

EASTEDS BARN, EASTEDS LANE, SOUTHWATER

TRANSPORT NOTE

07 November 2025



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TRANSPORT NOTE

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1. Introduction

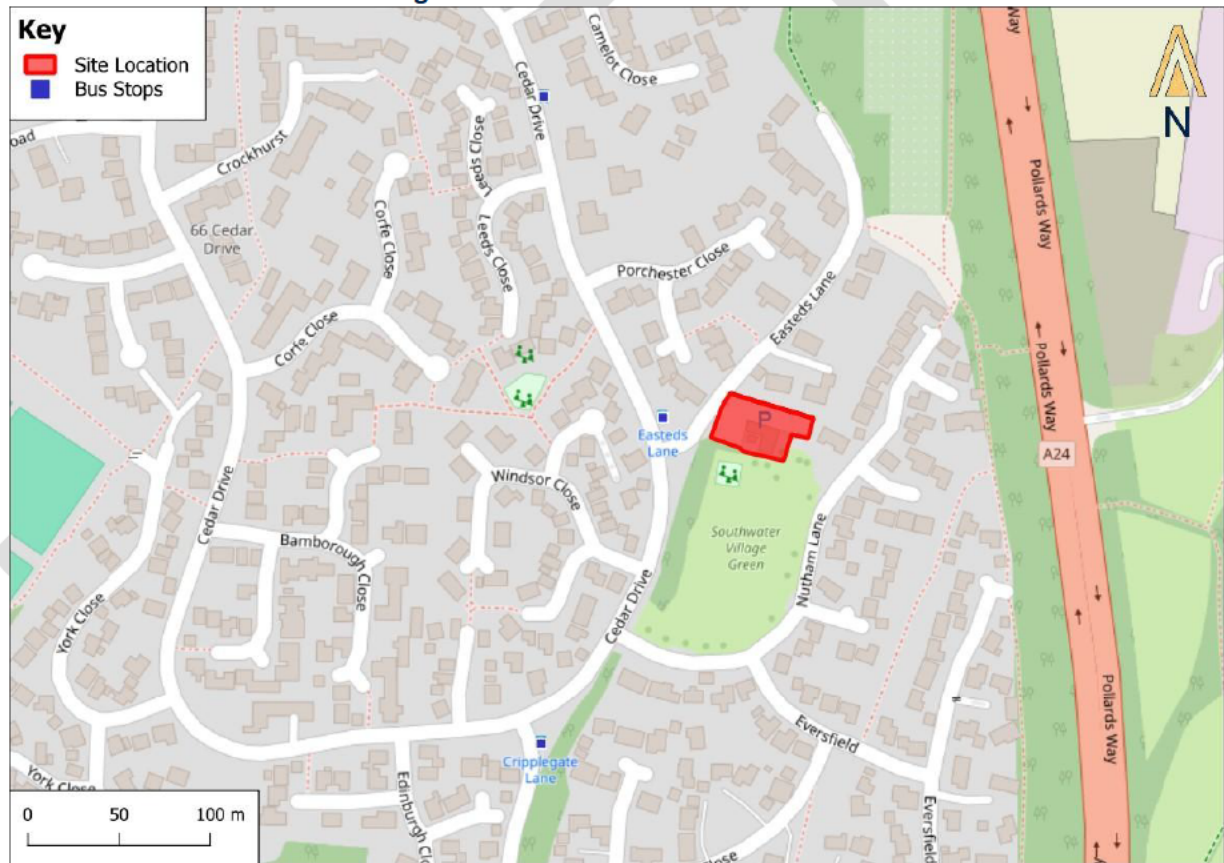
1.1.1. Evoke Transport Planning Consultants Ltd (Evoke) has been commissioned by Little Barn Owls to produce a Transport Note to support a planning application for the proposed expansion of an existing nursery at Easteds Barn in Southwater, RH13 9DP. The Local Planning Authority (LPA) are Horsham District Council (HDC) and the Local Highway Authority are West Sussex County Council (WSCC).

1.2. Site Location and Context

1.2.1. The site comprises Easteds Barn, which is currently operating as a nursery under Use Class E(f), and is occupied by Little Barn Owls Nursery.

1.2.2. The site is located in the village of Southwater, approximately 4.5km south of Horsham, situated to the west of the A24. The site is located within a residential area off Easteds Lane and is bordered by residential dwellings to the north, east and west and a playing field to the south. The location of the site is outlined in Figure 1.

