



Proposed Commercial Development
Land west of Shoreham Road, Henfield

Transport Assessment

For

Arlo Holding Limited

Document Control Sheet

Proposed Commercial Development

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Arlo Holding Limited

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
24/10/2024	Draft	WMC/FT	PB
21/11/2024	Final	WMC/FT	PB



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1.0 Introduction

- 1.1 This Transport Assessment has been prepared to accompany a planning application by Arlo Holding Limited (the Applicant) for commercial development of land west of Shoreham Road Henfield, West Sussex (the site).
- 1.2 The site is located to the west of the A2037, Shoreham Road, approximately 1.5 kilometres south of the edge of the settlement of Henfield, within the administrative boundaries of Horsham District Council (HDC; Local Planning Authority/LPA) and West Sussex County Council (WSCC; County Highway Authority).
- 1.3 The development proposals include construction of 12 commercial units comprising of Class Use B2 (General Industrial), B8 (Storage and Distribution) and E (g) (iii) (Light Industrial). The units are proposed to be arranged over four new buildings totalling 6,429 square metres. Access to the site will be achieved via the approved access recently constructed to the south (LPA Reference: DC/20/0049).
- 1.4 Pre-application liaison with WSCC as local highway authority has taken place on the application proposals and content of this Transport Assessment. This report has been prepared having regard to advice received at pre-application stage as well as relevant transport/highway guidance. The Transport Assessment should be read in conjunction with the submitted Framework Travel Plan. In summary, this report demonstrates:
- ▶ The proposals accord with national and local policies relevant to transport;
 - ▶ A review of road safety has not identified any issues associated with the existing highway network that are considered to be detrimental to road safety;
 - ▶ Safe and suitable vehicular access to the site can be achieved from Shoreham Road via an existing access approved in October 2020 and recently constructed under Section 278 Agreement;
 - ▶ The site benefits from existing pedestrian and cycle links constructed as part of the adjacent development (LPA Reference: DC/20/0049), which provide suitable access for active travel and to existing public transport services;
 - ▶ The site layout has been designed to take account of relevant design guidance;
 - ▶ Appropriate provision is made for car and cycle parking, based on local parking guidance, as well as suitable provision for electric vehicle charging and blue badge holders;
 - ▶ A Framework Travel Plan is submitted as part of the application, which outlines measures to support and encourage more active and sustainable travel among future occupiers;
 - ▶ The proposals included appropriate provision for servicing and deliveries on-site;
 - ▶ The proposed development is estimated to result in circa 48 vehicle movements during the weekday morning and 41 vehicle movements during the weekday afternoon peak hours;
 - ▶ In terms of movements by HGVs, the assessment has estimated that the proposed development could result in up to approximately 3 movements by such vehicles in the weekday morning and afternoon peak hours and around 37 HGV movements across a typical weekday;
 - ▶ Modelling of the site access junction with Shoreham Road and the A2037/A281 mini roundabout to the north during weekday peak hours demonstrates that the proposed development will not have a material impact on the operation of these junctions and, on this basis, it is considered that the proposals will not interfere with the operation of the adjoining highway network in terms of capacity; and,

- ▶ The proposed development is estimated to result in circa 63 multi-modal movements during the weekday morning peak hour and 54 multi-modal movements during the weekday afternoon peak hour. The increase in public transport passengers is not considered likely to give rise to any capacity concerns.

1.5 Following this introduction, the remainder of this report is structured as follows:

- ▶ Section 2 - outlines the transport planning policies that are considered to be relevant to the application;
- ▶ Section 3 – provides information on the site and surrounding area, including a review of the local highway network, accessibility of the site by all modes of transport and road safety;
- ▶ Section 4 – sets out the application proposals, including details of the proposed access, parking and servicing arrangements;
- ▶ Section 5 – outlines the anticipated trip generation and impact associated with the proposals;
- ▶ Section 6 – considers the potential impact of traffic on the local highway network, based on the results of junction modelling; and
- ▶ Section 7 – summarises the key findings and conclusions of this report.

2.0 Policy

Overview

- 2.1 There are a number of documents that contain planning policies relevant to transport. The key policy documents that set the context for the development proposals include:

- ▶ National Planning Policy Framework – December 2023;
- ▶ Horsham District Planning Framework – November 2015;
- ▶ Horsham District Local Plan 2023-2040 (Regulation 19 Draft); and
- ▶ Henfield Neighbourhood Plan 2017-2031 – June 2021.

National Policy

- 2.2 The National Planning Policy Framework (NPPF) was most recently revised in December 2023, setting out the Government's planning policies for England and how they are expected to be applied.

- 2.3 Section 9 of the NPPF deals with 'Promoting Sustainable Transport', with Paragraph 108 stating:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) The potential impacts of development on transport networks can be addressed;

b) Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location, or density of development that can be accommodated;

c) Opportunities to promote walking, cycling, and public transport use are identified and pursued;

d) The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) Patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes, and contribute to making high quality places."

- 2.4 Paragraph 109 suggests that the planning system should:

"Actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

- 2.5 Paragraph 112 states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport."

2.6 Paragraph 114 addresses the relationship between development and sustainable transport as follows:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

2.7 Furthermore, Paragraph 115 states 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 on the road network would be severe."

2.8 Paragraph 116 suggests that, within this context, applications for development should:

"a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

2.9 The NPPF also outlines that Transport Assessments and Travel Plans are necessary where development will generate significant amounts of movement.

2.10 Planning Practice Guidance, which supplements policy outlined in the NPPF, provides further information on Transport Assessments and Travel Plans, recognising that these documents,

"...can positively contribute to:

- ▶ Encouraging sustainable travel
- ▶ Lessening traffic generation and its detrimental impacts;
- ▶ Reducing carbon emissions and climate impacts;
- ▶ Creating accessible, connected, inclusive communities;
- ▶ Improving health outcomes and quality of life;
- ▶ Improving road safety; and

- ▶ Reducing the need for new development to increase existing road capacity or provide new roads.”

Local Policy

Horsham District Planning Framework

- 2.11 Local planning policy is provided by the policies of the Horsham District Planning Framework, adopted in November 2015. The transport policies of relevance to the development proposals include:
- ▶ Policy 33 – Development Principles: Outlines key criteria development is required to adhere to, in order to conserve and enhance the natural and built environment, including of relevance to transport, to provide ‘appropriate, convenient, safe and visually attractive areas for the parking of vehicles and cycles, and the storage of bins/recycling without dominating the development or its surroundings’.
 - ▶ Policy 35 – Climate Change: Identifies that development that makes a clear contribution to mitigating/adapting to the impacts of climate change and meeting HDC’s carbon reduction targets will be supported. In respect of sustainable travel, such measures include patterns of development that reduce the need to travel, encourage walking and cycling and include good accessibility to public transport/other forms of sustainable transport.
 - ▶ Policy 39 – Infrastructure Provision: Development will be dependent on there being sufficient capacity in existing local infrastructure, or appropriate mitigation being provided, to meet the needs of the development.
 - ▶ Policy 40 – Sustainable Transport: Indicates that development will be supported if it is appropriate and in scale to existing transport infrastructure and maintains and improves the existing transport system. Development should also include opportunities for sustainable transport and be located in areas where there are, or will be, a choice in the modes of transport available. All development must provide safe and suitable access for vehicles, pedestrians, cyclists, public transport and the delivery of goods. Where necessary, development should be accompanied by an agreed Green Travel Plan where it is necessary to minimise a potentially significant impact of the development on the wider area.
 - ▶ Policy 41 – Parking: Parking provision for development should ensure a balance between good urban design and highway safety. Adequate parking and facilities must be provided within developments to meet the needs of all anticipated users and, where applicable, consideration should be given to the needs of cycle parking, motorcycle parking, charging plug-in or other low emission vehicles.
- 2.12 Pursuant to Policy 41, it is understood parking within development should be determined having regard to parking standards set with West Sussex County Council’s ‘Guidance on Parking at New Development’ (September 2020) document. The WSCC guidance outlines initial guidance on provision for vehicular and cycle parking demand by land-use class, as summarised below in respect of B2, B8 and E(g) development.

