



Wienerberger Ltd

Station Road, Warnham

Travel Plan Statement

February 2026



Wienerberger Ltd

Station Road, Warnham

Travel Plan Statement

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APPENDICES

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APPENDIX A Site Layout

1. Introduction

1.1 Overview

- 1.1.1 This Travel Plan Statement (TPS) has been prepared by mode transport planning (mode) on behalf of Wienerberger Ltd, with respect to an Outline planning application for a residential development at land located in Station Road, Warnham.
- 1.1.2 This application site is located within Horsham District Council (HDC), who act as the Local Planning Authority and West Sussex County Council (WSCC), who act as the Local Highway Authority (LHA).
- 1.1.3 The site relates to an area of land situated to the north of Station Road, and the west of Warnham rail station. The surrounding area is predominantly residential in character, and the proposed development would form a natural extension to the existing residential area located north of Station Road.
- 1.1.4 Access to the site is taken from Station Road, a no through road that connects to the A24 approximately 650 metres to the southwest and provides pedestrian access to Warnham rail station to the east. The A24 is a single carriageway road subject to a 40mph speed limit, providing connections towards Horsham and Littlehaven, which are accessible via a 7-minute and 10-minute drive, respectively.
- 1.1.5 The development proposals seek to redevelop the land for the erection of up to 24 residential dwellings, with a mix of houses and flats. The proposed site layout is provided in [Appendix A](#).

1.2 Purpose of a Travel Plan Statement

- 1.2.1 This TPS has been prepared alongside a Transport Statement. Both documents are to be read alongside each other to accompany the planning application.
- 1.2.2 As stated in the Transport Statement, the small-scale development proposals are not expected to generate a significant number of trips. Therefore, a full Travel Plan is not required for this development site. This TPS is sufficient to promote active travel and public transport to ensure door-to-door journeys are sustainable.
- 1.2.3 On the above basis, this TPS provides a point of reference for promoting sustainable travel, without a planning requirement for monitoring. In doing so, the site's location and sustainable travel opportunities are outlined, as consistent with information detailed in the accompanying Transport Statement. Objectives and measures are also provided, the latter of which are actions which the developer of the site will deliver, by way of implementing this TPS.

1.3 Scope of a Travel Plan Statement

1.3.1 This TPS has been prepared with the following structure, reflecting current best practice and planning policy, as well as the nature of the development:

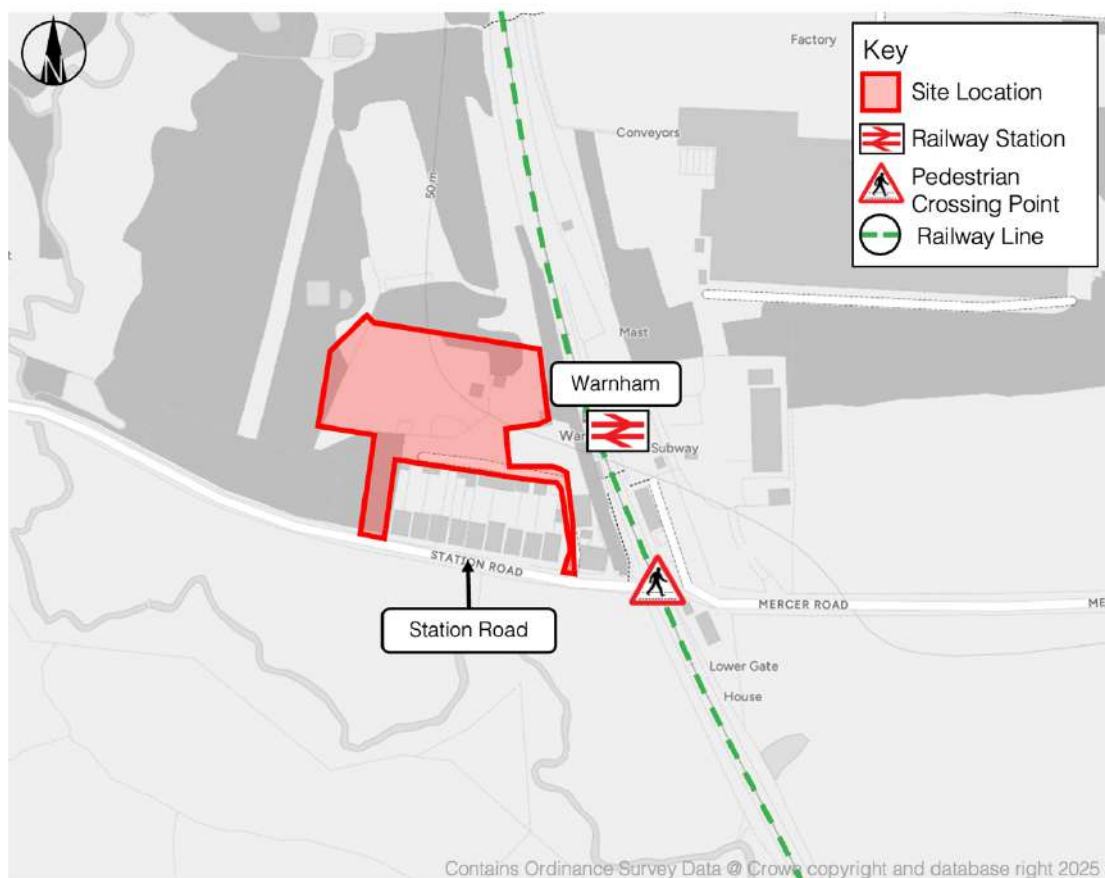
- **Chapter 2 Site Audit** – This chapter presents a comprehensive audit of the site, detailing its location, active travel and public transport connections as well as details of the proposed development.
- **Chapter 3 Overarching Aim, Objectives and Benefits** – This chapter sets out the overarching aim of the TPS, details objectives, and highlights the benefits expected to result from its implementation.
- **Chapter 4 Management and Coordination** – This chapter summarises how this TPS will be managed, including its coordination and the corresponding responsibilities of the assigned Travel Plan Coordinator (TPC).
- **Chapter 5 Initiatives and Measures** – This chapter sets out the sustainable transport measures that will be implemented to help achieve the objectives and targets of the TPS.
- **Chapter 6 Action Plan** – This chapter summarises the TPS's Action Plan.

2. Site Audit

2.1 Site Location

- 2.1.1 This site is located to the north of Station Road, Warnham and currently comprises undeveloped land. This site is bounded by residential properties to the south, with agricultural land extending beyond this, and areas of woodland to the west. Warnham station is located to the east, with a cluster of industrial buildings further to the north-east.
- 2.1.2 Station Road is a rural single carriageway no-through road. This road is subject to a 7.5t weight restriction and is an access only road.
- 2.1.3 The site is located approximately 50 metres from Warnham station, which is accessible via 2-minute walk via Station Road. It is noted that access to the southbound platform is provided via a pedestrian crossing over the railway line.
- 2.1.4 The location of the site in the context of the surrounding area is demonstrated on **Figure 2.1**.

Figure 2.1 Site Location



2.2 Active Travel Accessibility

- 2.2.1 The site is located in a predominately rural area, however benefits from a direct link to Warnham railway station. A pedestrian access point is located at the south-eastern corner of the site.
- 2.2.2 While there is no dedicated cycling provision along Station Road, on-carriageway cycling is considered appropriate for proficient cyclists due to the low traffic volumes.
- 2.2.3 The nearest local cycle path to the site is the Shelley Bicycle Trail, which extends from Bell Road into the centre of Horsham. The Shelley Bicycle Trail is accessible via an approximate 4-minute cycling journey along Station Road, the A24, and Bell Road.
- 2.2.4 It is also noted that a package of improvements are proposed at the Station Road / A24 junction.