Figure 1 – Site Location Plan



Source: QGIS

1.3. Proposed Development

1.3.1. The proposed development comprises the replacement of an existing covered play space structure with an all-weather additional 'cabin' structure within the grounds of the existing nursery garden to create an additional classroom. The new building would increase the pupil numbers by approximately nine, taking the nursery places from 52 to 61.

1.3.2. The proposed layout plans are attached at Appendix A.

1.4. Policy Considerations

1.4.1. The key transport policy documents at a national and local level have been considered when assessing the development proposals. These include the key policy documents outlined below:

- National Planning Policy Framework (December 2024);
- Planning Practice Guidance - Travel Plans, Transport Assessments and Statements in Decision-Taking' (March 2014);
- National Design Guide (October 2019) and National Model Design Guide (2021);
- Manual for Streets (March 2007) and Manual for Streets 2 (2010);
- West Sussex Transport Plan (2022);
- West Sussex County Council – Guidance on Parking at New Developments (2020);
- Horsham District Planning Framework (HPDF) (2015);
- Horsham District Draft Local Plan (2023).

1.4.2. The key policy documents promote development where there is a choice of sustainable transport modes such as walking, cycling and public transport. Developments that minimise the impact on the highway and rights of way network and do not have an adverse impact on the function, safety and character of the local and strategic highway will be permitted.

1.4.3. Paragraph 112 of the NPPF states that if LPAs set parking standards, they should take account of the following:

- a) the accessibility of the development;
- b) the type, mix and use of development;
- c) the availability of and opportunities for public transport;
- d) local car ownership levels; and
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

1.4.4. West Sussex's Parking Standards document outlines the vehicular parking standards for non-residential developments. This states that for Use Class E Commercial, Business and Service Non-residential institutions (medical or health services, creches, day nurseries and centres), car parking standards are based on 'site-specific assessment based on travel plan and needs'. As such, there are no policy required standards.

1.4.5. Policy 40 of the HPDF states that development will be supported if it *'includes opportunities for sustainable transport, is located in areas where there are, or will be a choice in the modes of transport available, and minimises the distance people need to travel and minimises conflict between traffic, cyclists and pedestrians'*. Policy 41 states that *"adequate parking and facilities must be provided within developments to meet the needs of anticipated users"*.

1.4.6. The NPPF concludes that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts of the development on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

1.5. Report Structure

1.5.1. The aim of this TN is to identify existing and potential future traffic and transport impacts related to the site and its proposed expansion, to demonstrate that an increase in pupil numbers could be suitably accommodated on-site. The TN also provides an assessment of the potential transport impacts associated with the anticipated number of trips as a result of the development. The TN has been

produced with consideration of the National Planning Policy Framework (NPPF), Planning Practice Guidance (PPG) 'Travel Plans, Transport Assessments and Statements' and local guidance.

1.5.2. Following this introductory section, this TN is set out as follows:

- **Section 2: Existing Situation** – Describes the existing transport and highways conditions at the site and within the surrounding area;
- **Section 3: Proposed Development** – Outlines the development proposals, including access arrangements, delivery and servicing strategy and car and cycle parking arrangements;
- **Section 4: Trip Generation and Development Impact** – Outlines the vehicle trips associated with the proposed development and comments on the impact of these trips on the surrounding transport and highways network;
- **Section 5: Summary and Conclusions** – Outlines the findings of this TN and summarises the proposed development in transport and highway terms.

