

BELLWAY HOMES LTD (SOUTH LONDON)

WOODFORDS, SHIPLEY ROAD

TRAVEL PLAN

REPORT REF.
2108061_A-ACE-XX-XX-RP-C-0101A

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1. Introduction

- 1.1. Ardent Consulting Engineers (ACE) have prepared this Travel Plan (TP) for Bellway Homes Ltd (South London) in relation to a proposed residential development at Woodfords, Southwater. The site falls within the jurisdiction of Horsham District Council (HDC), which acts as the Local Planning Authority for the area. In addition, West Sussex County Council (WSCC) serves as the Highway Authority, responsible for the management and maintenance of the local transport network.
- 1.2. An outline application was submitted on 22nd September 2021 (Ref: DC/21/2180) and was granted permission on 11th July 2024. This application was for the erection of up to 73 new dwellings and the retention of farmhouse buildings, including vehicular access from Shipley Road, with all matters reserved except access.
- 1.3. A Section 106 Agreement was signed by all parties following the successful planning consent and included, at Schedule 2, the requirement for a Travel Plan to be prepared and approved in writing with WSCC prior to the first occupation of the site.
- 1.4. This TP has been produced to set out a range of measures and incentives to facilitate and encourage all users of the site to utilise sustainable modes of travel wherever possible. It also identifies associated procedures for implementation and monitoring, along with suitable targets to ensure the overriding objectives of reducing single occupancy car travel and increasing uptake of sustainable modes are achieved.
- 1.5. The measures proposed and summarised in the Action Plan is set out in **Section 6.0** of this TP will complement the existing facilities for sustainable modes of travel in the vicinity of the site. They will help achieve the key objectives of TP, namely, to reduce the reliance on single occupancy car use and promote the use of active modes of travel and public transport for trips to/from the development.
- 1.6. This TP has been developed in conformance with the following documents where possible:
 - The National Planning Policy Framework [NPPF] (MHCLG, December 2024);
 - National Planning Practice Guidance [NPPG] – Travel Plans, Transport Assessments and Statements (MHCLG, March 2014);
 - CIHT document 'Providing for Journeys on Foot'

- Manual for Streets [MfS] (DfT, 2007);
- Guidance on Parking at New Developments (WSCC, September 2020);
- West Sussex Transport Plan 2022-2036;
- Horsham District Local Plan 2023-2040; and
- Shipley Parish Neighbourhood Plan 2019-2031 (Shipley Parish Council, June 2021)

2. Existing Situation

Site Location

2.1. The development is located at the southwestern edge of the settlement of Southwater, approximately 1 kilometre south of the village centre. The site comprises a parcel of land to the east of Shipley Road (c. 4.1 hectares) comprising partly previously developed land, namely Woodfords house, associated outbuildings and areas of hardstanding and partly greenfield land which make up the sites surrounds. The site is bisected by a treeline which splits the northern and southern portion of the site. The main dwelling on-site is known as 'Woodfords', which is considered by the Council to be a non-designated heritage asset. The site has an existing vehicular access point from Shipley Road. Several existing dwellings are located to the north of the site served via Rascals Close. An extract of the proposed site layout is shown in **Figure 2.1** and is included at **Appendix A**.



Figure 2.1: Extract of Proposed Site Layout (Source: DHA Architecture)

Local Highway Network

2.2. Shipley Road in the vicinity of the site is a relatively rural road with no footway provision and no streetlights. The road operates at 30mph within the village of Southwater but increases to national speed limit along the western edge of the site boundary.

Opportunities for Sustainable Travel

2.3. The site benefits from being within proximity of Southwater, with a variety of local amenities available for residents' and visitors' day to day needs.

2.4. The Chartered Institution of Highways and Transportation (recommends suggested acceptable walking distances of between 500m (6 minutes, "Desirable") and 2km (25 minutes, "Preferred Maximum") for commuting and journeys to school.

2.5. Manual for Streets (MfS) identifies walkable neighbourhoods as being those typically characterised by having a range of facilities within an 800 metres (10 minute) walk distance, however not an upper limit, with walking offering the greatest potential to replace short car trips, particularly those under 2km. **Table 2.1** summarises local amenities within a walking distance of the site access, with distances taken from the proposed access point.

