

Proposed Residential Development
Shermanbury Road, Partridge Green

June 2026

TRANSPORT ASSESSMENT

REPORT

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Partridge Green

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CONTENTS

1	INTRODUCTION	4
1.1	Preamble	4
1.2	The Vision.....	4
1.3	Consultation.....	4
1.4	Structure of Report	5
2	EXISTING SITE & DEVELOPMENT PROPOSALS.....	7
2.1	Existing Site	7
2.2	Baseline Traffic Data	8
2.3	Local Highway Network.....	8
2.4	Development Proposals	9
2.5	Vehicular Access	9
2.6	Delivery and Servicing.....	11
2.7	Parking	11
2.8	Active Travel Connections	11
3	TRANSPORT PLANNING POLICY	14
3.1	Introduction.....	14
3.2	National Policy	14
3.3	Local Policy.....	17
3.4	National and Local Policy Summary.....	22
4	ACCESSIBILITY BY NON-CAR MODES	23
4.1	Introduction.....	23
4.2	Access by Walking / Wheeling.....	23
4.3	Access by Cycle.....	30
4.4	Access by Bus	31

4.5	Access by Rail	33
4.6	Non-Car Access Summary	34
5	PROMOTING SMARTER CHOICES VIA TRAVEL PLANS	36
5.1	Introduction	36
5.2	Travel Plan.....	36
6	TRAFFIC IMPACT ANALYSIS	37
6.1	Introduction	37
6.2	Assessment Criteria	37
6.3	Existing Traffic Flows	37
6.4	Background Traffic Growth.....	38
6.5	Committed Developments	39
6.6	Baseline Flows	41
6.7	Proposed Development Trips	41
6.8	Trip Distribution and Assignment.....	42
6.9	Changes in Traffic.....	43
6.10	Capacity Assessments	45
6.11	Capacity Assessment Summary	50
7	ACCIDENT ANALYSIS	51
7.2	Accident Analysis Summary	52
8	CONCLUSIONS	53

PLANS

Plan 1	Site Location
Plan 2	Proposed Site Layout
Plan 3	Proposed Site Access Plan
Plan 4	800m & 2km Pedestrian Catchment

FIGURES

Figures 1 to 23 Appended

APPENDICES

Appendix 1	WSCC Pre-Application Response
Appendix 2	Baseline Traffic Data
Appendix 3	Stage 1 Road Safety Assessment & Designers Response
Appendix 4	Framework Travel Plan
Appendix 5	PICADY Output – Proposed Site Access / Shermanbury Road
Appendix 6	PICADY Output – Partridge Green Road / Brighton Road
Appendix 7	PICADY Output – High Street / Littleworth Lane
Appendix 8	PICADY Output – Church Road / High Street / Bines Road

1 INTRODUCTION

1.1 Preamble

1.1.1 Eddisons has been instructed by Wain Estates (Land) Limited to advise on the traffic and transport issues relating to an outline planning application for a residential development on land at Shermanbury Road in Partridge Green, Horsham, West Sussex.

1.1.2 This report sets out the relevant traffic and transport planning considerations associated with the development proposals, to assist West Sussex County Council (WSCC), as the local highway authority, in the positive determination of the forthcoming planning application.

1.2 The Vision

1.2.1 Wain Estates (Land) Limited is committed to delivering high-quality, sustainable developments that provide much-needed housing in suitable locations. The company aims to create communities that offer benefits for both new and existing residents wherever possible.

1.2.2 The proposals seek outline planning permission for the demolition of existing buildings and structures and the erection of up to 75 dwellings with public open space, landscaping and vehicular access point from Shermanbury Road. All matters to be reserved except for access.

1.3 Consultation

1.3.1 A pre-application consultation was held with WSCC Highways, acting as the Local Highway Authority, via a Microsoft Teams meeting on 12 March 2026, between a WSCC officer and Eddisons. The meeting considered the emerging development proposals and the associated transport considerations, including the requirement for a new three-arm priority junction onto Shermanbury Road (40 mph), and discussed the scope of the Transport Assessment required to support a future planning application.

- 1.3.2 Key matters discussed to inform the Transport Assessment and site access design included access layout and visibility, pedestrian connectivity and footway provision, the need for speed survey data to confirm visibility splays, junction capacity assessments (including cumulative development impacts) at three local junctions in addition to the site access, parking strategy, Travel Plan provision, and the requirement for a Stage 1 Road Safety Audit.
- 1.3.3 WSCC confirmed that the presented trip rates were acceptable and considered representative of the development and subject to the above matters being appropriately addressed in the TA, the proposed access strategy and assessment methodology were acceptable in principle.
- 1.3.4 A copy of the pre-application advice response is included in **Appendix 1**.