2. Existing Conditions

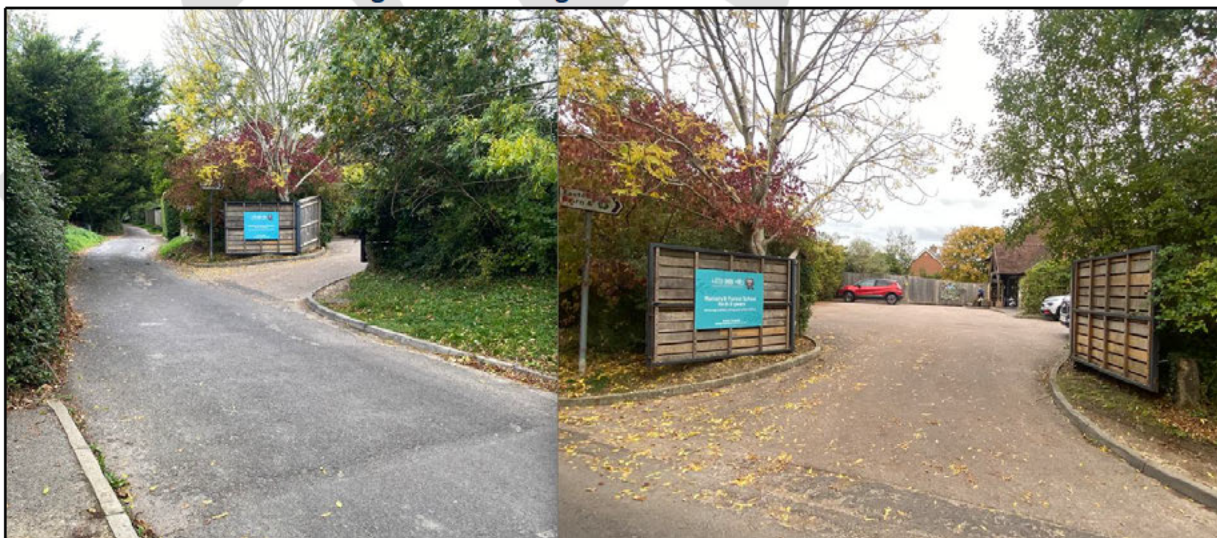
2.1. Introduction

- 2.1.1. This section considers the site location and provides a review of the existing highway network and sustainable modes of transport available in close proximity to the site.

2.2. Site Location and Existing Operation

- 2.2.1. The site is located in the village of Southwater, approximately 4.5km south of Horsham, situated to the west of the A24. The site is located within a residential area off Easteds Lane and is bordered by residential dwellings to the north, east and west and a playing field to the south.
- 2.2.2. The site comprises Easteds Barn, which is currently operating as a nursery under Use Class E(f), and is occupied by Little Barn Owls Nursery. The nursery has a maximum operating capacity of 52 children and 14 members of staff. The nursery operates between 07:30-18:00, with staff typically on-site for these hours. Drop-off of pupils occurs between 07:30-09:00, with pick-up occurring between 16:00-18:00, with the peak occurring between 17:15-18:00. When undertaking drop-off and pick-up, parents/guardians typically park at the site for approximately 5-minutes, with pick-up generally taking longer than drop-off. The nursery operate an online software/portal providing parents/guardians with information regarding the pupil's day and therefore pick up waiting time is reduced. It is of note, that the nursery only accommodates pupils for full days and therefore no changeover periods occur in the middle of the day.
- 2.2.3. Vehicle access is provided in the western corner of the site, off the eastern side of Easteds Lane. The existing access measures approximately 4.1m wide and provides access to the on-site car park, as shown in Figure 2.

Figure 2 – Existing Vehicular Access



- 2.2.4. The access connects with the large internal car parking area. As shown in Figure 3, the car park has informal car parking spaces, allowing approximately 12-13 cars to park.

Figure 3 – Existing Car Park



2.2.5. The nursery currently accommodates the following delivery and servicing arrangements:

- Refuse: 3-6 visits per week;
- Food deliveries: approximately 3 grocery deliveries a week, scheduled during quietest periods;
- Couriers / Amazon / post deliveries: maximum of two deliveries a day.

2.2.6. Existing indicative mode shares of travel for staff and pupils has been obtained from the nursery operator, which has been outlined below, demonstrating that the majority of staff and families travel to the site by car, however a large proportion do travel by sustainable modes of transport, in particular on-foot.

Table 1 – Existing Travel Mode Share

Mode	Staff	Families
Car	60%	75%
Car Passenger	10%	5%
Cycle	10%	5%
On foot	10%	10%
Bus	10%	5%
Train	0%	0%

2.3. Site Planning History

2.3.1. There have been two planning applications approved at the site within the last five years, they both involve retaining structures and are therefore not of relevance to this proposal.

