
RE: TRANSPORT ASSESSMENT ADDENDUM NOTE

1.0 Introduction

- 1.1 SLR has been appointed to provide highways and transportation advice in relation to development proposals on land to the east of Stane Street in Billingshurst, West Sussex.
- 1.2 This Note has been prepared in support of the application to provide up to 4,885sqm of employment floorspace E(G)(iii)/B2/B8 on land south of Billingshurst Business Park (Phase 3) ref: (DC/26/0033) for:

“Outline permission for erection of buildings for Eg(iii)/B2/B8 use with associated yard areas, vehicle parking and access. All matters except access.”

- 1.3 This Note has been prepared to in response to comments from the application’s planning officer following submission of the application. The comments from the office are set out below:

“The Transport Assessment shows the adjacent residential development, and will no doubt include reference to residential traffic movements as well as commercial. Whilst we would expect a cumulative assessment to take account of committed development, and concurrent / cumulative impact, it should at least present the current site plan, and refer to the likely traffic movements resulting from the proposed commercial development”

Site Location

- 1.4 The site is located approximately 750 metres to the north of Billingshurst Village centre, within the administrative boundaries of Horsham District Council (HDC) and West Sussex County Council (WSCC). The site forms an extension to the Billingshurst Trade and Business Park with access provided via the A29 (Stane Street) / New Road roundabout.

Planning History

- 1.5 A hybrid planning application (Planning Ref. DC/18/2122) was approved in June 2019 in detail for up to 4,998sqm of B1c, B2 and B8 use, and in outline planning for up to 14,075sqm of B1c, B2 and B8 use floorspace alongside a petrol filling station. An updated application with minor variations was approved in March 2022 (Planning Ref. DC/21/1107). The 4,998sqm of floor space is known as Phase 1 and the 14,075sqm of floor space is known as Phase 2.
- 1.6 To date, it is understood that plots 3 to 13 of Phase 1 have been built and occupied whilst plots 1 and 2 are yet to be constructed. Within Phase 2, the petrol filling station has been built

and occupied (Planning Ref. DC/21/0080) whilst units 17 to 20 have been combined under a reserved matters application (Planning Ref. DC/21/0321) to provide a food store which is operational.

- 1.7 In addition to the above, there have been a range of further reserved matters applications associated with Phase 2 have been submitted with several approved, albeit yet to be constructed.
- 1.8 Alongside the above, an application has been submitted on land to the south of Phase 2 for a commercial development of circa 1,400sqm known as Phase 3 (Planning Ref. DC/25/0458). This was granted planning permission in October 2025.
- 1.9 Two applications were submitted in late 2025 for a comprehensive re-plan of Phase 2 land to provide residential units. The first of these applications ref: (DC/25/1910) would provide up to 125 residential units on Phase 2 land, whilst the second application ref: (DC/25/1697) would provide up to 102 homes on Phase 2 land as well as a detailed permission for 1,338sqm of business floorspace and outline permission for up to 5,605sqm of business floor space. These are currently awaiting determination.
- 1.10 The current proposals ref: (DC/26/0033) should be considered alongside the applications for residential development to the north. As part of the Transport Assessments for both applications, detailed modelling assessments were provided for the Stane Street / New Road / Site Access Roundabout and Hilland Roundabouts. These modelling assessments were based on scenarios which included traffic surveys undertaken in 2025 and included the remaining commercial space approved for the site in application ref: DC/18/2122. As such these trips that would be associated with the proposed E(g)(iii)/B2/B8 use have already been assessed on the network.

2.0 Development Proposals

- 2.1 The development proposals comprise outline permission for 4,885sqm within land to the south of Billingshurst Business Park. The scheme seeks to provide:

“Outline permission for erection of buildings for Eg(iii)/B2/B8 use with associated yard areas, vehicle parking and access. All matters except access.”

- 2.2 The proposed site layout is included at **Appendix A**.

Access

- 2.3 The site forms a natural extension to the wider Billingshurst Trade and Business Park development. With this in mind, it is proposed that access for vehicles, cycles and pedestrians is taken via the approved four arm roundabout junction with Stane Street. The site access roundabout has been constructed under a Section 278 agreement, this has been approved by WSCC.
- 2.4 An internal spine road, also serving Phases 1 and 2, will connect the site to the roundabout junction. This proposed approach is consistent with the previous application at the site which was approved by WSCC on highways grounds.



- 2.5 The application site would make use of the approved access road connecting to the site's main spine road approved under the application for the adjacent EVM site (ref: DC/25/0458).