2.3 Sustainable Transport Accessibility

- 2.3.1 Warnham station is located approximately 50 metres from the site and is accessible via a 2-minute walk. Warnham station is serviced by Southern Railway, with regular services between Horsham and London Victoria.
- 2.3.2 Horsham Station is accessible within a 5-minute train journey which runs hourly from Warnham. This station is served by Southern Railway and Thameslink services and provides direct services to London Victoria, Peterborough, Portsmouth Harbour, Bognor Regis and Portsmouth & Southsea.
- 2.3.3 The rail services available from both Warnham and Horsham stations is summarised in terms of average frequency in **Table 2.1**.

Table 2.1 Rail Service Frequency

Station	Destination	Average Frequency		
		Weekday	Saturday	Sunday
Warnham	Horsham	Every hour	Every hour	-
Warnham	London Victoria	Every hour	Every hour	-
Horsham	London Victoria	Every 30-minutes	Every 30-minutes	Every hour
Horsham	Peterborough	Every 30-minutes	Every 30-minutes	-
Horsham	Portsmouth Harbour	Every 30-minutes	Every 30-minutes	-
Horsham	Bognor Regis	Every 30-minutes	Every 30-minutes	Every hour
Horsham	Portsmouth & Southsea	Every 30-minutes	Every 30-minutes	-

2.4 Development Proposals

- 2.4.1 The development proposals comprise up to 24 residential dwellings, including a mix of houses and flats. The proposed site layout plan is provided in [Appendix A](#).
- 2.4.2 A summary of the development's accommodation schedule, including the type of dwelling is provided in [Table 2.2](#).

Table 2.2 Accommodation Schedule

Housing Type	No. Bedrooms	Quantum
A	1	4
B	2	10
C	3	8
D	4	2
Total	-	24

2.5 Access Arrangements

- 2.5.1 The proposed access arrangement is to be provided off Station Road, on the southern boundary of the site, in the form of a priority T junction with a 5.5m carriageway width and 6.5m kerb radii.
- 2.5.2 Further detail on the form and design of the proposed access point, with associated visibility splays based on recorded speeds, is set out in the Transport Statement accompanying the application.

2.6 Pedestrian and Cycle Access

- 2.6.1 Access to the site via active travel is provided via the primary access point to the proposed development.
- 2.6.2 As part of the proposals, highways improvements are proposed at the Station Road / A24 / Bell Road staggered crossroads to enhance pedestrian accessibility and safety. The proposed improvements are set out in the Transport Statement accompanying the planning application.

2.7 Refuse and Servicing Arrangements

- 2.7.1 Refuse collection will occur via the internal road, and bins will be stored within the curtilage of each property.

2.7.2 Swept path analysis has been undertaken to demonstrate the largest vehicles associated with the development can access the site, turn around, and egress in a forward gear. Further detail on delivery and servicing arrangements at the site is set out in the Transport Statement accompanying the planning application.

2.8 Parking Provision

2.8.1 As set out in the Transport Statement, the car parking provision at the site comprises a total of 36 resident spaces, provided in the form of driveways and off-site perpendicular bays adjacent to residential dwellings. A total of 5 visitor car parking spaces are also provided.

2.8.2 Cycle parking at the site is to be provided within the curtilage of each dwelling.

2.9 Trip Generation

2.9.1 As set out in the Transport Statement, the development proposals could generate in the region of 15 and 13 two-way total vehicle trips in the AM and PM network peak hours, respectively.

2.9.2 The anticipated trip generation equates to approximately one vehicle trip every 4 minutes in both the AM and PM peak hours, which is considered to be negligible, particularly once vehicles are distributed on the surrounding road network. As such, no further assessment is considered necessary of the surrounding highway network.

3. Overarching Aim, Objectives and Benefits

3.1 Overarching Aim

- 3.1.1 The overarching aim of this TPS is to put in place measures to enable residents to make informed decisions about their transport options when travelling to and from the site, which at the same time minimises the adverse impacts of travel on the environment. This is achieved by setting out a strategy for eliminating barriers that keep residents from making use of sustainable modes of transport.
- 3.1.2 Improving the transport choices available to people, rather than focusing on providing for the private car, will lead to a more equitable and sustainable development that provides travel options for all residents regardless of whether or not they own a car.