2.4. Walking and Cycling

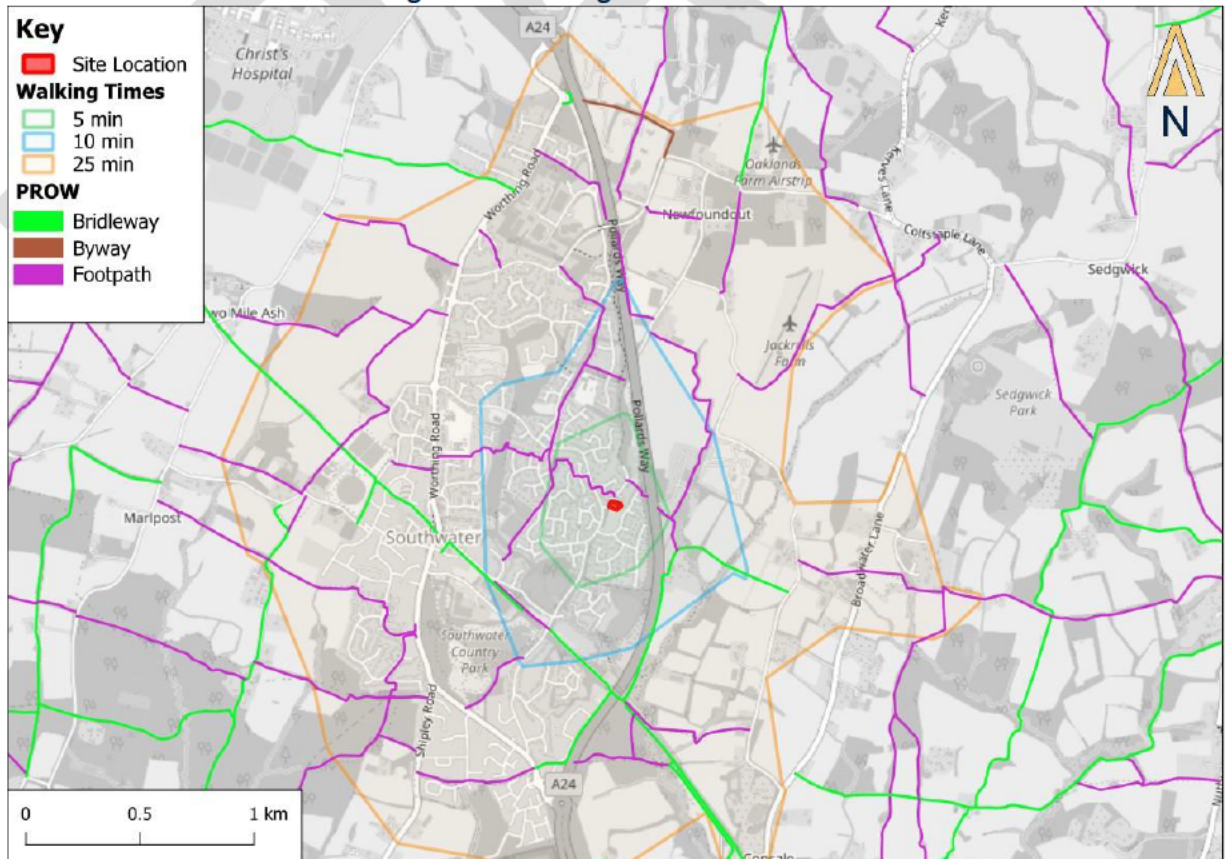
2.4.1. The existing pedestrian infrastructure in the area surrounding the site is of high quality and provides opportunities for parents, guardians and staff to walk to and from the site. Easteds Lane has a footway that leads to the site and Cedar Drive is provided with footways on both sides of the carriageway to the north and a footway on one side of the road to the south, as shown in Figure 4. A dropped kerb crossing is provided on Cedar Drive to the north of the junction with Easteds Lane, to assist with safe pedestrian movement across Cedar Drive. The footways on both sides of the carriageway measure approximately 1.5m-2.0m wide, which are of a suitable width for disabled users and for pushchair/buggy users.

Figure 4 – Cedar Drive Pedestrian Infrastructure



- 2.4.2. The residential area in the vicinity of the site is also well connected in terms of Public Rights of Way (PRoW), with a footpath provided to the north of the site off Easteds Lane, which provides an alternative walking route to the north.
- 2.4.3. The Institute of Highways and Transportation's (IHT) guidance, Guidelines for Providing for Journeys on Foot (2000), states in paragraph 3.32 that the preferred desirable, acceptable and preferred walking distances for commuting/schools is 500m, 1000m and 2000m respectively. Figure 5 shows a walk isochrone which demonstrates the areas that can be reached within a 25-minute walk of the site.

Figure 5 – Walking Isochrone



- 2.4.4. The isochrone demonstrates that the whole of Southwater village is within a 25-minute walk from the site. With Southwater being a residential area, the pedestrian infrastructure is supportive of foot travel, with sufficiently wide pavements and dropped kerbs.
- 2.4.5. Due to the high quality pedestrian infrastructure and Southwater village being within the 25-minute maximum walking distance, set out by the IHT, it is highly likely that local parents, guardians and staff will travel to and from the site on foot.
- 2.4.6. Being within a residential area, the local road network is conducive to travel by cycle and is a viable option for staff.