Parking

- 2.6 Parking for the proposed commercial units will be provided in line with the standards set out in the current adopted standards set out in the West Sussex Guidance on Parking at New Developments document.
- 2.7 Additionally, disabled parking will be provided at a minimum of 5% of the total provision.
- 2.8 Similarly cycle parking will be provided in with the standards set out in the West Sussex Guidance on Parking at New Developments document.

Deliveries and Servicing

- 2.9 The units have been designed to allow for all servicing and deliveries to be undertaken within the boundary. Given that the vehicles requiring access will not materially differ from those serving the consented Phases 1 and 2 it is considered that the access arrangements are appropriate to serve the servicing and delivery needs of the development.

3.0 Trip Generation

- 3.1 In considering the commercial trip generation for the proposed 4,885sqm of commercial space, reference has been made to the agreed trip rates submitted alongside the approved application for the wider site (Planning Ref: DC/18/2122), these comprised total person trip rates and HGV trip rates. As per the previous application, Census mode share has been applied to derive car drivers which comprise 75.5% of total person trips. A summary of the resulting person, vehicle and HGV trips is provided in **Table 3.1** below.

Table 3.1 – Commercial Trip Generation

	AM Peak			PM Peak		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Total Person Trips	21	7	28	5	20	25
Derived Vehicle Trips	16	6	21	4	15	19
HGV Trips	1	1	2	0	1	1

- 3.2 As demonstrated above, the proposed commercial space could be expected to generate 21 two-way vehicle trips during the morning peak hour (including 2 HGV trips) and 19 two-way vehicle trips in the evening peak (including 1 HGV trip).

4.0 Traffic Impact

Detailed modelling assessments of the Stane Street / New Road / Site Access Roundabout and the Hilland Roundabout were undertaken for both residential applications ref: DC/25/1910



and DC/25/1697. The modelling assessments were informed by updated traffic surveys undertaken in February 2025. The modelling scenarios assessed in application DC/25/1697 also included a cumulative assessment including the proposed residential units and commercial space as well as the remaining commercial space approved under application DC/18/2122 and the adjacent Hilland House residential development (ref: DC/24/0749). As such the proposed 4,885sqm of commercial space have already been assessed as part of the previous application.

4.1 For completeness the modelling tables have been included below at **Table 4.1** and **Table 4.2**.

Table 4.1: Modelling Summary - Stane Street / New Road / Site Access Roundabout

2025 Base	AM Peak				PM Peak			
	Queue	Delay	RFC	LoS	Queue	Delay	RFC	LoS
A29 (north)	1.0	4.52	0.50	A	1.8	5.97	0.64	A
New Road	0.1	7.48	0.11	A	0.1	9.04	0.13	A
Site Access	0.5	5.88	0.34	A	1.0	8.62	0.49	A
A29 (south)	2.2	6.12	0.69	A	0.7	3.07	0.40	A
2030 Base	AM Peak				PM Peak			
	Queue	Delay	RFC	LoS	Queue	Delay	RFC	LoS
A29 (north)	1.3	5.32	0.57	A	2.4	7.52	0.71	A
New Road	0.3	9.55	0.23	A	0.3	11.00	0.21	B
Site Access	0.7	6.95	0.40	A	1.7	12.72	0.63	B
A29 (south)	3.4	8.48	0.77	A	0.8	3.37	0.45	A
2030 with Development	AM Peak				PM Peak			
	Queue	Delay	RFC	LoS	Queue	Delay	RFC	LoS
A29 (north)	1.3	5.45	0.58	A	2.7	8.18	0.73	A
New Road	0.3	9.82	0.23	A	0.3	11.83	0.22	B
Site Access	0.8	7.59	0.46	A	1.9	13.73	0.66	B
A29 (south)	3.6	9.06	0.79	A	0.9	3.47	0.46	A