3.2 Objectives

- 3.2.1 The main objective of the TPS is to achieve a reduction in reliance upon single-occupancy car travel, where practically possible, to achieve fewer trips to and from the development than would otherwise be the case, in favour of sustainable modes.
- 3.2.2 The transport principles for the site reflect sustainable objectives which can be summarised under the following headings:
- Engage with residents to promote sustainable and active travel when travelling to and from the site.
 - Promote accessibility to the site by walking, cycling, and public transport.
 - Increase the awareness of the environmental and social benefits of using alternative modes of transport.
 - For those that do drive, encouraging the use of electric vehicles through provision and ongoing monitoring of charging points.
- 3.2.3 It is intended that the objectives will be met by identifying and implementing initiatives that provide residents with a variety of travel choices and in doing so, reduce the need to travel by private car.
- 3.2.4 By meeting the objectives set out above, all TPS documents will comply with National and Local planning policy. The objectives will also provide focus and direction to the overarching TPS leading to appropriate measures and targets being set.

3.3 Benefits

3.3.1 By meeting the objectives, the TPS will bring about the following benefits:

Resident Benefits

- Health benefits associated with walking and cycling, including reduced levels of stress and improved levels of overall well-being.
- The opportunity to save money by using alternative modes of travel compared to the private car.
- Improved quality and reliability of journeys.

Developer Benefits

- An improved compliance within the planning context.
- A demonstration of any environmental credentials.

Wide Community Benefits

- Ongoing reductions in vehicular generated traffic on the local highway network.
- Increasing patronage on existing public transport modes.
- Health benefits associated with walking and cycling.
- A contribution towards overall reduction in travel emissions.

3.3.2 It is intended that these objectives will be met by identifying and implementing initiatives that provide residents with a variety of travel choices and reduce the need to travel by private car.

3.3.3 By successfully implementing the objectives set out above, the site and future residents will be consistent with National and Local planning policy and facilitate accessibility by all available modes of travel to the site.

4. Management and Coordination

4.1 Management

- 4.1.1 This Travel Statement will be managed by the future developer of the site. The document will remain a 'live' document and be updated where necessary over time, although will remain formally active for a period of 5-years following first occupation of any unit.
- 4.1.2 As part of managing this TPS, the future developer will assign a TPC. This is envisaged to initially be a member of the development's marketing suite (or otherwise), although this will be confirmed prior to first occupation of any unit. Over time, this role may be inherited by building management or continued by the developer, as required to suit ongoing management practices at the site. In any event, this role will continue over the 5-years following first occupation of any unit.
- 4.1.3 The TPC point of contact can also be confirmed with WSCC Travel Plan Officers as necessary.

4.2 Coordination

- 4.2.1 The TPC will be responsible for enacting this TPS on behalf of the developer. In doing so, the responsibilities of the TPC are listed as follows:
- To act as principal point of contact with residents in terms of communicating the role of this TPS and actioning the measures detailed in [Chapter 5](#).
 - Liaising with WSCC Travel Plan Officers in terms of reporting on progress with this TPS, should this be required by WSCC.

5. Initiatives Measures

5.1 Overview

- 5.1.1 This section provides a series of appropriate and targeted initiatives and measures to encourage sustainable travel at the development and to minimise car-based travel patterns. These initiatives and measures cover all modes of travel (walking, cycling and public transport) and are targeted at all residents' journey purposes.
- 5.1.2 Incentives and measures are also provided for the use of Electric Vehicles (EV). Whilst this may not necessarily change mode share, the reductions to air pollution support the objectives of this TPS.