2.5. Bus Services and Rail Services

- 2.5.1. The nearest bus stop to the site is located on Cedar Drive, just north of the junction with Easteds Lane, within 50m of the site access. The bus stop is served by the 98 bus service and two school buses, the 398 and 690.
- 2.5.2. The 98 bus services runs from Littlehaven to Southwater via Roffey and Horsham Town Centre. The service runs three times an hour between approximately 06:00 and 00:00. This service therefore provides a realistic opportunity for travel to and from the nursery for both parents, guardians and staff during the nursery's operating hours.
- 2.5.3. Horsham Railway Station is located approximately 5km north of the site and is accessible via a 30-minute bus journey utilising the 98 bus service. Horsham Railway Station is managed by Southern Railway and provides Southern and Thameslink services from Crawley, Three Bridges and London Victoria.
- 2.5.4. In terms of accessibility, the station is provided with step-free level access to all platforms, ramps for train access and induction loops, with staff assistance available. The station provides covered seating and toilets. In addition, a total of 60 cycle parking spaces are provided.
- 2.5.5. The level of accessibility provided by the 98 bus service ensures that staff and parents can travel to site the site via public transport from key residential area of Horsham and Roffey.

2.6. Census Data

- 2.6.1. An analysis of Census 2021 data has been undertaken to investigate the journey to work modal split for the existing workplace population. The site is located within the Horsham 009 Middle Layer Super Output Area (MSOA).

Table 2 – Travel to Work (MSOA)

Mode	2021 Workplace Population
Train	1%
Bus	2%
Taxi	0%
Motorcycle	0%
Driving a car or van	81%
Passenger in a car or van	4%
Bicycle	1%
On foot	10%
Other method of travel to work	1%
TOTAL	100%

- 2.6.2. Table 2 shows that 81% of journeys from the existing (2021) MSOA workplace population are undertaken by private car, with another 4% as car passengers. A total of 14% of journeys are undertaken by sustainable modes of transport, with 10% travelling on foot, 2% travelling by bus, 1% by train and 1% by bicycle.
- 2.6.3. It is worth noting that the work from home data has been removed from the 2021 census Workplace Travel to Work data.

2.7. Local Highway Network

- 2.7.1. Access to the site (as mentioned in section 2.2.4) is off the eastern side of Easteds Lane, which in the vicinity of the site takes the form of a two-way single carriageway road, measuring approximately 4.4m wide to the south of the site access, which is in excess of the MfS requirements for two-way car access. To the north of the site, the carriageway becomes more rural in nature, with the carriageway narrowing to below 4m wide and operating as a shared surface.
- 2.7.2. Approximately 40m east of the site access, Easteds Lane meets Cedar Drive, which takes the form of a two-way single carriageway road which forms a key spine road within Southwater. As shown in Figure 4, the carriageway has no parking restrictions and therefore experiences parallel parking on-street. It is understood that a large proportion of parents/guardians park on Cedar Drive and then walk the short distance to the nursery for drop-off and pick-up.
- 2.7.3. Both roads are subject to a 30mph speed limit and are residential in nature.

2.8. Road Safety

- 2.8.1. A review of the most recently available five-year period of injury data (2019-2023) has been undertaken using data supplied by the Department for Transport (DfT). The results are shown in Figure 6.

Key

- Site Location
- PIC Study Area

2019-2023 PIC Data

Severity

- Fatal
- Serious
- Slight

Map labels: Porchester Close, Farnborough Close, Cedar Drive, Windsor Close, Northern Lane, Southwater Village Green, Lashley Lane.

Scale: 0 25 50 m

North arrow pointing up.

As shown in Figure 6, there have been no PIA incidents recorded in the study period, with no incidents recorded in the vicinity of the site and the access road.

It is therefore considered that there are no existing road safety issues in the vicinity of the site which may be exacerbated as a result of any future development at the site, with the existing access arrangements demonstrated to be open to the public.

- ## 2.9. Summary

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3. Proposed Development

3.1. Context

- 3.1.1. This chapter of the report outlines the proposed development proposals whilst detailing the access, car and cycle parking and servicing strategy for the site.

3.2. Development Proposals

- 3.2.1. The proposed development comprises the replacement of an existing covered play space structure with an all-weather additional 'cabin' structure within the existing nursery garden. This extra 'cabin' will act as another classroom, increasing the maximum operational capacity of the nursery from 52 to 61.
- 3.2.2. The nursery currently has 14 members of staff employed, which is anticipated to increase to 16 to accommodate the increase in pupil numbers.
- 3.2.3. The proposed layout plans are attached at **Appendix A**.