Land Use	Car Parking	Cycle Parking
B2 (General Industrial)	1 space per 40 square metres	1 space per 200 square metres (staff) and 1 space per 500 (visitors)
B8 (Storage and Distribution)	1 space per 100 square metres	1 space per 500 square metres (staff) and 1 space per 1000 square metres (visitors)
E (g) Business (Office, Research & development and Light Industrial Processes)	1 space per 30 square metres	1 space per 150 square metres and 1 space per 500 (visitors)

Table 2.1 - WSCC Parking Standards (September 2020)

2.13 The 2020 parking guidance states:

"...although new guidance has been prepared, it should only be used as an initial guide for developers, who should undertake a site-specific assessment and seek to balance operational needs, space requirements, efficient use of land and cost attributed to providing parking and where relevant, attracting/retaining staff."

2.14 The guidance goes on to indicate that parking provision should be based on:

- ▶ The land use;
- ▶ 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).

2.15 A number of characteristics should also be considered in determining parking arrangements, including:

- ▶ Survey or business data to ascertain the peak parking periods and demand;
- ▶ The geographical location of the site along with the levels of accessibility for non-care mode users; and
- ▶ Local data such as Census travel to work data about mode share and information detailed in supporting travel plans.

2.16 The guidance acknowledges land-use types, such as those within employment uses, class B2 and B8, will generally only be accessed by staff/employees with occasional visitors.

2.17 Guidance is also provided on provision for light goods and heavy goods vehicles (LGVs and HGVs), as well as for electric vehicle charging points and disabled parking (5% of total provision). In respect of parking for goods vehicles, the guidance indicates that a similar methodology to deriving parking provision should be applied and based on operational requirements.

Henfield Neighbourhood Plan 2017-2031

2.18 The Henfield Neighbourhood Plan was adopted in June 2021 and sets out specific policy proposals for the Parish and to consult statutory stakeholders and the local community.

2.19 Policy 3.1 identifies land north of The Old Brickworks and at Southgrounds (forming the application site), both west of Shoreham Road and opposite Henfield Business Park for employment development. The policy also includes The Old Kennels (site G), which is located to the south of the site and was granted planning permission in October 2020. Paragraph 5.38 of the Neighbourhood Plan indicates that these allocations would *complete a new business area around Henfield Business Park* and that this *would allow this area to become a key sustainable employment site in accordance with HDC policy*. The supporting text further recognises that creating a joint access would be desirable. Further requirements are outlined in policies 3.1.3 (Southgrounds – site E) and 3.1.4 (land north of The Old Brickworks – site F), which indicate that provision should be made for suitable access from the A2037/appropriate infrastructure and provision for electric vehicle charging. A map of these sites from the Neighbourhood Plan is included below.



Figure 2.1 - Source: Map 2a Henfield Neighbourhood Plan, Employment Development Sites

2.20 Policy 4 'Transport, Access and Car Parking' states that development proposals should, *as appropriate to their scale, nature and location*:

- a) *"Demonstrate that safe pedestrian routes from residential and employment sites to community facilities including education, health and recreational facilities can be achieved; irrespective of whether the road network is adopted;*
- b) *Protect the existing network of footpaths and bridleways within the village and into the surrounding countryside and ensure the continuing safe provision of accessible pedestrians routes, suitable for all users; and*
- c) *Demonstrate that cycleways can be achieved; especially to provide links from residential and employment sites to community infrastructure and the wider regional cycle routes."*

2.21 The policy also indicates that adequate off-road car parking should be provided for all developments in accordance with WSCC parking standards.

Horsham District Local Plan 2023-2040 (Regulation 19)

2.22 A new Local Plan for Horsham is currently being prepared. The Regulation 19 consultation of the new Local Plan took place earlier in 2024 (ending on 1st March 2024) and the Plan was formally submitted in July 2024 for examination. The new Horsham District Local Plan 2023-2040 sets out planning policies and proposals to guide development in the District, excluding the South Downs National Park, up to 2040, which will replace the Horsham District Planning Framework once adopted.

2.23 The draft policies that are considered relevant to the development proposals in respect of transport include:

- ▶ Emerging Strategic Policy 6 – Climate Change: Indicates that a range of measures will be supported to achieve the Council’s net zero carbon emissions target, including providing sustainable transport infrastructure that reduce the need to travel, encourage walking and cycling and include good accessibility to public transport and other forms of sustainable transport.
- ▶ Emerging Strategic Policy 20 – Development Principles: Outlines a number of criteria, including in respect of transport, providing pedestrian, cycle and public transport priority over the use of private motor vehicles, incorporating the provision of safe recreational/utility routes, public rights of way and connectivity within the development and to the surrounding area and incorporation of convenient, safe and visually attractive areas for the parking of vehicles and cycles.
- ▶ Emerging Strategic Policy 23 – Infrastructure Provision: Development will be dependent on there being sufficient capacity in existing local infrastructure, or appropriate mitigation being provided, to meet the needs of the development
- ▶ Emerging Strategic Policy 24 - Sustainable Transport: Indicates that the layout, design and location of facilities and infrastructure prioritises the ability of workers to safely and conveniently walk and cycle to meet their day-to-day work needs and that walking/cycling routes are designed to be safe, attractive, direct and legible which have priority over motorised traffic. Where feasible, provision is made for bus travel and infrastructure to include as appropriate for the provision or improvement of bus stops. The policy also states that proposals for major development shall be accompanied by a transport assessment or statement and that where the potential impact of the development on the network is deemed to be significant, or as a result of needing to address an existing local traffic problem, a Travel Plan will need to be prepared.
- ▶ Emerging Strategic Policy 25 – Parking: Adequate parking in accordance with adopted parking standards guidance must be designed into development to meet to needs of the users and additional consideration should be given to the needs of motorcycle parking and vehicles for the mobility impaired, including mobility scooters. Safe and secure parking and overnight storage for bicycles must be provided. The policy also suggests that adequate electric vehicle charging provision should be provided and incorporated into the initial design.
- ▶ Emerging Strategic Policy 29 –New Employment: Outlines the approach to new employment development, with the Proposals Map identifying land at the site for employment within this policy.

Summary

- 2.24 It is evident from the policy review completed in this section that proposals for development should support objectives to reduce the need to travel and maximise the opportunities for active and sustainable travel. Proposals should include safe means of access and appropriate parking for cars, blue badge holders, cycles and electric vehicles. Development should include connections to existing walking and cycling routes and bus stops. The site is identified for employment development within the Henfield Neighbourhood Plan and emerging Local Plan.
- 2.25 The next section of this report outlines the existing, baseline conditions surrounding the site, against which to consider the policies outlined in this section. The proposed development is described in Section 4, including identifying measures to encourage and support more active and sustainable travel. The impacts of the proposals in terms of trip generation and operation of the local highway network are considered in Sections 5 and 6.

3.0 Baseline Conditions

Overview

- 3.1 This section sets the context for the application proposals, providing information relating to the site and planning background. It also considers the surrounding area and access to the site in terms of accessibility to more sustainable forms of travel, existing traffic conditions and road safety.

The Site & Surrounding Area

- 3.2 The site is situated to the west of the A2037 Shoreham Road, approximately 1.5 kilometres south of Henfield, and falls within the administrative boundaries of West Sussex County Council (WSCC) and Horsham District Council (HDC). The site is situated to the north of a recently redeveloped dwelling, kennel/cattery and animal hospital with employment uses within Land Use Classes B1a, B1c (now Land Use Class E (g)), B2 and B8 (LPA Reference: DC/20/0049). The site location is illustrated in **Figure 3.1** below.