5.2 Marketing and Information Strategy

- 5.2.1 To ensure that potential residents of the site are informed about the TPS from the earliest stage, the marketing suite of the development will include details of access by sustainable travel modes. Travel information will be provided in the marketing office for potential future residents. This may indeed encourage residents to occupy units who are already well suited to the sustainable travel opportunities on offer.
- 5.2.2 The marketing staff will be given training to promote the TPS as an asset and selling point of the development and key concepts relating to accessibility included in marketing particulars. For future residents, details of the following will be provided:
- An overview of the TPS measures and its objectives.
 - Plans of walk and cycle routes in the area.
 - Details of Go Jauntly and Let's Ride services.
 - Contact details for local cycling groups and cycle shops.
 - Site specific public transport information for services in the vicinity of the site and onward connections, including bus and rail timetables and route maps.
 - Contact details for the bus / rail operators and ticket ordering.
 - Contact details for the TPC and other useful contacts for travel information.

5.3 Promoting Walking

5.3.1 Walking is a healthy, low cost, non-polluting mode of transport that is available to most people regardless of age or income. Walking plays a significant role in an integrated transport system and as a sustainable smarter travel choice. It also offers the opportunity to deliver a quick, effective mode shift. Walking will be encouraged, particularly for journey purposes that can be satisfied within short distances.

5.3.2 The TPC will encourage residents to walk to and from the site, by:

- Informing residents of routes and travel times to key destinations.
- Providing details of walking matching services such as Go Jauntly.

5.4 Promoting Cycling

5.4.1 The benefits of cycling as an alternative mode will be promoted to residents. This will include the following initiatives:

- Publicity material including details of cycle routes will be provided by the TPC and made available to residents. Advice will be provided on appropriate routes to key destinations by bicycle and of the health benefits of cycling.
- Residents will be made aware of free cycling training courses made available by local authorities.
- The TPC will inform residents of any existing discount schemes organised by the local authorities.
- Details of the Let's Ride matching service will be provided to each resident by the TPC. The system matches cyclists up with others taking the same route, so they can ride together.

5.5 Promoting Public Transport

5.5.1 The publicity, marketing and promotion of the public transport services will inform residents as to the benefits of travelling by bus and rail. Bus and rail timetable information and locations of bus stops / stations will be provided to residents. Journey Planner websites, smartphone applications (apps) and enquiry phone numbers will also be promoted through all relevant means.

5.5.2 The TPC will ensure that information distributed to residents remains up to date and that residents are informed of any changes to timetables, fares etc.

5.6 Promoting Electric Vehicle

5.6.1 The use and ownership of EVs will be promoted by the TPC and be supported through suitable provision of EV charging points in the development by the developer, where possible.

5.6.2 EV measures will likely evolve over the travel planning process for the site given the status of the technology and current uptake in the market, both in terms of EV sales and availability of infrastructure. At this stage, potential incentives could comprise the following:

- Sale of units to make inclusion for understanding future residents' ability to own an EV. Any preference to own and park an EV should be welcomed and arrangements to having access to the charging point facilities prioritised as part of any management of communal car parking spaces.
- Education and promotion of the benefits of EV to residents by the TPC as part of the information dissemination and ongoing contact with residents.

5.7 Promoting Taxis

5.7.1 To promote the use of taxis, local taxi operator numbers will be provided to residents by the TPC.

6. Action Plan

6.1.1 An Action Plan provides a useful summary of the key measures, timescales and responsibilities in one place for executing the TPS. This is outlined in [Table 6.1](#).

Table 6.1 Travel Plan Measures and Action Plan

Measure	Timescale	Responsibility
Appoint TPC	Prior to occupation of unit	Developer
Provide TPC details to relevant local authority travel plan officer, if necessary	Upon appointment of TPC	Developer
Provide on-site cycle parking	During construction to be completed prior to occupation	Developer
Prepare sustainable travel information for effective use by sales staff	Upon opening of marketing suite	TPC
Continued promotion of walking, cycling, public transport and EV measures.	Ongoing	TPC

APPENDICES

APPENDIX A

Site Layout





keep up with mode:



Birmingham

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London

☎ 020 3848 9719

Manchester

☎ 0161 464 9495

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