3.3. Access Arrangements

- 3.3.1. Vehicular and pedestrian access to the nursery is proposed to remain as existing. No incidents have been recorded in the vicinity of the site access and therefore it is concluded that the existing access is safe and suitable to accommodate the vehicle movements associated with a nursery.
- 3.3.2. The proposals are anticipated to result in a maximum increase in five two-way vehicle movements during an hourly period at the site, as shown in Section 4, equating to one additional two-way vehicle movement every 12 minutes. The existing access is considered suitable to accommodate this level of increase. Therefore, in accordance with the NPPF the site ensures that safe, suitable and satisfactory accesses for the quantum of the development can be achieved.

3.4. Car Parking Provision

- 3.4.1. WSCC's 'Guidance on Parking at New Developments' (2020) document outlines that for Class E (non-residential institutions including day nurseries) developments the parking demand should be determined by a 'site-specific assessment based on travel plan and needs'. As such, there are no policy required standards.
- 3.4.2. Within the document, it states that 'calculation of demand for parking at non-residential developments should normally be based on the land-use; the trip rate associated with the development (including base and forecast mode share); and, the user group of staff/visitors of the site (including shift patterns)'.
- 3.4.3. As such, to assess the parking demand from the proposed uplift in pupils, a parking accumulation assessment has been undertaken using TRICS data and a first principles assessment based on observed existing parking demand during a site audit.
- 3.4.4. When on site during the pick-up period (at 5pm on Thursday 16th October 2025), the maximum number of vehicles observed parking on site at one time was 7. To calculate the potential maximum parking demand as a result of the nursery expansion, the existing parking demand has been prorated, which would equate to an increased parking demand for 11 vehicles.
- 3.4.5. In addition, the TRICS assessment parking accumulation, demonstrates in Section 4 below, that the proposed nursery could result in a maximum parking demand of 8 vehicles within a one-hour period.
- 3.4.6. The proposals involve no changes to the parking provision, with the existing car park providing informal spaces for 12-13 vehicles is considered suitable to accommodate the existing and proposed pupil and staff numbers. Furthermore, the lack of on-street parking restrictions along Cedar Drive provide

alternative parking opportunities for parents/guardians and staff, with parking during the nursery operating hours occurring outside of peak demand for neighbouring residents. It is therefore concluded that parking at the site is suitable for the development, in accordance with Policy 41 of HDC's Planning Framework.

3.5. Deliveries and Servicing

- 3.5.1. All deliveries and servicing movements are currently undertaken internally within the site during the nurseries operating hours. The nursery school manage the existing delivery schedule to avoid key drop-off and pick-up times. The proposed delivery and servicing arrangements are proposed to remain as existing. It is unlikely that the increase in staff and pupil numbers will result in an increase in deliveries or servicing movements at the site.

4. Trip Generation and Development Impact

- 4.1.1. This section of the report outlines the existing and proposed trip generation associated with the site. The TRICS database (Version 8.25.6) has been interrogated to determine the likely trip generation of the proposed development and demonstrates it will have no detrimental impact on the existing highway network.

4.2. Existing Trip Generation

- 4.2.1. The existing nursery has a maximum capacity for 52 children and therefore to ascertain the existing site's trip generation, a TRICS analysis has been undertaken. The TRICS database has been interrogated to obtain trip rates for nurseries in locations with similar characteristics. The following parameters were used:

- 04/D – Education – Nurseries;
- Vehicle Only Surveys;
- Surveys undertaken Monday to Friday only;
- 20 – 100 pupils;
- Edge of Town, Suburban Area and Neighbourhood Centre locations selected; and
- Surveys which did not occur during COVID.

- 4.2.2. The total vehicle trip rates and respective trip generation for the existing site is outlined in Table 3, with the full TRICS outputs attached at Appendix B.

Table 3 – Existing Nursery Vehicle Trips

Trip Rates	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily (0600-1900)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Vehicle Trip Rate (per Pupil)	0.277	0.285	0.562	0.285	0.31	0.595	1.136	1.135	2.271
Vehicle Trips (52 Pupils)	14	15	29	15	16	31	59	59	118

- 4.2.3. The data outlined in Table 3 demonstrates that the existing site is anticipated to generate 29 vehicle trips in the AM peak period and 31 vehicle trips in the PM peak hour period, with a total of 118 two-way trips across the daily period.