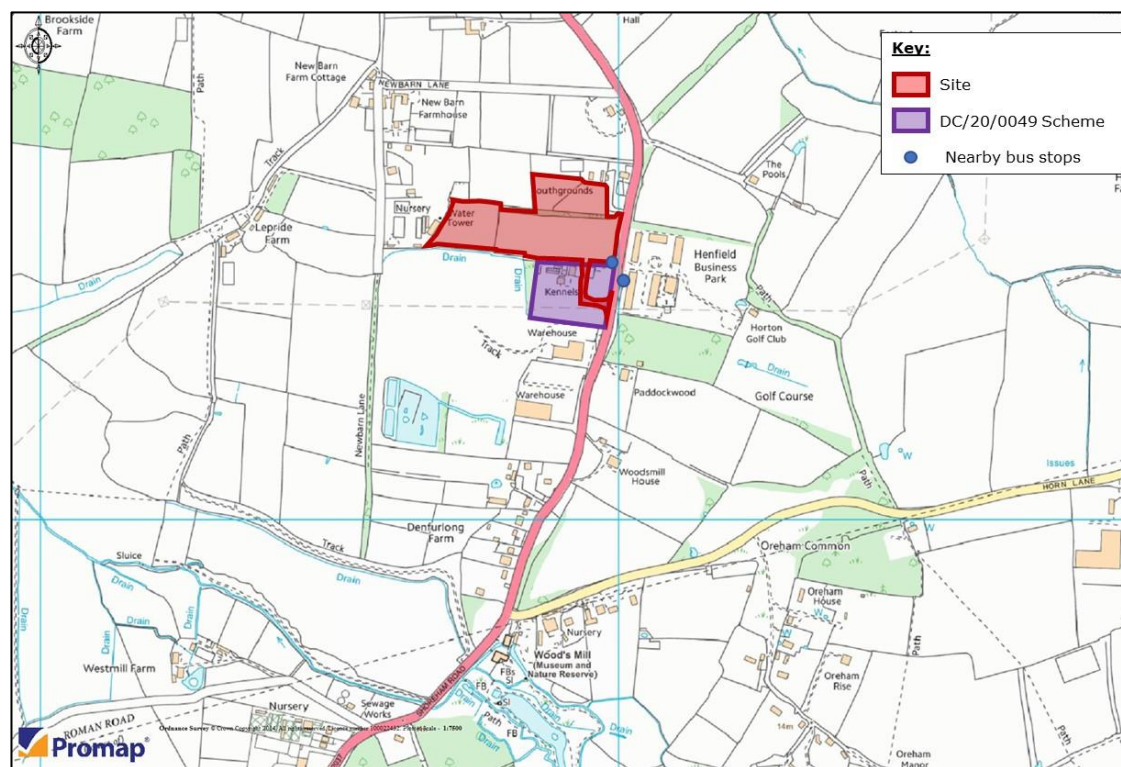


Figure 3.1 - Site Location

Relevant Planning Background

- 3.3 Planning permission for the redevelopment of an existing dwelling, kennel/cattery and animal hospital (Senlac Cattery) to a mixed use B1a, B1c (now Land Use Class E (g)), B2 and B8 development was granted in October 2020. The proposals included provision of a new access taken from Shoreham Road, which has since been constructed under a Section 278 Agreement. The access arrangements consisted of a bellmouth with 20 metre kerb radii and a ghosted right turn lane, which links to the existing right turn lane servicing Henfield Business Park opposite. The approved scheme also includes a short section of footway running north from the recently constructed access to a pedestrian crossing point, which connects to Henfield Business Park and nearby bus stops. It is understood that the development permitted as part of this approved scheme have only been partially constructed.

Highway Network

- 3.4 There is an existing gated access into the site from Shoreham Road (A2037), served by dropped kerb. Shoreham Road is a two-way single carriageway orientated on a north-south axis subject a 40 miles per hour (mph) in the vicinity of the site.
- 3.5 Shoreham Road provides a connection towards Henfield Village centre, as well as a route onto the A281 Brighton Road and the A272 Cowfold Road via a roundabout 1.5 kilometres north of the site. Brighton Road and Cowfold Road provide access to a number of further destinations, including Horsham, Haywards Heath, Burgess Hill and Brighton. The A283 Steyning Road is accessible to the south-west and provides connections towards Shoreham-by-Sea, Worthing and Hove. The site in relation to this wider highway network is illustrated on **Figure 3.2** below.

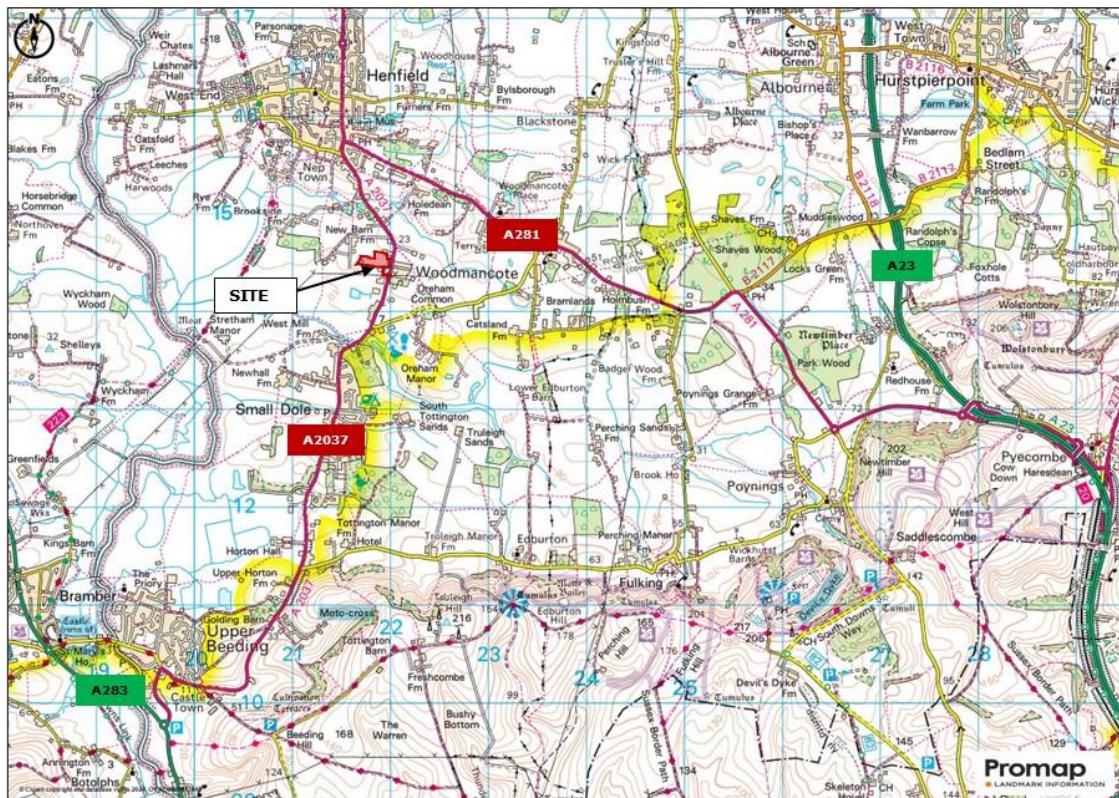


Figure 3.2 - Wider Highway Network

Road Safety

- 3.6 To consider the existing standard of road safety on the local highway network in the vicinity of the site, personal injury accident (PIA) information was obtained from Sussex Safer Roads Partnership (SSRP) for the 5-year period ending 30th September 2023. The study area includes incidents that occurred on Shoreham Road and is included in **Appendix A**.
- 3.7 The information received identified two incidents within the study area, during the defined period. The first incident occurred to the north of the site on Shoreham Road and involved two cars. This incident occurred in dark (no streetlights) and dry conditions and resulted in a fatality. The second incident occurred to the south of Henfield Business Park and involved a car and cyclist. The incident resulted in 'slight' injury and occurred in dry conditions during daylight. The possible causation factors identified in these incidents related to being careless/reckless/in a hurry and failing to look properly.

- 3.8 On the basis of information received from SSRP, it appears that the incidents summarised in this section occurred as a result of driver/human error rather than defects associated with the highway. It is therefore considered that there are no significant safety issues associated with the local highway network that are detrimental to the standards of road safety.