Table 4.2 – Modelling Summary Hilland Roundabout

2025 Base	AM Peak				PM Peak			
	Queue	Delay	RFC	LoS	Queue	Delay	RFC	LoS
A29 (north)	0.6	2.92	0.39	A	1.4	4.29	0.59	A
Hillgate Road	0.5	4.44	0.32	A	0.2	4.57	0.18	A
High Street	0.8	594	0.44	A	0.3	4.30	0.22	A
A29 (west)	0.9	5.26	0.47	A	0.6	3.44	0.36	A
2030 Base	AM Peak				PM Peak			
	Queue	Delay	RFC	LoS	Queue	Delay	RFC	LoS
A29 (north)	0.8	3.14	0.43	A	1.9	5.09	0.65	A
Hillgate Road	0.6	4.96	0.37	A	0.3	5.13	0.22	B
High Street	1.0	6.98	0.50	A	0.3	4.71	0.25	B
A29 (west)	1.2	6.30	0.54	A	0.6	3.70	0.39	A
2030 with Development	AM Peak				PM Peak			
	Queue	Delay	RFC	LoS	Queue	Delay	RFC	LoS
A29 (north)	0.8	3.19	0.44	A	1.9	5.17	0.65	A
Hillgate Road	0.6	5.04	0.37	A	0.3	5.23	0.23	B
High Street	1.0	7.08	0.50	A	0.4	4.79	0.26	B
A29 (west)	1.2	6.37	0.54	A	0.7	3.76	0.40	A

- 4.2 The modelling results demonstrate that both junctions will continue to operate within capacity when accounting for a cumulative impact assessment of all potential development in the proximity of the site.
- 4.3 In WSCC highway response to application ref DC/25/1697 the application dated 1st December 2025 it was stated that the highways authority would not raise a capacity concern with the anticipated amount of additional vehicular movements onto the local network and would not consider the proposals would have a 'Severe' impact on the highway network in line with paragraph 116 of the National Planning Policy Framework (NPPF).
- 4.4 The current proposals would not result in any increase in traffic compared to what has previously assessed as part of the residential application, therefore would be acceptable from a highway capacity perspective.



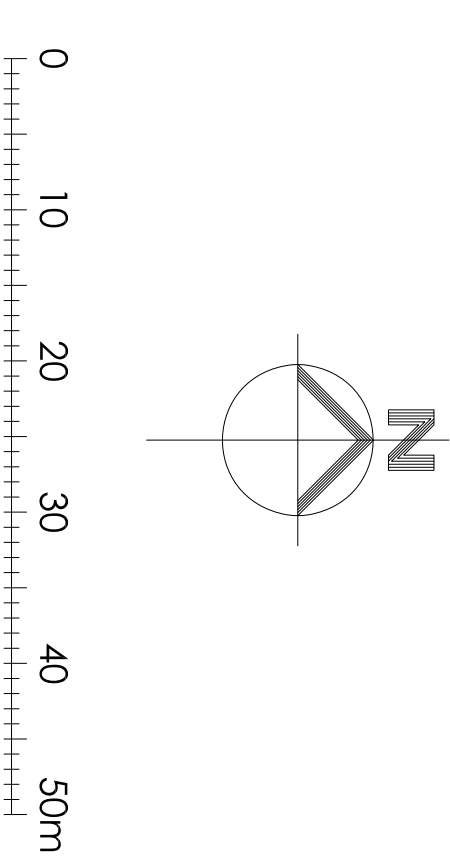
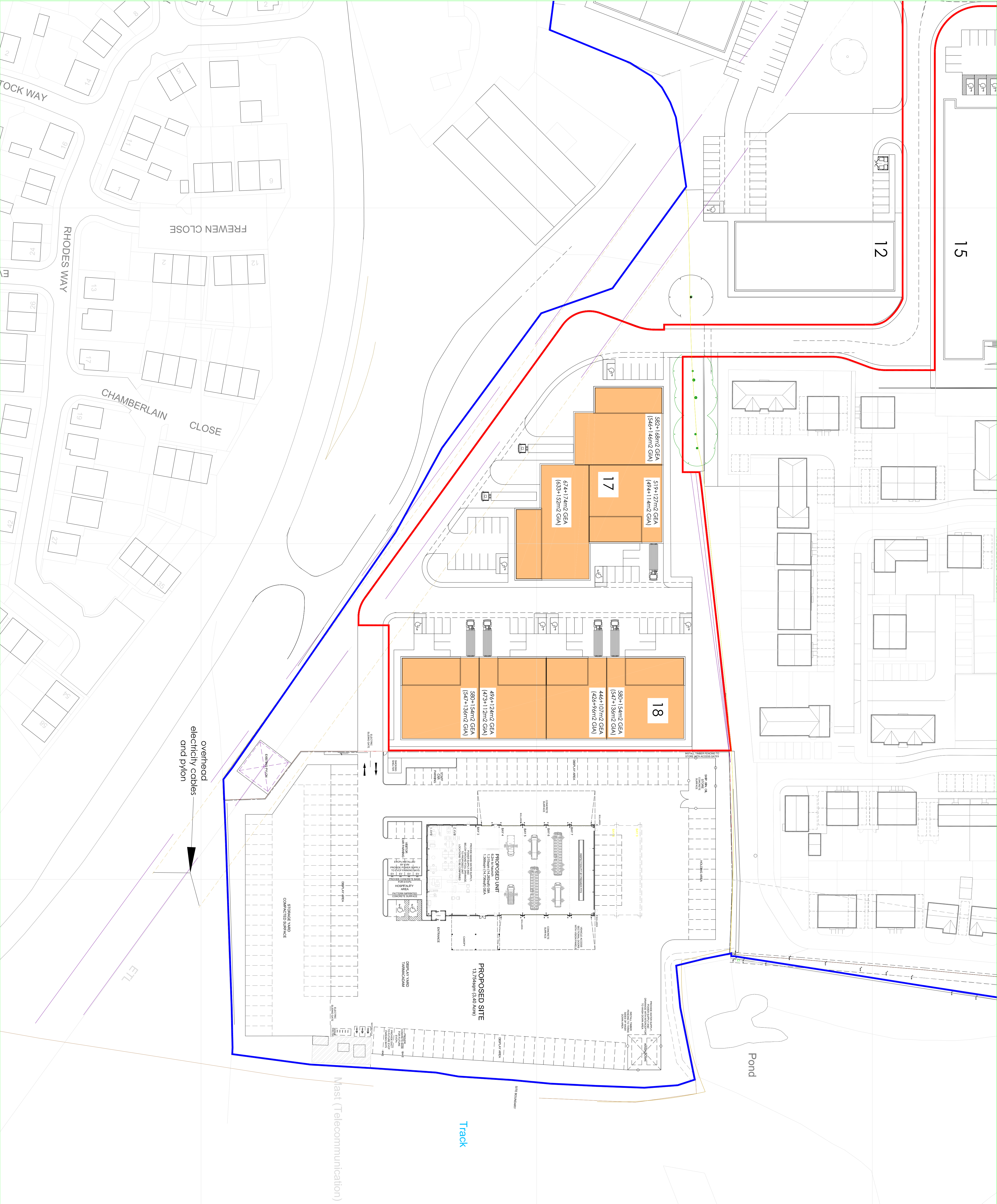
5.0 Summary and Conclusions