Destination	Distance
Foxfield Cottages Bus Stop	350m
Dinosaur Island Playground	950m
Centenary Road Playground	1.3km
Southwater Village Hall	1.3km
Co-Op Food/ NatWest/ Boots	1.4km
Southwater Country Park	1.5km
Texaco Petrol Station	1.6km
Southwater Day Nursery/ Infant Academy	1.7km
Southwater Junior Academy	1.8km

Table 2.1: Distance to Local Amenities

2.6. **Table 2.1** demonstrates that the site is accessible to local services, offering a variety of facilities that can be reached without the need to travel by car.

Walking and Cycling

2.7. There is no footway provided on Shipley Road along the site frontage, the nearest footway is approximately 190m to the north at the junction between Foxfield Cottages and Shipley Road. A footway link is to be constructed along the eastern side of Shipley Road, from the north-western corner of the site, connecting to the

existing provision on Foxfield Cottages. This is shown on **Drawing Number 2108061_A-CE-XX-00-DR-C-502B.**

2.8. Regarding cycling, Local Transport Note 1/20 – Cycle Infrastructure Design (Department for Transport (DfT), July 2020) states that "...*Two out of every out of every three personal trips are less than five miles [circa 8 kilometres] in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking.*" [Paragraph 2.2.2]. The site is well placed to access key local destinations within 8km.

Public Transport

Buses

2.9. The closest bus stop is located on Foxfield Cottages approximately 350m (5-minute walk) north of the site access and is served by bus route 98. The Southwater, adj Shipley Road Bus Stop located approximately 600m (8-minute walk) from the site access is served by routes 23/23X, 98, 398, and 690. A summary of the bus stops, routes and frequencies can be found in **Table 2.2.**

Service and Route	Approx Frequency		
	Weekdays	Saturdays	Sundays
Foxfield Cottages			
98	Southwater – Littlehaven	Every 20 mins	Every 20 mins
Southwater, adj Shipley Road (also served by Route 98)			
23/23X	Crawley Bus Station – Southwater – Worthing Marine Parade	Every 30-35 mins	Every 15-30 mins
398	Southwater – Southgate	School Service	-
690	Southwater – Oakhill	School Service	-

Table 2.2: Bus Times and Frequencies

Trains

2.10. The nearest train station is Christs Hospital which is 5.5km cycling distance (circa 16 minutes) from the site access and benefits from 20 cycle storage spaces. Horsham train station, which is on the same line as Christs Hospital, is further from the site at a cycling distance of 7.6km from the access junction.

2.11. However, Horsham station is accessible by bus routes 23/23X and 98 and may therefore be a more desirable choice for residents as part of a linked trip. As shown in **Table 2.2**, the 98 service stops at Foxfield Cottages which is only a short walk from the site and offers regular services with journey times being circa 35 minutes. Destinations and the peak hour frequencies for services to and from Horsham station are outlined in **Table 2.3**.

Destination	Frequency		
	Weekday peaks	Weekday off-peak and Saturdays	Sundays
Portsmouth Harbour	Every half hour	Every half hour	Every hour
Bognor Regis	Every half hour	Every half hour	Every hour
London Victoria	Every 5-30 mins	Every 5-30 mins	Every hour
Peterborough	Every half hour	Every half hour	No direct services

Table 2.3: Horsham Train Destinations and Frequencies

3. The Proposed Development

3.1. The proposals are to provide 73 residential dwellings in a mix of unit types. The site is proposed to be served by an access point via Shipley Road. The site plan is provided at **Appendix A**. A breakdown of the proposed accommodation schedule is provided below:

- 14no. two-bed flats;
- 17no. two-bed houses;
- 27no. three-bed houses; and
- 15no. four- and five- bed houses

Parking

Car Parking

3.2. HDC use car parking standards that are set out within the WSCC 'Guidance on Parking at New Developments' document. The document splits the counties districts into 'Parking Behaviour Zones', with zones ranging from 1-5. The site is located within the Billingshurst and Shipley ward and it is noted that the site borders the Southwater ward in the north, both these have been designated parking behaviour zone 2. **Table 3.1** details the expected car parking provision for zone 2 wards.

Dwelling Size	Parking Behaviour Zone 2
1 bedroom dwelling	1.4 spaces
2-bedroom dwelling	1.7 spaces
3-bedroom dwelling	2.1 spaces
4+ bedroom dwelling	2.7 spaces

Table 3.1: Parking Standards (Source: WSCC Guidance on Parking at New Developments)

3.3. Full details of the parking are provided in a Highways Technical Note submitted alongside the application (**ACE Report Ref: 2108061_A-ACE-XX-XX-RP-C-0102**). This indicates that a total provision of 166 spaces should be provided (including visitor spaces), with an allowance of 10% either up or down. A total provision of 171.5 spaces is provided in line with the standards.

