Client	Batcheller Monkhouse
Project	Tilletts Lane, Horsham
Drawing Title	Knob Hill - Access Overview and Visibility Splays

Scale	Date	Drawn By	Checked By
1:250	Apr 25	SMO	ALB

Drawing No.	Rev.
2024-6645-101	D

A3

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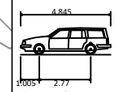
Existing Road Markings

-Swept Path-

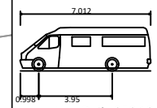
Wheel Track

Over Swing



Estate Car

Overall Length	4.845m
Overall Width	1.750m
Overall Body Height	1.424m
Min Body Ground Clearance	0.189m
Max Track Width	1.655m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.950m



Iveco Van Daily 35S 12/14/18 (w/b 3.95m)

Overall Length	7.012m
Overall Width	1.996m
Overall Body Height	2.335m
Min Body Ground Clearance	0.154m
Track Width	1.996m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.550m

Rev.	Amendments	Date
A	Final Issue	04/04/2025
-	Original Issue	17/06/2024

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Drawing Status: Final

Client: Batcheller Monkhouse

Project: Tilletts Lane, Horsham

Drawing Title: Knob Hill - Estate Car and Delivery Vehicle Access and Egress

Scale	Date	Drawn By	Checked By
1:250	Apr 25	SMO	ALB

Drawing No.: 2024-6645-102

Rev.: A

1:250 @ A3

0 2 4 6 8 10 m

A3

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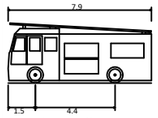
4. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
5. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

Existing Road Markings

-Swept Path-

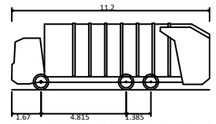
Wheel Track

Over Swing



Pumping Appliance

Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Rev.	Amendments	Date
A	Final Issue	04/04/2025
-	Original Issue	17/06/2024

BRIGHT PLAN

Transport Planning | Civil Engineering | Landscape Design

65 Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY

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Drawing Status: Final

Client: Batcheller Monkhouse

Project: Tilletts Lane, Horsham

Drawing Title: Knob Hill - Fire Tender and Refuse Freighter Access and Egress

Scale	Date	Drawn By	Checked By
1:250	Apr 25	SMO	ALB

Drawing No.: 2024-6645-103

Rev.: A

1:250 @ A3

0 2 4 6 8 10 m

A3

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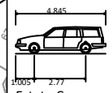
Existing Road Markings

-Swept Path-

Wheel Track

Over Swing



Estate Car	
Overall Length	4.845m
Overall Width	1.750m
Overall Body Height	1.424m
Min Body Ground Clearance	0.189m
Max Track Width	1.655m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.950m