4.3. Proposed Trip Generation

- 4.3.1. The proposed development comprises increasing the nursery's operational capacity to accommodate up to 61 children. The same trip rates as for the existing nursery have been applied to the proposed development numbers, with the resulting trip generation for the total 61 pupils outlined in Table 4.

Table 4 – Proposed Nursery Vehicle Trips

Trip Rates	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily (0600-1900)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Vehicle Trip Rate (per Pupil)	0.277	0.285	0.562	0.285	0.31	0.595	1.136	1.135	2.271
Vehicle Trips (61 Pupils)	17	17	34	17	19	36	69	69	138

- 4.3.2. The data outlined in Table 4 demonstrates that the total proposed development is anticipated to generate a total of 34 vehicle trips in the AM peak period and 36 vehicle trips in the PM peak hour period, with a total of 138 two-way trips across the daily period.

4.4. Net Trip Generation and Development Impact

- 4.4.1. To determine the net change in trips as a result of the proposed development, a comparison of the vehicle trip generation of the existing site (Table 3) and the proposed site (Table 4) has been undertaken. A summary of the net change in trips vehicle trips has been provided below in Table 5.

Table 5 – Net Change in Trips

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily (0600-1900)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Existing Nursery (52 pupils)	14	15	29	15	16	31	59	59	118
Proposed Nursery (61 pupils)	17	17	34	17	19	36	69	69	138
Net Impact (9 pupils)	3	2	5	2	3	5	10	10	20

- 4.4.2. Table 5 demonstrates that the proposed development would result in an increase in vehicular trips in all time periods, with the proposals anticipated to result in an additional five two-way vehicle trips in both the AM and PM peak hour periods, with an increase of 20 vehicle trips over the daily period.
- 4.4.3. An increase in five vehicle movements during each of the peak hour periods, equates to an approximate increase of one vehicle movements every 12 minutes. This level of increase during the peak hour period is considered to be within the day to day variation in traffic in the vicinity of the site and is therefore considered to have an immaterial impact. The existing site access has been demonstrated to be safe and suitable to accommodate the existing land use and therefore is considered suitable to accommodate this additional immaterial increase in vehicle movements.

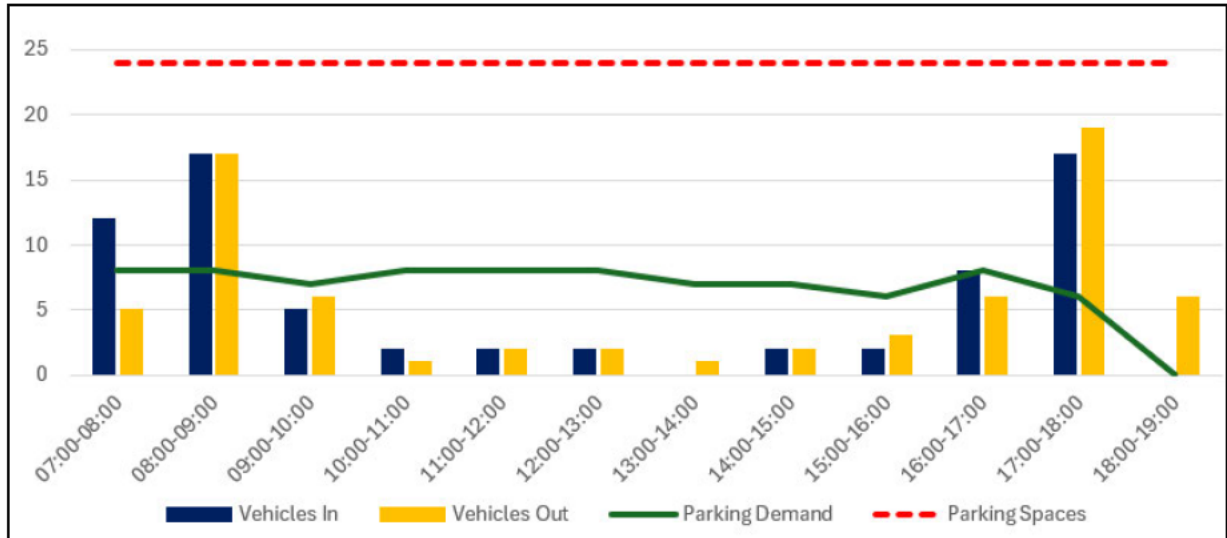
4.5. Car Parking Accumulation

- 4.5.1. A car parking accumulation assessment has been undertaken based on the TRICS hourly vehicle flows. The resulting car parking accumulation for the proposed nursery is shown in Table 6 and Figure 7, which assumes that one vehicle would be parked within the car park before 7am.