Cycle Parking

3.4. Cycle parking standards are also contained within the WSCC Guidance on Parking at New Developments document. **Table 3.2** details the expected cycle parking provision.

Dwelling Size	Cycling Provision (per unit)
1- & 2-bedroom house	1 space
3+ bedroom house	2 spaces
Multiple Occupation	1 space
1- & 2-bedroom flat	0.5 space (0.5 space (if communal storage otherwise same as 1 & 2 bed house)
3+ bedroom flat	1 space

Table 3.2: Cycle Parking Standards (Source: WSCC Guidance on Parking at New Developments)

3.5. There was an informal requirement to review the provision of e-bike/electric scooter provision. This has not been included as it is understood that there are no local providers to operate the station at this stage. It is, however, considered that the site is in a sustainable location and cycle storage will be provided throughout the development to encourage cycling.

4. Objectives and Targets

Objectives

4.1. The primary objectives of the TP are set out below:

- To provide a commitment to develop the site with suitable facilities which will encourage its users to travel to and from the site in a sustainable manner;
- To reduce dependency on single occupancy car-borne trips at the development;
- To market the accessibility of the site to key amenities via public transport and active travel modes; and
- To implement effective travel targets which are SMART (Specific, Measurable, Achievable, Realistic and Time-Bound).

Targets

4.2. In order to achieve measurable outputs from the TP process, it is important to establish targets from the outset, against which progress towards the objectives can be measured.

4.3. As per the consented TP, a modal shift away from single-occupancy vehicles (SOVs) was agreed with a target of reducing single occupancy vehicle trips by 10%. An outline of these targets is shown in **Table 4.1**. **It should be reiterated that these are preliminary targets and would be subject to survey data being obtained when firm targets can be set.** The indicators of the travel plan's progress should be set over a period of five years, with interim targets at year one and year three.

Target	Modal Split			
	Baseline	Year 1 Target	Year 3 Target	Year 5 Target
Achieve a 10% decrease in SOV trips	As Surveyed	-3%	-5%	-10%

Table 4.1: Modal Split 5 Year Target

4.4. Baseline travel surveys will be undertaken to understand travel patterns, ensuring accuracy in the baseline mode share and a successful implementation of reduction targets.

4.5. As the development is yet to be occupied, the targets set out in this TP are provisional and defined targets can be seen following travel pattern surveys. However, it is important that the TP actively seeks to ensure that travel behaviour towards more sustainable modes is established early on, with initiatives in place from the day of opening.

4.6. HDC have identified 'Overarching Goals' which to reduce single occupancy car use and present a change in modal shift. The follows goals are listed below:

- **Active Travel:** To reduce the reliance on private cars, by improving walking and cycling infrastructure, which will improve health and wellbeing and alleviate noise and air pollution – especially in urban areas;
- **Micromobility Solutions:** To encourage a modal shift in Horsham District prioritising low carbon, active, and public forms of transport;
- **Public Transport:** To increase the attractiveness and demand for public transport in Horsham District in urban and rural areas; and
- **Low Carbon Transport:** To support the electrification of all modes of transport, and a new electric vehicle charging network, as well as exploring other low carbon fuel solutions.

4.7. The above targets mentioned would meets the "SMART" criteria as follows:

- **Specific:** A target to reduce the level of vehicle trips identified to be met within five years of occupation.
- **Measurable:** The number of residents using each mode of transport will be measured and monitored using the travel surveys outlined later in this section. This will include details on weekday travel times / patterns to allow the number of peak hour journeys to be determined, including by single occupancy car driver.

- **Achievable:** It is considered that given the site's location in close proximity to public transport facilities and the good potential for residents to walk and cycle to / from the site, then these targets are achievable.
- **Realistic:** It is considered that a target to reduce the level of vehicular trips by 10% is realistic given the measures and initiatives contained within this TP.
- **Time-Bound:** The targets are to be met within five years of initial occupation of development.

5. Measures

5.1. The measures proposed in this TP are primarily intended to encourage residents and visitors to use non-car modes of transport, particularly single-occupancy vehicles, for trips to and from the development. This TP has therefore identified measures to encourage sustainable and active modes of travel and to achieve the targets set out in this report.

5.2. **Table 5.1** outlines the recommended measures, with each measure explained in further detailed overleaf. The list is not finalised, and additional measures may be identified in due course once residents' local travel patterns have been confirmed.