Rev.	Amendments	Date
A	Final Issue	04/04/2025
-	Original Issue	12/08/2024

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Drawing Status: Final

Client: Batcheller Monkhouse

Project: Tilletts Lane, Horsham

Drawing Title: Knob Hill - Existing Driveways Access and Egress

Scale	Date	Drawn By	Checked By
1:250	Apr 25	SMO	ALB

Drawing No.: 2024-6645-104

Rev.: A

1:250 @ A3

0 2 4 6 8 10 m

A3

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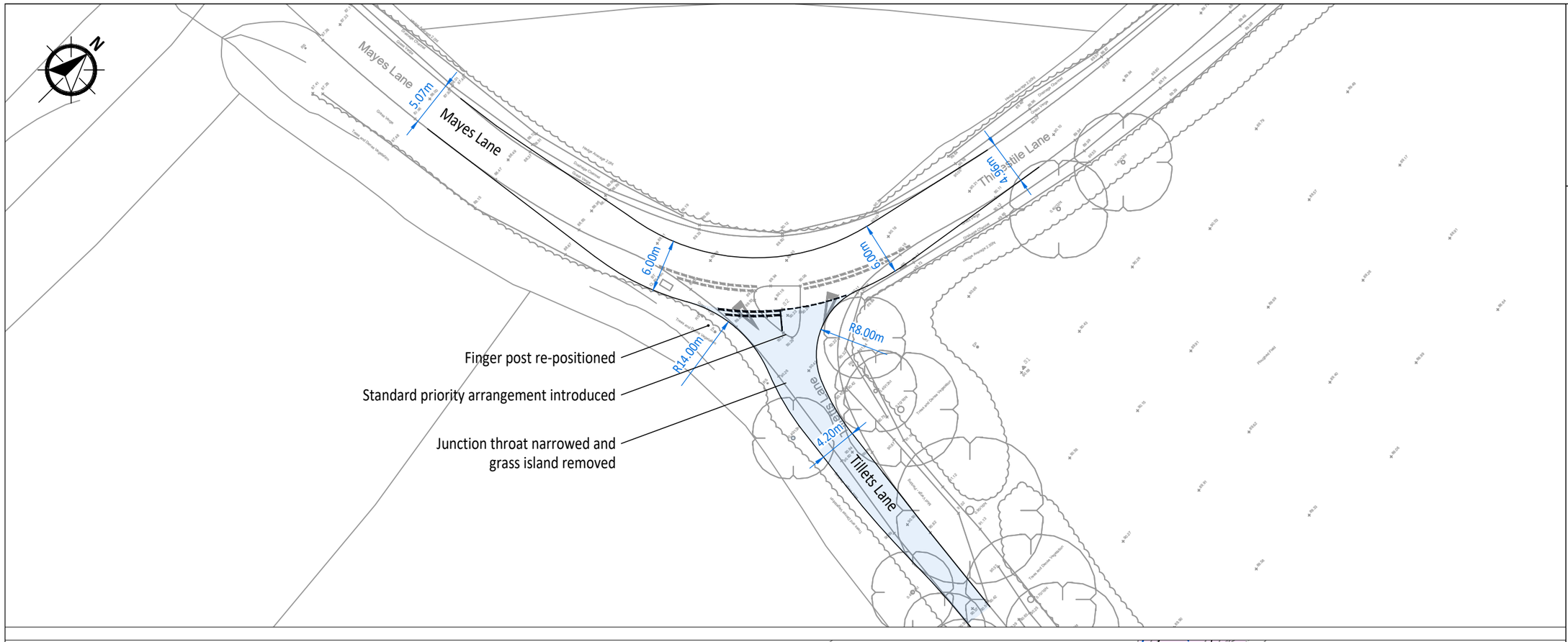
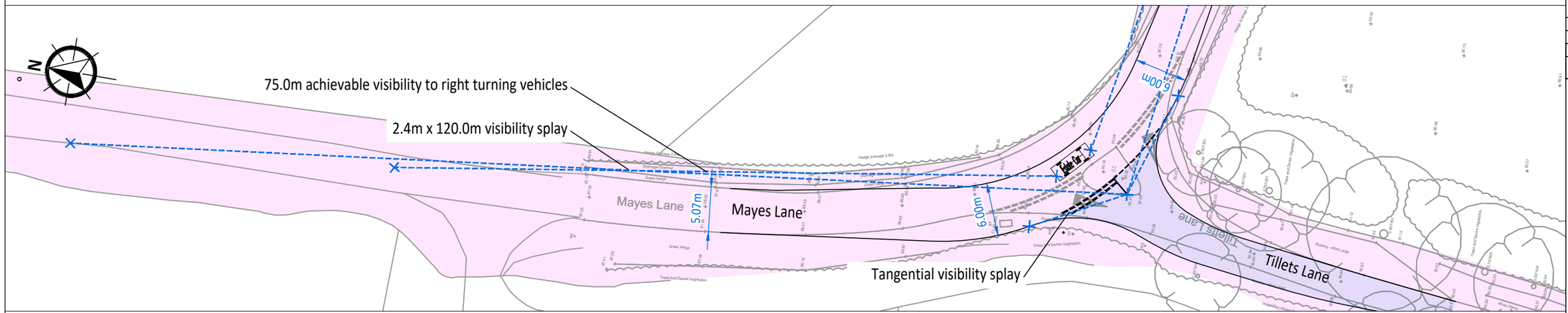
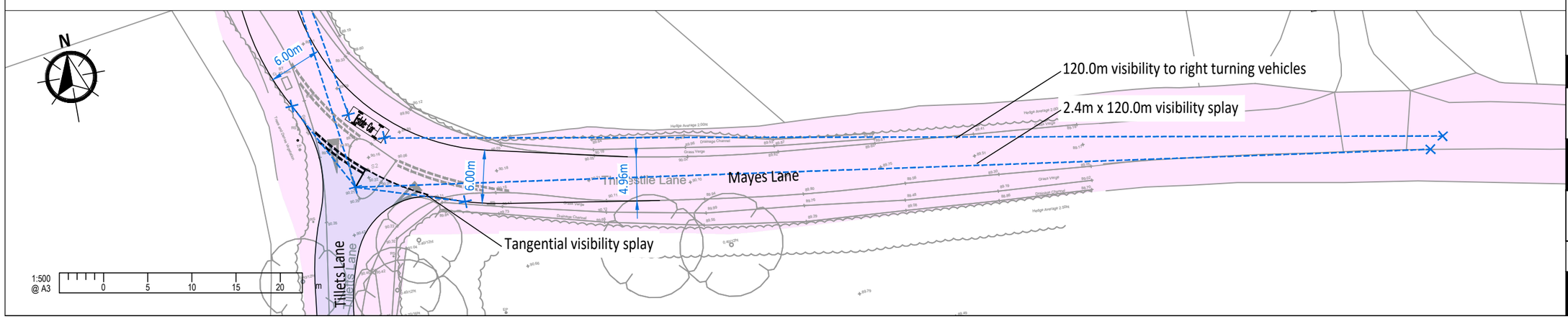
Public Highway

Existing Road Markings







Rev.	Amendments	Date
B	Final Layout	04/04/2025
A	Revised Layout	09/08/2024
-	Original Issue	17/07/2024

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Drawing Status: Final

Client: Batcheller Monkhouse

Project: Tilletts Lane, Horsham

Drawing Title: Tilletts Lane / Mayes Lane - Access Overview & Visibility Splays

Scale	Date	Drawn By	Checked By
1:500	Apr 24	SMO	ALB

Drawing No.: 2024-6645-201

Rev.: B

A3

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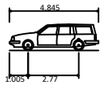
Existing Road Markings

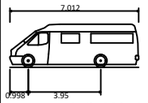
-Swept Path-

Wheel Track

Over Swing



Estate Car	
Overall Length	4.845m
Overall Width	1.750m
Overall Body Height	1.424m
Min Body Ground Clearance	0.189m
Max Track Width	1.655m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.950m



Iveco Van Daily 35C 12/15/18 (w/b 3.95m)	
Overall Length	7.012m
Overall Width	1.996m
Overall Body Height	2.335m
Min Body Ground Clearance	0.154m
Track Width	1.996m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.550m

Rev.	Amendments	Date
A	Final Issue	04/04/2025
-	Original Issue	09/08/2024

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Drawing Status: Final

Client: Batcheller Monkhouse

Project: Tilletts Lane, Horsham

Drawing Title: Tilletts Lane / Mayes Lane - Estate Car & Van Access and Egress

Scale	Date	Drawn By	Checked By
1:500	Apr 25	SMO	ALB

Drawing No.: 2024-6645-202

Rev.: A

1:500 @ A3

0 5 10 15 20 m