Existing Baseline Flows

- 3.9 The site access and A2037/A281 mini-roundabout junction to the north have been surveyed during the morning and afternoon peak periods (07:00-10:00 and 16:00-19:00) to understand existing traffic flows on Shoreham Road. The scope of these surveys was agreed as part of pre-application discussion with WSCC as local highway authority to consider the impact of the proposed development on the local highway network (further considered in Section 6). Manual classified turning count surveys were completed on Tuesday 24th September 2024. Based on these survey results, the weekday network peak hours are identified as 08:15-09:15 in the morning and 17:00-18:00 in the afternoon. The observed traffic flows during these peak hours are identified on **Traffic Flow Figures 3.1** and **3.2**.
- 3.10 It should be noted that the baseline traffic flows for the site access arm have been adjusted in these figures to reflect predicted flows outlined in the GTA Transport Statement dated November 2019, on the basis that the approved development to the south (LPA Reference: DC/20/0049) is only partially constructed/operational. The table below provides a summary of vehicle movements summarised in the GTA Transport Statement and recorded in the September 2024 traffic surveys for ease of reference.

Source	Morning Peak Hour			Afternoon Peak Hour		
	Arr	Dep	Total	Arr	Dep	Total
GTA Transport Statement (Nov 2019)	17	3	19	2	17	19
Traffic Survey (Sept 2024)	3	0	3	2	6	8

Table 3.1 – Comparison of Predicted & Recorded Vehicle Movements at Existing Site Access

Sustainable Transport Accessibility

Context

- 3.11 It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. The Chartered Institution of Highways and Transportation (CIHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is noted that:
- ▶ Across Britain about 80% of journeys shorter than one mile (1.6 kilometres) are made wholly on foot – Planning for Walking, 2015;
 - ▶ The majority of cycling trips are for short distances, with 80% being less than five miles (8 kilometres) and with 40% being less than two miles (3.2 kilometres). However, the majority of trips by all modes are also short distances. Therefore the bicycle is a potential mode for many of these trips – Planning for Cycling, 2014; and,
 - ▶ Walking distances to bus stops should not exceed 400 metres, whilst people are prepared to walk twice as far to rail stations - Planning for Walking, 2015.

- 3.12 The site is accessible by sustainable forms of transport and within 2 kilometres of a range of amenities in Henfield. As identified in the previous section, the site is subject to an employment allocation within the Henfield Neighbourhood Plan, which recognises that these allocations would *complete a new business area around Henfield Business Park* and that this *would allow this area to become a key sustainable employment site in accordance with HDC policy*. The following paragraphs outline the existing opportunities to travel to the site via more sustainable forms of transport, including on-foot, by cycling and public transport.

Walking & Cycling

- 3.13 As part of the consented planning application to the south of the site (LPA Reference: DC/20/0049), a short section of footway has been constructed north of the site access, in conjunction with a pedestrian crossing point, including refuge island with tactile paving. These facilities provide a pedestrian route to Henfield Business Park and bus stops adjacent to the site. Henfield is located within circa 2 kilometres of the site and provides a range of local amenities.
- 3.14 The nearest cycle route is the National Cycle Network (NCN) Route 223 located to the west of Henfield village centre approximately 2.4 kilometres northwest of the site access. NCN Route 223 provides a cycle route between Chertsey and Shoreham-by-Sea via Bramber, Henfield, Southwater and Cranleigh. The topography of the local area is generally conducive to cycling.
- 3.15 There are a number of Public Rights of Way in the vicinity of the site, as shown on the map below from the WSCC iMap.

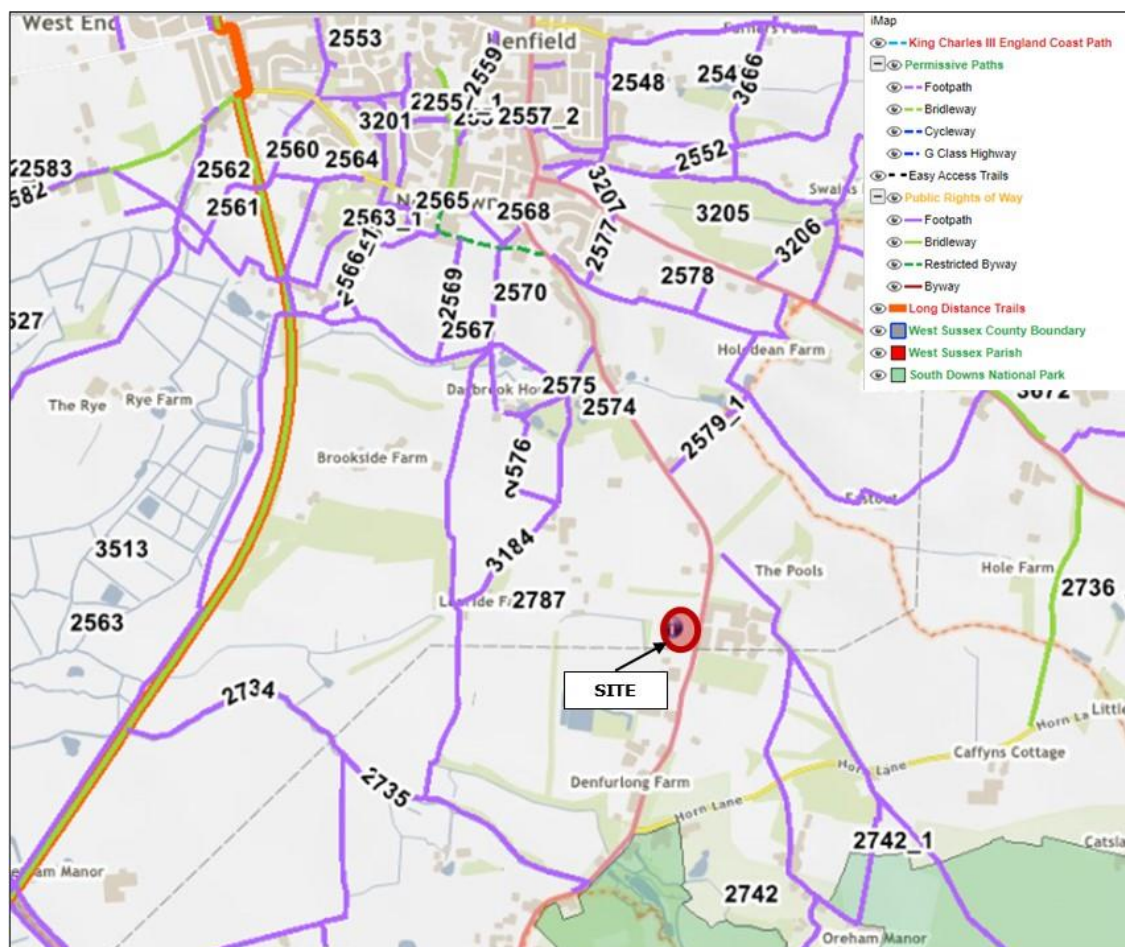


Figure 3.3 - Extract from WSCC iMap (with site identified)

Public Transport

- 3.16 The nearest bus stops to the site (known as 'Business Park') are located on Shoreham Road (A2037) to the north of the recently constructed access to the site to the south (DC/20/0049). These stops are located adjacent to the site and within circa 400 metres. These bus stops comprise simple flag and post stops and provide access to regular bus services serving Burgess Hill, Pulborough and Horsham. A summary of the existing bus services is provided in the table below based on information available online (WSCC, Traveline and bus operator websites).

Service	Route	Approximate Frequency of Services		
		Monday-Friday	Saturday	Sunday
100	Burgess Hill – Henfield – Steyning – Storrington – Pulborough – Horsham	1 service every hour	1 service every hour	1 service every 2 hours
106	Henfield High Street- Small Dole – Upper Beeding – Bramber – Steyning – Upper Beeding – North Lancing – Lancing – South Lancing – Worthing	1 service every hour (Tuesdays, Wednesdays & Fridays only)	No services	No services

Table 3.2 - Local Bus Services

- 3.17 Bus service 100 also serves Pulborough and Horsham railway stations, which form part of the network operated by Southern. The closest railway station to the site is at Hassocks, located approximately 12.6 kilometres to the east (via the A281/B2117), and so beyond the distance whereby walking and cycling are likely to provide a realistic option for travel.