1.4 Structure of Report

- 1.4.1 Following this introduction, **Section 2** describes the existing site and development proposals, and **Section 3** summarises the national and local policy context relevant to the site's location,
- 1.4.2 The development aims to deliver a sustainable, inclusive, and well-connected small development that supports active travel, reduces car dependency, and integrates seamlessly with WSCC's existing transport infrastructure, providing a natural urban infill.
- 1.4.3 **Section 4** assesses the site's accessibility by non-car modes including public transport, and **Section 5** contains details of the proposed Framework Travel Plan (FTP).
- 1.4.4 By prioritising walking, wheeling and access to public transport, the scheme will promote safe, equitable, and low-carbon travel choices for all residents, while enhancing connectivity to local amenities and the wider area.
- 1.4.5 **Section 6** discusses the traffic impact of the proposed development, whilst **Section 7** details existing historical accident statistics on the highway network.
- 1.4.6 In order to align with national and local planning policy, the vision will minimise the traffic impact on the surrounding road network by promoting sustainable travel

behaviours and reducing reliance on private vehicles to ensure a safe and reliable road network.

Section 8 draws together the summary and conclusion of the report.

2 EXISTING SITE & DEVELOPMENT PROPOSALS

2.1 Existing Site

- 2.1.1** The site is located on land to the north of Shermanbury Road, east of Partridge Green village in Horsham, West Sussex. Its location is shown on **Plan 1**.
- 2.1.2** The land comprises a former paddock and stables, together with a residential dwelling, and benefits from a frontage onto Shermanbury Road. The redline boundary begins as a narrow strip off Shermanbury Road, then extends northwards and widens beyond Camomile Cottage, which is a large residential house also fronting onto Shermanbury Road.
- 2.1.3** The site lies to the east of Partridge Green, a village south of Horsham in West Sussex. The village is characterised by residential areas to the north and around the High Street, with small businesses and light industrial uses to the south. Partridge Green is set within a predominantly rural landscape, with the nearest major towns being Horsham and Crawley to the north, and coastal towns such as Worthing, Shoreham-by-Sea, and Brighton & Hove to the south.
- 2.1.4** The site is bounded to the south by Shermanbury Road and Camomile Cottage. To the east, the boundary follows Greentree Lane, a public right of way accessed from Shermanbury Road, which connects to The Meadow (an outdoor events space and wedding venue), a wooded area, and other development plots before rejoining the local road network at the A281 to the northeast. The northern boundary adjoins open fields and farmland, while land to the west separates the site from Partridge Green.
- 2.1.5** The land to the west is allocated in the Regulation 19 Publication Draft Local Plan, and planning permission was granted to Gladman Developments Ltd on 5 November 2025 for 120 new homes (ref. DC/24/0428). The approved scheme includes footway improvements, such as restoring the footway to its full width by removing encroaching vegetation and providing an uncontrolled pedestrian crossing with tactile paving adjacent to the Dunstan's Farm access. These measures, secured by condition, will enhance pedestrian connectivity to and from the village centre.

2.2 Baseline Traffic Data

2.2.1 To establish existing traffic conditions on the local highway network, three full junction turning count (JTC) surveys were undertaken at the following locations:

- **JCT 1:** Church Road / High Street / Bines Road priority junction.
- **JCT 2:** High Street / Littleworth Lane mini-roundabout.
- **JCT 3:** Partridge Green Road / Brighton Road priority junction.

2.2.2 Junction turning count surveys were undertaken on Thursday 26 March 2026 to establish existing baseline traffic flows at the surveyed junctions.

2.2.3 The surveys focused on key junctions and roads along the B2116 corridor (including High Street, Shermanbury Road and Partridge Green Lane) which may experience any potential traffic impact from the proposed development traffic.

2.2.4 The JCT surveys recorded vehicular turning movements and queue lengths during the weekday AM peak period (07:00–10:00) and PM peak period (16:00–19:00).

2.2.5 In addition to the JCT surveys, a 7-day, 24-hour Automatic Traffic Count (ATC) survey was undertaken from Friday 20 March 2026 at the proposed site access location. The ATC survey recorded traffic flows and vehicle speeds to inform an understanding of prevailing traffic speeds on Shermanbury Road. On review of the results, the recorded 85th percentile average speed across the 7-day survey period at the location of the proposed access was 37.9 mph, which provides a robust and representative basis for the design and assessment of visibility splays on Shermanbury Road.

2.2.6 The full traffic survey data is presented within **Appendix 2**.

2.3 Local Highway Network

2.3.1 Shermanbury Road forms part of the B2116 and provides an important east–west link through the local area, connecting to Partridge Green to the west and Shermanbury to the east. At its eastern end, the B2116 meets the A281 Brighton

Road which is a key strategic north-south route linking Horsham to the north with Brighton and the south coast to the south.

2.3.2 To the west, Shermanbury Road passes through Partridge Green, where it becomes the High Street. Within the village, it intersects with Littleworth Lane at a mini roundabout before continuing west to meet the B2135 Church Road and Bines Road. The B2135 provides a north–south connection between West Grinstead and the A24 to the north, and Steyning and the A283 Steyning Bypass to the south, which in turn connects through to Old Shoreham and Brighton City Airport.