- 5.1 SLR has been appointed to provide highways and transportation advice in relation to development proposals on land to the east of Stane Street in Billingshurst, West Sussex.
- 5.2 This note has been provided to provide clarification following comments from the Planning officer in relation to the proposals to provide 4,885sqm of employment floorspace on land to the south of Billingshurst Trade Park ref: DC/26/0033.
- 5.3 The proposals form a natural extension to the wider Billingshurst Trade and Business Park development. Access to site can be achieved via the existing access roundabout and spine road within the wider development. Access to the site from the spine road would be taken from the access road approved to serve the new EVM site.
- 5.4 Parking will be provided in line with local standards.
- 5.5 The proposed commercial unit would generate 21 two-way vehicle trips during the morning peak hour (including 2 HGV trips) and 19 two-vehicle trips during the evening peak hour (including 1 HGV trip).
- 5.6 Detailed modelling assessments of the surrounding highway network have been undertaken as part of application ref: DC/25/1697 that included a cumulative assessment for the proposed residential units the remaining commercial space approved under application DC/18/2122 as such the impact of the proposed commercial space has already been assessed. The modelling assessments demonstrated the junction would operate within capacity with the proposed development in place. It was accepted by WSCC highways that the application did not raise capacity concerns.
- 5.7 Accordingly, the proposed development aligns with the relevant transportation policies contained within both the NPPF and adopted Local Plan. These include:
- National Planning Policy Framework (NPPF, 2025), specifically paragraph 115 relating to safe and suitable access and paragraph 116 which states development should only be refused where there would be a severe impact on the network; and
 - Horsham District Planning Framework (November 2015), specifically Policies 40 Sustainable Transport which states developments should provide safe and suitable access for all vehicle types and development should be located in areas where there will be a choice available, as well as Policy 41 Parking which states adequate parking facilities must be provided within developments to meet the needs of anticipated users.
- 5.8 As a result, it is clear that the proposed development will provide a sustainable development from a highway and transportation perspective. This is as to be expected given the principle of commercial development in this location is well established and a safe and suitable access strategy that meets the needs of all road users has been delivered pursuant to the original outline consent (HDC Ref: DC/18/2122).