Census Data

- 3.18 Typical travel modes of the existing working population have been established with reference to the 2011 Census 'Method of Travel to Work' data for the workday population for the immediate output area within which the site is located, along with the information for the District. The data is summarised in the table below and provided in **Appendix B**.

Method of Travel to Work	Output Area E02006601	Horsham District
Train	1%	3%
Bus, minibus or coach	3%	2%
Motorcycle. Scooter or moped	1%	1%
Car/van driver	76%	72%
Car/van passenger	5%	6%
Bicycle	2%	2%
On foot	12%	12%
Other	1%	0%
Total	100%	100%

Table 3.3 - Census Modal Split

- 3.19 The table above indicates the predominant mode of travelling to work amongst existing people working in the area is the private car. It is noticeable that around a quarter (23%) of people travel to work via sustainable modes of transport (i.e. public transport, car sharing, walking and cycling) in this area, which is comparable with the District as a whole (25%).

Summary

- 3.20 The site is situated to the west of the A2037 Shoreham Road, approximately 1.5 kilometres south of Henfield and north of a recently constructed employment development opposite Henfield Business Park. The site benefits from good access to the local highway network and more strategic routes. A review of road safety has not identified any issues associated with the existing highway that are considered to be detrimental to road safety. The site is accessible by sustainable forms of transport and within 2 kilometres of a range of amenities in Henfield. The next section of this report outlines the development proposals subject of this Transport Assessment.

4.0 Development Proposals

Overview

- 4.1 This section provides further information on the proposed development, as well as a summary of advice received at pre-application stage from WSCC as local Highway Authority. It presents the proposed access arrangements for vehicles, pedestrian and cyclists and demonstrates that suitable provision for parking and servicing can be accommodated within the site, having regard to pre-application advice. This section also provides information on measures to encourage more sustainable forms of travel.

Pre-application Advice

- 4.2 The application proposals were subject to pre-application liaison with WSCC as the relevant local Highway Authority earlier in 2024 (WSCC Reference: PRE-61-24). This Transport Assessment has been prepared having regard to advice received at pre-application stage and relevant guidance. The pre-applications meetings and liaison have been a key part in developing the proposals for the site and ensuring the assessment of the proposals is appropriate in view of the current planning context. In summary, the following comments were made by WSCC in respect of access, parking and servicing, and relating to submission documents:
- ▶ The principle of using the newly constructed access (LPA Reference: DC/20/0049) to the south to serve the development, which includes a bellmouth with 20 metre kerb radii, was accepted;
 - ▶ A drawing including visibility splays at the site access should be included in the Transport Assessment;
 - ▶ The proposed access arrangements will not require a Stage 1 Road Safety Audit as the access has been constructed within the previous 5 years (under a Section 278 Agreement);
 - ▶ Car parking should be in accordance with WSCC's parking parameters, a 10% reduction in line with the guidance will be considered if the Transport Assessment can provide sufficient justification;
 - ▶ Cycle parking should be provided in accordance with WSCC's parking parameters;
 - ▶ An assessment of the internal access roads should be tested using swept path analysis;
 - ▶ A Transport Assessment should be submitted as part of the application; and
 - ▶ A Staff Travel Plan should be produced for the site to encourage sustainable transport where possible.
- 4.3 The trip rates, presented in the next section of this Transport Assessment, were also agreed at pre-application stage, along with the scope of junction modelling (and committed development to take account of) presented in Section 6.

Proposed Use & Quantum

- 4.4 The development proposals comprise a total of 6,429 sqm of mixed Land Use Class B2 (General Industrial), B8 (Storage and Distribution) and E (g) (iii) (Light Industrial) units. The units are proposed to be arranged over four new buildings, providing 12 commercial units. A summary of the schedule of accommodation for the 12 commercial units is provided in the table below. The proposed site layout plan is included in **Appendix C**.

Unit	Gross Floor Area (sqm)
Unit A	656
Unit B	456
Unit C	466
Unit D	487
Unit E	487
Unit F	340
Unit G	327
Unit H	276
Unit I	290
Unit J	950
Unit K	744
Unit L	950
Total	6,429

Table 4.1 - Schedule of Accommodation

Access Strategy

- 4.5 It is proposed that access to the site will be achieved via the newly constructed access taken from Shoreham Road to the south (LPA Reference: DC/20/0049). This access has been constructed to serve the approved employment development totalling approximately 1,830 sqm and accommodate the movement of vehicles associated with the approved land use, including articulated vehicles. The proposed site layout plan ([Appendix C](#)) illustrates how this access will lead into the proposed development.
- 4.6 Pursuant to pre-application feedback from WSCC, the drawing included in [Appendix D](#) demonstrates visibility splays of 2.4metres by 130 metres to the north and 2.4 metres by 125 metres to the south.

Parking Strategy

- 4.7 The relevant parking guidance as previously outlined in Section 2 of this Transport Assessment has been used to determine parking provision for vehicles and cycles associated with the proposed development, as well as provision for electric vehicles and disabled persons.
- 4.8 The site layout plan ([Appendix C](#)) indicates a total of 103 car parking spaces, which includes 12 spaces for disabled persons (12%) and 41 bays with active provision for electric vehicle charging (39%). The plan also indicates a communal, secure sheltered cycle store to accommodate 52 bicycles in the form of two-tier racks.
- 4.9 Each unit will benefit from a disabled parking space and at least two bays compatible with electric vehicle charging, in addition to a loading bay and two cycle parking spaces in the form of a Sheffield-type stand close to their respective entrances.
- 4.10 In addition to the above, an additional seven standard parallel parking spaces are provided in the form of lay-bys within the development. Additional space is also available within the layout for larger delivery vehicles to park on the internal roads without obstructing the road or turning areas.
- 4.11 Having regard to parking standards introduced in Section 2 of this report the proposed development should make provision for between 64 and 213 car parking spaces. In respect of cycle parking provision should be made for between 13 and 43 cycle parking spaces for staff, plus 6 to 13 spaces for visitor cycles. The proposed parking provision was accepted as appropriate by WSCC at pre-application stage and is considered to be in accordance with adopted parking standards.

Servicing Strategy

- 4.12 The development proposals will generate movements by LGVs and HGVs. As such, to assess the adequacy of the internal site layout relating to each aspect of the proposed development, swept path analysis has been prepared to demonstrate vehicular movements associated with the site and is included in **Appendix E**.
- 4.13 It is anticipated that the largest vehicle that will require access to the site is a 16.5 metre articulated vehicle. The unit yard depths are deep enough to accommodate HGVs, but the general intention is that such vehicles would turn and stand on the internal road to service units. It is further anticipated that the majority of vehicles accessing units of this size will be vans/LGVs. As such, swept path analysis of vehicles accessing the site and/or internal loading bays and turning areas of the following vehicles has been prepared:
- ▶ Motion Drawing 140424-TK02C – 16.5 Metre Artic HGV entering/exiting at the approved/constructed site access;
 - ▶ Motion Drawing 140424-TK04C – Internal movements of a 16.5 Metre Artic HGV;
 - ▶ Motion Drawing 140424-TK06C – 10 Metre rigid truck parking in allocated loading/servicing bays.
- 4.14 Swept path analysis of the internal roads serving the development permitted under DC/20/0049 was included in the Transport Assessment accompanying the application (Appendix J – included a 15.5 metre articulated vehicle and 8 metre long box van). The access has been constructed under a Section 278 Agreement and so the ability for larger vehicles to use the approved site access arrangement, including the right turn lane, has been accepted by WSCC.