Measure	Brief Description
Travel Plan Coordinator	The TPC is to be appointed as a permanent member of staff to implement and manage the TP over the first five years of its lifespan.
Travel Information Packs	A Travel Information Pack will be provided to each residential unit that promotes the existence of alternative modes of transport to the private car. This will include a sustainable travel voucher.
Promoting Walking and Cycling	The TPC will ensure suitable pedestrian / cycle route links are provided and negotiate discounts for residents on purchase of bikes and equipment with local cycle outlets.
Promoting Public Transport Services	The TPC will liaise with local providers seeking to provide residents with a voucher that promotes sustainable travel.
Provision of Travel Information	The TPC will ensure relevant and up-to-date travel information is provided to residents.

Table 5.1: Recommended Travel Plan Statement Measures

Travel Plan Co-ordinator

5.3. To ensure the delivery and management of the TP, a TPC will be nominated to promote and implement the various initiatives. An interim TPC will act as the TPC until a main TPC has been appointed. The interims TPC's contact details are. Once appointed, the interim TPC's details will be circulated.

5.4. The TPC will be the first point of contact for residents on any matters regarding travel to and from the site and will also raise issues on their behalf with WSCC and local public transport operators.

Travel Information Packs

- 5.5. A Travel Information Pack (TIP) will be provided to all residents upon first occupation in order to promote the existence of, and use of, alternative modes of transport to the private car.
- 5.6. The packs will take the form of a Welcome Brochure, bespoke to the site and would contain information on local walk, cycle and public transport routes and provide service timetables.

Promoting Walking and Cycling

- 5.7. The proximity of the proposed development in relation to the local facilities and public transport will negate the need to make shopping journeys and achieve a reduction in the need to travel.
- 5.8. A new footway is proposed on Shipley Road to run from the northwestern corner of the site before connecting to existing provision on Foxfield Cottages. This will allow for and encourage people to walk from the site by providing a direct link from the site towards the centre of Southwater village and the associated amenities and bus stops available.
- 5.9. Cycle parking spaces will be provided on site in line with the relevant standards as set out in **Table 3.2**, and shall be sheltered and secure.

Promoting Public Transport Services

- 5.10. The TIP will encourage the increased use of public transport, which is a fundamental aspect of the Government's sustainable transport strategy, which has one of the greatest levels of provision in the country. The benefits of travelling by public transport can include:
 - No need to park;
 - Traffic free routes; and
 - The ability to relax, read or work.

5.11. The proposed site access is to have a connecting footway on the eastern edge of Shipley Road which will connect to the existing footway network, providing a route to the nearest Bus Stop on Foxfield Cottages as well as allow for good accessibility to amenities and other connections.

Provision of Travel Information

5.12. The primary issue with achieving successful TP initiatives is raising the awareness of sustainable travel modes, including highlighting the potential personal benefits that can accrue from those initiatives. The Travel Information Leaflet will include details of walking, cycling and journey planning websites for residents.

5.13. The leaflet can help promote sustainable travel by identifying a list of national / local campaigns and residents will be made aware of useful sustainable travel related smartphone apps that they can download (with digital QR barcodes provided if possible).

Reducing the Need to Travel

5.14. All residential units will have broadband internet connection. Broadband access can enable home working, potentially reducing the number of workplace trips made from the proposed development. Broadband provision enables residents to carry out shopping for groceries etc. over the internet and arrange home delivery.

6. Monitoring, Review and Action Plan

Monitoring

6.1. This TP is to be subject to a continuous process for improvement, the appointed TPC will be responsible for the on-going monitoring of the TP.

Review

6.2. The TPC will take responsibility for the development and management of the plan and ensure its delivery. Updates must be submitted to HDC/WSCC for review. The data provided will be used to identify the progress of the TP against its targets and objectives. As part of the Section 106 Agreement, Travel Plan Auditing Fee of £3,500 (index linked) was agreed to fund WSCC's TP auditing costs.

Action Plan

6.3. The TPC will prepare an Action Plan to set out the proposed delivery and implementation of the TP. The Action Plan will summarise all measures / initiatives to be introduced including marketing activities and monitoring as well as those responsible for running these tasks (such as the TPC) and approximate timescales. The Action Plan will be prepared within three months of full occupation.

6.4. It is intended that the Action Plan will be enhanced and expanded by the TPC following consultation with WSCC / HDC and will allow the targets set out in the TP to be monitored.

Appendix A
Site Plan

