

# Stonehouse Farm Lot 8: Movement Review

Ref: ITS19302-014  
Date: 29 September 2025

## SECTION 1 Context

1.1.1 Comment has been received from Horsham District Council (HDC) in the respect of trip movements and potential impacts to residential amenity and rural character. The comments state that locally sourced data identifies potentially 223 daily vehicles and 31 OGV movements, at a rate of nearly one a minute during peak hours.

1.1.2 However, the data used to inform the comment has been misinterpreted and does not reflect the forecast movements associated with the site, merging together a number of assessments undertaken in response to comments made by West Sussex County Council during the course of the consultation.

1.1.3 This Technical Note has been provided to provide clarity on the forecast trip generation of the site.

## SECTION 2 Traffic Data

2.1.1 Reference is made to 223 daily vehicle movements and 31 OGV movements. This references Table 2.6 of the Transport Addendum (ITS1302-002 dated 26 June 2025); however, this table is part of the presented calculations and does not form the forecast traffic analysis (it assumes subdivision of the building and multiple occupiers, as opposed to a singular building under a single occupation). The forecast traffic data is presented in Table 2.8, as presented below:

**Table 2.8: Traffic Forecasts**

Assessment Method	Total Vehicle Movements	OGV Movements
Single Occupier TRICS Trip Rates	176	8
Locally Sourced Data with Single Occupier Reduction	175	8

2.1.2 Reference is also made to movements during the peak hour being "at nearly one a minute"; however, it is unclear where this has been drawn from as the analysis is not broken down on an hourly basis. If drawn from the Transport Statement originally submitted with the application, then this relates to an entirely different dataset that was discounted by WSCC as it was not considered representative of the proposed use.

## SECTION 3 Hourly Movements

3.1 Further analysis of the data has been undertaken to establish the hourly movements for both the Single Occupier TRICS Rates and the Locally Sourced Single Occupier rates. The hourly breakdown is set out in Table 3.1 for Light Duty Vehicles and Heavy-Duty Vehicles (i.e. OGV).

**Table 3.1: Daily Flow Profile – LDV and HDV**

Time Period	TRICS		Local Data	
	LDV	HDV	LDV	HDV
05:00 - 06:00	13	1	7	0
06:00 - 07:00	10	0	4	0
07:00 - 08:00	13	1	14	1
08:00 - 09:00	17	1	8	0
09:00 - 10:00	12	1	10	0
10:00 - 11:00	11	1	8	0
11:00 - 12:00	9	0	14	1
12:00 - 13:00	14	1	21	1
13:00 - 14:00	13	1	2	0
14:00 - 15:00	16	1	10	1
15:00 - 16:00	8	0	14	1
16:00 - 17:00	7	0	10	1
17:00 - 18:00	10	1	20	1
18:00 - 19:00	6	0	10	1
19:00 - 20:00	4	0	6	0
20:00 - 21:00	5	0	7	0
21:00 – 22:00	0	0	2	0
<b>TOTAL (LDV / HDV)</b>	<b>168</b>	<b>8</b>	<b>167</b>	<b>8</b>
<b>TOTAL (ALL VEHICLES)</b>	<b>176</b>		<b>175</b>	

- 3.1.1 The analysis demonstrates that the site will generate at most 1 vehicle every 3 minutes during the busiest periods of the day, while the flows during other periods range between 1 vehicle every c. 4 minutes to 10 minutes. These movements will be in the form of light vehicles (e.g. cars / small vans).
- 3.1.2 Large vehicle movements are forecast to occur no more frequently than once per hour during 8 periods of the day.