Encouraging Sustainable Travel

- 4.15 The internal layout has been designed to ensure suitable provision is made for encouraging more active and sustainable forms of travel, as appropriate, through ensuring connections to any internal pedestrian links approved under DC/20/0049 and external routes adjacent to the A2037, including access to nearby bus stops on Shoreham Road. In this regard, the site layout plan (**Appendix C**) includes a pedestrian connection to the bus stops and new footway on Shoreham Road (south of unit I/north of the development approved under DC/20/0049).
- 4.16 Appropriate provision has been made for cycle parking, having regard to the cycle parking standards detailed in Section 2. The site layout plan demonstrates a communal sheltered cycle store, in addition to Sheffield-type stands close to the entrance of each proposed unit.
- 4.17 A Framework Travel Plan has also been prepared to accompany the planning application focusing on encouraging more active and sustainable travel choices among future staff of the proposed development. Measures included within the Framework Travel Plan include infrastructure measures (such as connections to existing active and sustainable transport networks, site layout and cycle parking) and 'softer' measures including provision of Travel Information Packs to future employees of the development. The Framework Travel Plan should be read in conjunction with this Transport Assessment.
- 4.18 It is understood the scale of development falls below the threshold whereby Active Travel England (ATE) would be a statutory consultee on a future planning application (application for development over 7,500 sqm of non-residential floorspace are referable to ATE).

Summary

4.19 This section demonstrates that:

- ▶ Safe and suitable vehicular access to the site can be achieved from Shoreham Road via an existing access approved in October 2020 and recently constructed;
- ▶ The site benefits from existing pedestrian and cycle links constructed as part of the adjacent development (LPA Reference: DC/20/0049), which provide suitable access for active travel and to existing public transport services;
- ▶ The site layout has been designed to take account of relevant design guidance;
- ▶ Appropriate provision is made for car and cycle parking, based on local parking guidance, as well as suitable provision for electric vehicle charging and blue badge holders;
- ▶ There is adequate space within the site to ensure servicing and deliveries are able to turn to exit in a forward gear; and
- ▶ A Framework Travel Plan is submitted as part of the application, which outlines measures to support and encourage more active and sustainable travel among future employees.

5.0 Development Impact

Overview

- 5.1 This section of the Transport Assessment considers the traffic generation of the development proposals based on an interrogation of the TRICS database, applying survey data from comparable sites in terms of nature, use, scale of development and location type, for example.

Traffic Generation

- 5.2 The trip generation analysis presented below has been undertaken for circa 6,429 sqm mixed B2, B8 and E (g) (iii) commercial uses. To establish trip rates associated with the proposed uses, reference has been made to the TRICS database. The database has been interrogated to find comparable sites, using the following search parameters:

- ▶ Land Use – 02 Employment: - Industrial Estate;
- ▶ Gross Floor Area – up to 13,00 square metres;
- ▶ Region/Areas – England (excluding Greater London);
- ▶ Location – Suburban Area, Edge of Town, Neighbourhood Centre and Freestanding; and
- ▶ Selected Days – Weekdays Only.

- 5.3 Two surveys have been excluded from the site selection, which were completed during Covid-19 restrictions. The full TRICS output report for the preliminary assessment is included in **Appendix F**, whilst the table below summarises the trip rates and subsequent potential trip generation of the proposed commercial buildings. Figures in brackets relate to HGVs, which are inclusive within the 'all vehicle' trip rates and estimated vehicle movements. The trip rates presented in the table below were agreed as appropriate by WSCC as part of pre-application advice earlier in 2024.

Time Period	Trip Rate (per 100 sqm)			Traffic Generation (6,429 sqm)		
	Arr	Dep	Total	Arr	Dep	Total
Morning Peak Hour (08:00-09:00)	0.501 (0.03)	0.246 (0.023)	0.747 (0.053)	32 (2)	16 (1)	48 (3)
Afternoon Peak Hour (17:00-18:00)	0.192 (0.006)	0.447 (0.011)	0.639 (0.017)	12 (0)	29 (1)	41 (1)
Daily Movements (07:00-21:00)	4.290 (0.291)	4.187 (0.291)	8.477 (0.582)	276 (19)	269 (19)	545 (37)

Table 5.1 – Weekday Trip Rates & Traffic Generation (Industrial Estate) - 6,429 sqm

- 5.4 The table above demonstrates that the proposed commercial development could generate in the order of 41 to 48 vehicle movements during the morning and afternoon peak hours, and 545 vehicle movements over the course of a typical weekday. Of these movements, it is estimated that there would be up to three HGV movements during the weekday morning peak hour and one movement in the afternoon peak hour. Over the course of a typical weekday, the development could generate up to 37 HGV movements.

Traffic Impact

- 5.5 As identified in WSCC's Transport Assessment Methodology (July 2007) proposals that result in 30 or more vehicle movements on any link or junction in any hour should be subject to more detailed assessment. A highway impact assessment is presented in the next section of this report.
- 5.6 The development traffic outlined in this section has been distributed according to 2011 Census 'Location of usual residence and place of work by method of travel to work' data. **Traffic Figure 5.1** illustrates the distribution of development traffic based on this approach. This approach was agreed as part of pre-application discussions with the Highway Authority. **Traffic Figures 5.2** and **5.3** illustrate the peak hour development traffic flows on the local highway network based on this distribution.

Multi-Modal Movements

- 5.7 To understand the impact of the development proposals on more sustainable forms of travel, the vehicle movements outlined earlier in this section have been factored based on Census travel to work data introduced in Section 3. The table below summarises anticipated multi-modal movements associated with 6,429 square metres of commercial use.

Travel Mode		Morning Peak Hour		Afternoon Peak Hour		Daily	
		Arr	Dep	Arr	Dep	Arr	Dep
Train	1%	0	0	0	0	4	4
Bus. Minibus or coach	3%	1	1	0	1	10	10
Motorcycle, scooter or moped	1%	0	0	0	0	2	2
Car/van driver	76%	32	16	12	29	276	269
Car/van passenger	5%	2	1	1	2	19	19
Bicycle	2%	1	0	0	1	6	6
On Foot	12%	5	3	2	5	43	42
Other	1%	0	0	0	0	2	2
Total	100%	42	21	16	38	364	355

Table 5.2 - Multi-Modal Trip Generation

- 5.8 Based on the table above, it is estimated that the development proposals will result in approximately 63 multi-modal movements in the morning peak hour and 54 multi-modal movements in the afternoon peak hour, with in the order of 719 multi-modal movements across a typical weekday. Given the nature of the proposed site uses, it is evident that movements by more active and sustainable forms of travel are low.

Summary

- 5.9 This section has considered the impact of the proposals in terms of vehicle and multi-modal movements in reference to trip rates from the TRICS database and 2011 Census data.
- 5.10 In respect of vehicle movements, the proposed development is estimated to result in circa 48 vehicle movements during the weekday morning peak hour and 41 vehicle movements during the weekday afternoon peak hour. Across a typical weekday, the development is estimated to result in 545 vehicle movements. The next section of this report sets out a highway impact assessment to understand the impact of the development proposals on the operation of the local highway network.

6.0 Highways Impact Assessment

Overview

- 6.1 In relation to the assessment of highway impact, the WSCC Transport Assessment Methodology (July 2007) states:
- "Generally the study area will include all junctions where there is a predicted increase in total entry flows of 30 or more vehicles in any hour".*
- 6.2 The previous section of this report identifies that the development proposals will result in circa 48 and 41 vehicle movements during weekday morning and afternoon peak hours respectively. The highway impact assessment presented in this section considers the impact of the additional traffic on the operation of the highway network local to the site during weekday network morning and afternoon peak hours (08:15 to 09:15 and 17:00 to 18:00 hours).
- 6.3 The approach and scope of the assessment outlined in this section has been agreed in consultation with WSCC during the pre-application process. For ease of reference, the table below summarises estimated vehicle movements analysed within the modelling work presented in this section.