Appendix A Proposed Site Layout





Rev D
Rev C
Rev B
Rev A

Notes:

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Job

Billingshurst Trade Park
Dunmore Group

Title

Phase III

Proposed Block Plan

Drg No
D-101-Ph 3-TP-PRP-01

Date	Scale	Rev
1/20/26	1:250 (A1)	-

Drawn	Checked	Planning drawing
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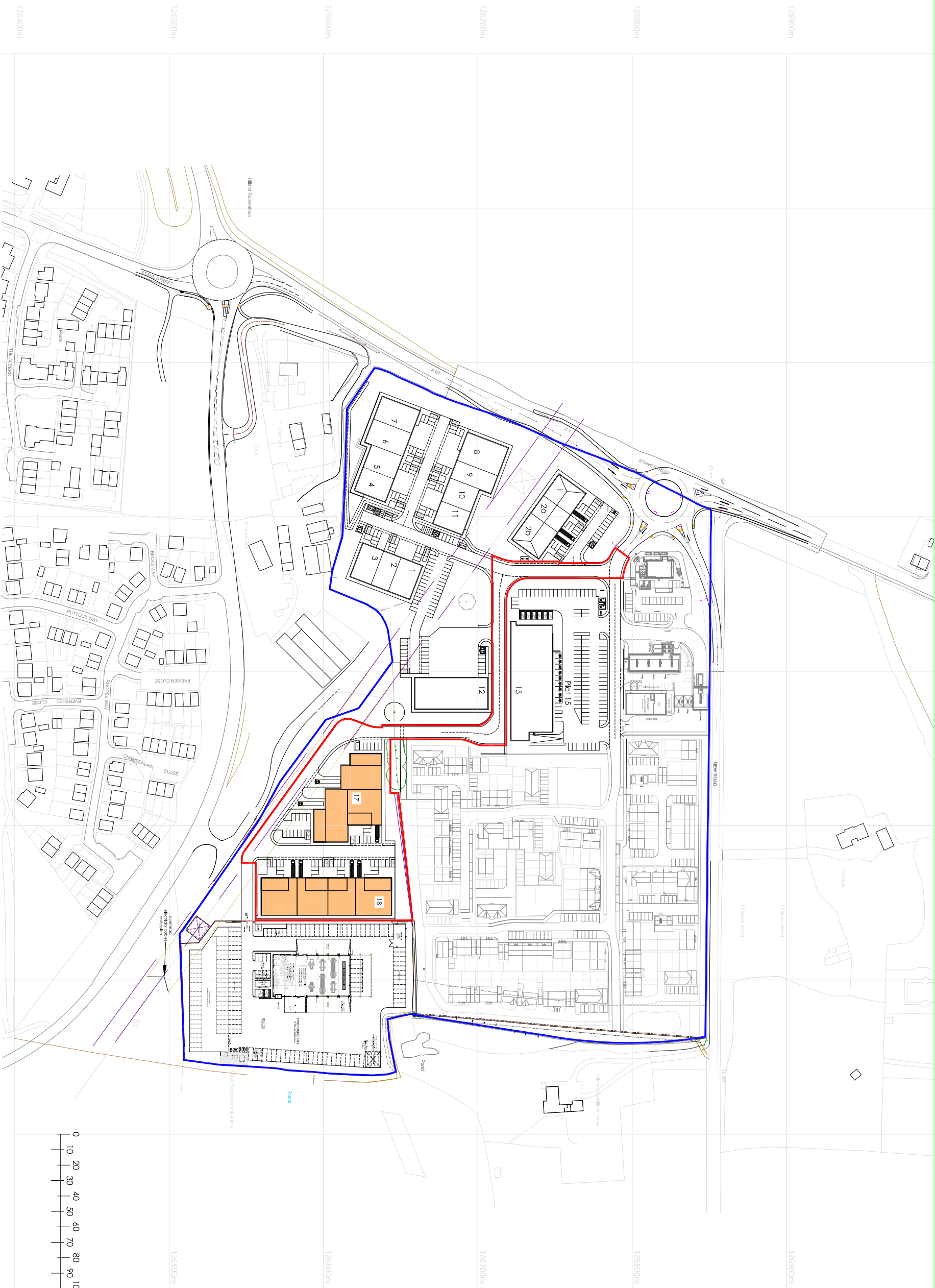
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Red line area
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Rev A:									A - for Approval															
Rev B:									T - Tender															
Rev C:									C - Construction															
Rev D:																								
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Scale		1:2500 (A3)			Job No		D-101-Ph 3			Dwg No		TP-SLP-01												



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