Table 6 – Proposed Nursery Car Parking Accumulation

Time Period	Vehicles Arriving	Vehicles Departing	Parking Demand
07:00-08:00	12	5	8
08:00-09:00	17	17	8
09:00-10:00	5	6	7
10:00-11:00	2	1	8
11:00-12:00	2	2	8
12:00-13:00	2	2	8
13:00-14:00	0	1	7
14:00-15:00	2	2	7
15:00-16:00	2	3	6
16:00-17:00	8	6	8
17:00-18:00	17	19	6
18:00-19:00	0	6	0

Figure 7 – Proposed Nursery Car Parking Accumulation



4.5.2. The results demonstrate that the peak number of vehicles anticipated to enter the site is between 08:00-09:00 and 17:00-18:00 where 17 vehicles are anticipated over the hourly period, with the peak number of vehicles leaving the site between 17:00-18:00, where 19 are leaving. This coincides with this nursery's busiest time periods for drop-off and pick-up. Vehicles for parents/guardians typically stay on site for up to 5-minutes and therefore the spaces on site will suitably changeover within the hourly period to accommodate all vehicle movements.

4.5.3. Over the course of the day, the peak parking accumulation occurs between 07:00-09:00 and 16:00-17:00, where a total of 8 cars are anticipated to be parked within the car park. During the peak pick-up period (17:00-18:00), a maximum parking demand of 6 vehicles is anticipated.

4.5.4. The site is provided with space for approximately 12-13 vehicles, which will not be altered as part of the proposal. It is therefore evident that the number of vehicles anticipated to arrive to the nursery and park within the car park, during all periods, does not exceed the parking provision on site.

4.6. Summary

4.6.1. The development proposals are considered to result in a negligible impact on the local highway network, public transport network, and local walking and cycling infrastructure. It can therefore be concluded that the development would not result in a severe residual impact in accordance with the NPPF.

5. Summary and Conclusions

- 5.1.1. Evoke has been commissioned by Little Barn Owls to produce a Transport Note to support a planning application for the proposed replacement of an existing covered play space structure, with an all-weather additional 'cabin' structure within the grounds of the existing nursery garden to create an additional classroom at the Little Barn Owls Nursery at Easteds Barn in Southwater, Horsham, RH13 9DP.
- 5.1.2. The site is in a residential area where sustainable modes of transport are on offer for both parents and staff journeys to and from the site. The site is accessible on foot, with the majority of Southwater village being within a 25-minute walking distance. The pedestrian infrastructure is well developed with footways and PRowS allowing safe travel. Cycling is also considered to be a viable option due to the residential nature of Southwater providing safe travel. The public transport connectivity is strong, with the 98 bus providing regular services from Horsham to the site, allowing parents/guardians and staff to travel sustainably.
- 5.1.3. An assessment of the injury accident data indicates that there are no existing road safety issues identified within the immediate vicinity of the site which may be exacerbated as a result of any future expansion of the site.
- 5.1.4. Vehicular and pedestrian access to the nursery is proposed to remain as existing. No incidents have been recorded in the vicinity of the site access and therefore it is concluded that the existing access is safe and suitable to accommodate the vehicle movements associated with a nursery.
- 5.1.5. The proposals involve no changes to the parking provision, with the existing 12-13 spaces considered suitable to accommodate the existing and proposed pupil and staff numbers, as demonstrated within the parking accumulation assessment undertaken. Furthermore, the lack of on-street parking restrictions along Cedar Drive provide alternative parking opportunities for parents/guardians and staff. It is therefore concluded that parking at the site is suitable for the development, in accordance with Policy 41 of HDC's Planning Framework.
- 5.1.6. The proposed development is anticipated to result in an increase in trips across all modes of transport in all time periods, with an additional five vehicle trips during both the AM (08:00-09:00), and PM (17:00-18:00) peak periods and up to 20 additional vehicle trips over the daily period. The level of increase is not considered to result in a negligible impact on the local highway network, public transport network, and local walking and cycling infrastructure.
- 5.1.7. It can therefore be concluded that the proposed development would not result in a severe residual impact on the surrounding local highway network in accordance with the NPPF and there is no reason why this development should not be permitted.

Appendix A – Proposed Layout Plans

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Appendix B – TRICS Output

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