Scenario	Morning Peak Hour			Afternoon Peak Hour		
	Arrivals	Departures	Total	Arrivals	Departures	Total
6,429 sqm (Commercial Use)	32	16	48	12	29	41

Table 6.1 - Vehicle Movements during Morning and Afternoon Peak Hours

Traffic Surveys & Distribution

- 6.4 Manual classified turning count (MCTC) surveys were completed in September 2024 at the newly constructed access taken from Shoreham Road that serves the approved development to the south of the site (LPA Reference: DC/20/0049) and the A2037/A281 mini-roundabout the north as identified in **Figure 6.1** below, and as agreed during pre-application liaison with WSCC.

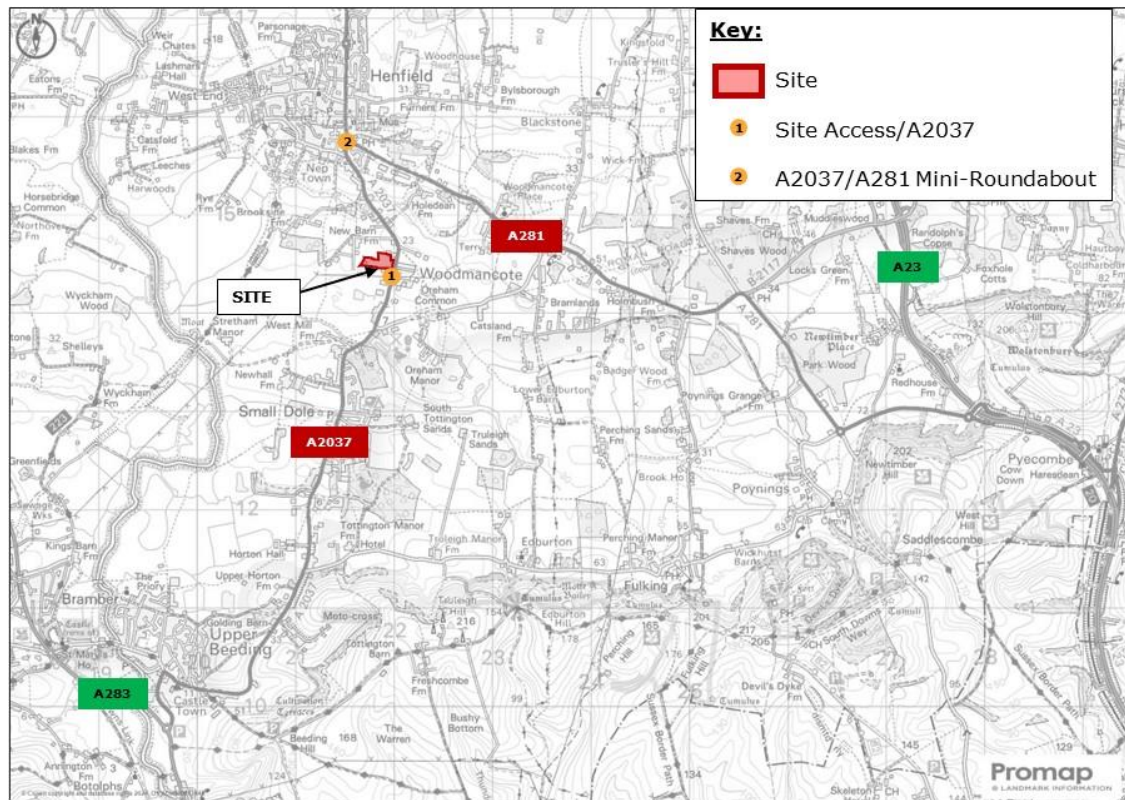


Figure 6.1 - Scope of Junction Modelling & Surveys

- 6.5 **Traffic Flow Figures 3.1 and 3.2**, previously referenced illustrate the recorded traffic flows on the local highway network based on this data during the identified network weekday morning and afternoon peak hours. Traffic survey data is included in **Appendix G**.

Growth & Committed Development

TEMPro Growth Rates

- 6.6 Growth rates from the Trip End Model Presentation Program (TEMPro) have been extracted for the Horsham 014 area, which are summarised in the table below. Appropriate rates were applied to the 2024 baseline traffic survey data to establish the 2029 future year. In this respect, the WSCC Transport Assessment Methodology (July 2007) states:

"Analysis must be carried out for the identified opening year for the development and for five years from date of lodging a planning application."

Period	Growth Factor
Morning Peak Hour 2024 to 2029	1.0575
Afternoon Peak Hour 2024 to 2029	1.0579

Table 6.2 – TEMPro Growth Factors

Parsonage Farm Committed Development

- 6.7 In respect of committed development, the WSCC pre-application response states:

"An area of Committed Development worth exploring is the Neighbourhood Plan allocation for circa 230 dwellings at Parsonage Farm to the north of the site which has been in consideration for some time."

- 6.8 It is understood that the Henfield Neighbourhood Plan (May 2021) includes an allocation for 205 dwellings on land at Parsonage Farm (as contained within Policy 2.1), which is located approximately 1.5 kilometres to the north of the A2037 High Street/A281 Brighton Road mini roundabout. An outline planning application was submitted in August 2021 for 235 dwellings (LPA Reference: DC/21/2013), however the application is still pending determination. The Transport Assessment accompanying the application was most recently updated in August 2024 and provides information with regard to morning and afternoon peak hour development traffic flows. These traffic flows are illustrated on **Traffic Flow Figures 6.1 and 6.2**.
- 6.9 It should be noted that no adjustment has been made to the TEMPro growth rates included in Table 6.2 above to reflect the fact that Parsonage Farm is allocated within the Henfield Local Plan.

Assessment Scenarios

- 6.10 The modelling includes an assessment of the 2024 baseline position for the site access junction with Shoreham Road and the A2037/A281 mini roundabout to the north of the site (**Traffic Flow Figures 3.1 and 3.2**) during the weekday morning (AM) and afternoon (PM) peak hours. This is based on recorded traffic flows for the surveys completed in September 2024.
- 6.11 Modelling has also been completed for the future year 2029 both 'without' and 'with' development illustrated on **Traffic Flow Figures 6.3 to 6.6**, as summarised below:
- ▶ **Traffic Flow Figures 6.3 and 6.4** 'without development': based on **Traffic Flow Figures 3.1 and 3.2**, with growth applied based on the growth rates extracted from TEMPro, plus the aforementioned committed development from **Traffic Flow Figures 6.1 and 6.2**.
 - ▶ **Traffic Flow Figures 6.5 and 6.6** 'with development': based on **Traffic Flow Figures 5.2 and 5.3**, plus the 'without development' scenario shown on **Traffic Flow Figure 6.3 and 6.4**.
- 6.12 As identified in Section 3, the baseline traffic flows for the site access arm have been adjusted to reflect predicted flows outlined in the GTA Transport Statement dated November 2019, on the basis that the approved development to the south (LPA Reference: DC/20/0049) is only partially constructed/operational.
- 6.13 The assessment reflects the geometric parameters of each junction, based on the approved Section 278 site access arrangement and modelling of the A281/A2037 junction contained within the Transport Assessment accompanying the Parsonage Farm planning application (referenced above). It should be noted that there is a short service road on the A281 High Street arm adjacent to the mini-roundabout approach, which appears to be used for parking/loading. Whilst this road in effect forms another arm of the mini-roundabout, traffic flows from this approach are considered to be low, and have therefore not been modelled.

Junction Modelling

Modelling Software

- 6.14 Modelling software contained within Junctions 9 (ARCADY and PICADY) has been used to assess the operation of the site access onto Shoreham Road along with the A2037/A281 mini-roundabout junction both without and with the proposed development.
- 6.15 PICADY, which is produced by the Transport Research Laboratory (TRL), express the relationship between traffic flow and the capacity of priority junctions as a ratio, referred to as the Ratio of Flow to Capacity (RFC), whereas ARCADY expresses the relationship between traffic flow and the capacity of roundabout junction as a ratio, using the above RFC principles. Based upon these results predictions are made about anticipated queue lengths (Q) and delays that are likely to occur at a junction. When a RFC of 1 is recorded, it indicates that a junction is at capacity, whilst a RFC of less than 0.85 is generally accepted as being representative of a junction operating under free flow conditions.

- 6.16 Junctions 9 also provides a further performance measurement, which correlates the length of delay experienced by arriving vehicles to a scale that is referred to as the 'Level of Service' (LoS). The LoS is determined having regard to the banding system that is set out in the Highway Capacity Manual approach to traffic capacity.
- 6.17 The following summarises the definitions that are provided within Highway Traffic Analysis and Design (Salter & Hounsell, 1996) for the various bandings that are predicted by Junctions 9:
- ▶ LoS A: Free Flow - Primarily free-flow operation with vehicles having almost complete freedom to manoeuvre;
 - ▶ LoS B: Reasonably Free Flow - Reasonable free-flow conditions with vehicles having a slightly restricted freedom to manoeuvre;
 - ▶ LoS C: Stable Flow - Stable operation but freedom to manoeuvre is restricted;
 - ▶ LoS D: Approaching Unstable Flow - Borders on unstable flow with freedom to manoeuvre severely limited;
 - ▶ LoS E: Unstable Flow - Traffic flow is very unstable and approaching capacity; and,
 - ▶ LoS F: Forced or Breakdown Flow - The point at which demand exceeds capacity.
- 6.18 A summary of the results of the assessments is presented in the remainder of this section. Full modelling outputs from Junctions 9 are included in **Appendix H**.

Junction 1 – Site Access/Shoreham Road

- 6.19 The site access junction with Shoreham Road has been modelled in the base year (2024) and the results are presented in the table below. The results indicate the junction currently operates well within capacity with a maximum RFC of 0.05.

2024 Baseline	AM Peak (08:15-09:15)			PM Peak (17:00-18:00)		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
Stream B-C (Site access – Shoreham Road North)	0.0	0.0	0.0	0.02	0.0	8.16
Stream B-A (Site Access - Shoreham Road South)	0.0	0.0	0.0	0.05	0.1	9.97
Stream C-B (Shoreham Road North – Site Access)	0.03	0.0	6.58	0.0	0.0	5.79

Table 6.3 – Site Access/Shoreham Road 2024 Operation AM & PM Peak Hour

- 6.20 The site access has also been modelled in the future year 2029, both without and with the proposed development. The results are summarised in the table below and indicate that the junction will continue to operate within capacity following implementation of the proposed development, with the maximum RFC of 0.09 identified in the afternoon peak hour.

2029 AM Peak (08:15-09:15)	Without Development			With Development		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
Stream B-C (Site access – Shoreham Road North)	0.00	0.0	0.0	0.02	0.0	7.28
Stream B-A (Site Access – Shoreham Road South)	0.01	0.0	13.62	0.04	0.0	11.67
Stream C-B (Shoreham Road North – Site Access)	0.03	0.0	6.54	0.07	0.1	6.98
2029 PM Peak (17:00-18:00)	Without Development			With Development		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
Stream B-C (Site access – Shoreham Road North)	0.02	0.0	8.27	0.05	0.1	7.26
Stream B-A (Site Access – Shoreham Road South)	0.05	0.1	10.27	0.09	0.1	10.48
Stream C-B (Shoreham Road North – Site Access)	0.00	0.0	5.85	0.02	0.0	5.94

Table 6.4 – Site Access/Shoreham Road 2024 Operation AM & PM Peak Hour

Junction 2 - A2037/A281 Mini-Roundabout Junction

- 6.21 The A2037/A281 mini-roundabout junction to the north of the site has been modelled in the base year (2024) and the results are presented in the table below. The results indicate that the junction currently operates within capacity with a maximum RFC of 0.60.

2024 Baseline	AM Peak (08:15-09:15)			PM Peak (17:00-18:00)		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
Brighton Road	0.29	0.4	7.23	0.39	0.6	7.43
Shoreham Road	0.24	0.3	4.35	0.25	0.3	4.41
Golden Square	0.17	0.2	9.35	0.16	0.2	9.10
High Street	0.60	1.5	12.32	0.56	1.3	10.52

Table 6.5 – A2037/A281 Mini-Roundabout 2024 Operation AM & PM Peak Hour

- 6.22 The A2037/A281 mini-roundabout junction has also been modelled in the future year 2029, both without and with the proposed development. The results are summarised in the table below and indicate that the junction will continue to operate within capacity following implementation of the proposed development, with a maximum RFC of 0.68 identified in the morning peak hour on the High Street arm.

2029 AM Peak (08:15-09:15)	Without Development			With Development		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
Brighton Road	0.32	0.5	7.65	0.33	0.5	7.80
Shoreham Road	0.26	0.3	4.48	0.27	0.4	4.50
Golden Square	0.19	0.2	9.95	0.19	0.2	10.07
High Street	0.67	1.9	14.58	0.68	2.1	15.31
2029 PM Peak (17:00-18:00)	Without Development			With Development		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
Brighton Road	0.43	0.8	8.06	0.44	0.8	8.16
Shoreham Road	0.28	0.4	4.61	0.29	0.4	4.69
Golden Square	0.18	0.2	9.90	0.19	0.2	10.19
High Street	0.60	1.5	11.73	0.61	1.6	12.01

Table 6.6 – A2037/A281 Mini-Roundabout 2029 Operation AM & PM Peak Hour

Summary

- 6.23 This section considers the impact of traffic associated with the proposed development at the site access with Shoreham Road and the A2037/A281 mini-roundabout junction to the north of the site. In summary it is concluded that both junctions will continue to operate within capacity following implementation of the proposed development.
- 6.24 The assessment completed in this section focuses on the network peak hours. Against this background, it is considered that the proposed development will not result in any material adverse disruption to the free-flow of traffic on the local highway network and certainly not the 'severe' impact referenced in the NPPF. In this regard it is considered that the proposed development is consistent with the national and local transportation policies with respect to traffic impact.

7.0 Summary & Conclusions

- 7.1 This Transport Assessment has been prepared to accompany a planning application by Arlo Holding Limited for commercial development of land west of Shoreham Road Henfield, West Sussex.
- 7.2 The proposed development has been subject to pre-application discussions with WSCC as local highway authority. This Transport Assessment, which has been prepared having regard to relevant guidance and takes account of pre-application advice, demonstrates that:
- ▶ The proposals accord with national and local policies relevant to transport;
 - ▶ A review of road safety has not identified any issues associated with the existing highway network that are considered to be detrimental to road safety;
 - ▶ Safe and suitable vehicular access to the site can be achieved from Shoreham Road via an existing access approved in October 2020 and recently constructed under Section 278 Agreement;
 - ▶ The site benefits from existing pedestrian and cycle links constructed as part of the adjacent development (LPA Reference: DC/20/0049), which provide suitable access for active travel and to existing public transport services;
 - ▶ The site layout has been designed to take account of relevant design guidance;
 - ▶ Appropriate provision is made for car and cycle parking, based on local parking guidance, as well as suitable provision for electric vehicle charging and blue badge holders;
 - ▶ A Framework Travel Plan is submitted as part of the application, which outlines measures to support and encourage more active and sustainable travel among future occupiers;
 - ▶ The proposals included appropriate provision for servicing and deliveries on-site;
 - ▶ The proposed development is estimated to result in circa 48 vehicle movements during the weekday morning and 41 vehicle movements during the weekday afternoon peak hours;
 - ▶ In terms of movements by HGVs, the assessment has estimated that the proposed development could result in up to approximately 3 movements by such vehicles in the weekday morning and afternoon peak hours and around 37 HGV movements across a typical weekday;
 - ▶ Modelling of the site access junction with Shoreham Road and the A2037/A281 mini roundabout to the north during weekday peak hours demonstrates that the proposed development will not have a material impact on the operation of these junctions and, on this basis, it is considered that the proposals will not interfere with the operation of the adjoining highway network in terms of capacity; and,
 - ▶ The proposed development is estimated to result in circa 63 multi-modal movements during the weekday morning peak hour and 54 multi-modal movements during the weekday afternoon peak hour. The increase in public transport passengers is not considered likely to give rise to any capacity concerns.
- 7.3 On the basis of the above, it is considered there is no reason why the proposed development should be resisted on traffic or transportation grounds.