2.3.3 Shermanbury Road is generally of a good standard, accommodating two-way traffic with intermittent footways and a posted speed limit of 40 mph at the proposed site access location. As part of the recently approved residential development to the west, this speed limit at the site access location will be reduced to 30 mph, which will improve conditions for pedestrians and ensure compliance with visibility requirements for new accesses.

2.4 Development Proposals

2.4.1 The development proposals are for the demolition of existing buildings and structures and the erection of up to 75 dwellings with public open space, landscaping and vehicular access point from Shermanbury Road. All matters to be reserved except for access.

2.4.2 The proposed site layout is shown in **Plan 2**. This is an indicative drawing, showing one way the site could be developed, as the site layout is a reserved matter.

2.5 Vehicular Access

2.5.1 Vehicular access into the site will be taken from the south via a new 3-arm priority junction off Shermanbury Road. The access design replicates the geometry agreed as part of the Gladman scheme, with the access arm incorporating 6.0-metre corner radii and a 5.5-metre carriageway width. These parameters were confirmed as acceptable during the pre-application meeting with WSCC.

- 2.5.2** Footways of 2.0 metres will be provided on either side of the carriageway and will connect into the local pedestrian network. Dropped kerbs and tactile paving will be incorporated across the site access road to ensure inclusivity for disabled and wheeled users.
- 2.5.3** Shermanbury Road is currently subject to a 40-mph speed limit at the proposed site access location. However, as part of the approved Gladman Developments scheme to the west, this speed limit has been proposed to be reduced to 30 mph to accommodate new development. The proposed speed limit reduction would ensure that appropriate visibility splays of 2.4 m x 43 m can be achieved in both directions at the site access, together with adequate forward visibility for vehicles turning into the site, in accordance with relevant highway design standards.
- 2.5.4** In the event that the Gladman Developments scheme does not come forward, it is proposed that the 30 mph speed limit would still be introduced as part of the proposed development, with the relocation of the speed limit terminal signs to the east, as indicated on the Proposed Site Access Junction drawing in **Plan 3**.
- 2.5.5** In terms of junction spacing relative to the proposed Gladman access, the separation between the two access junctions is considered to be generally acceptable. Manual for Streets guidance advises that same-side junction spacing should be broadly equivalent to the required visibility splay for the prevailing speed limit; in this case, 43.0 metres for a 30 mph road. While the spacing between the proposed site access and the Gladman access is marginally below this distance, it remains sufficient in practice.
- 2.5.6** The horizontal alignment of Shermanbury Road, which curves to the west, ensures that vehicles positioned at the Gladman access would not impede visibility from the proposed site access. As such, adequate inter-visibility is maintained between the junctions, and the proposed junction spacing is considered acceptable from a highway safety perspective.
- 2.5.7** To understand road safety at the proposed site access, a Stage 1 Road Safety Audit (RSA) was undertaken on Wednesday 8 April 2026, in accordance with a request from WSCC made during the pre-application meeting, which requires an

RSA for all new access designs onto the highway network. The audit reviewed the proposed access design at the preliminary design stage.

2.5.8 The proposed junction design has been reviewed against the issues and recommendations identified within the RSA and is considered acceptable from a road safety perspective.

2.5.9 The RSA report and the Designer's Response are provided in **Appendix 3**.

2.5.10 The proposed site access junction plan showing junction geometries and visibility splays is shown in **Plan 3**.

2.6 Delivery and Servicing

2.6.1 The internal layout will be designed to accommodate a WSCC refuse vehicle and fire tender, however, at this stage the internal layout is a reserved matter.

2.7 Parking

2.7.1 Car and cycle parking provision will be provided in accordance with WSCC parking standards and will be appropriate in scale and layout to serve the development effectively. The precise quantum and distribution of parking spaces will be finalised and submitted for approval at the Reserved Matters stage.

2.7.2 In addition, private driveways will be located close to dwellings' primary entrances to encourage regular use, support accessibility for disabled and mobility-impaired users, and reduce the likelihood of inappropriate on-street parking.

2.8 Active Travel Connections

2.8.1 The Government's National Planning Policy Framework sets out how new proposals should attempt to influence the mode of travel to development in terms of gaining a shift in modal split towards non-car modes.

2.8.2 Local Transport Note 1/20 (LTN 1/20) also provides guidance to local authorities on delivering high quality, cycle infrastructure including planning for cycling.

- 2.8.3** Active Travel England's responsibilities cover walking and 'wheeling,' such as the use of wheelchairs (self-propelled or powered) and mobility scooters. Active Travel England's aim is to increase the number of local journeys being walked, wheeled, or cycled by 2030.
- 2.8.4** The Department for Transport (DfT) document; 'Inclusive mobility: making transport accessible for passengers and pedestrians' provides guidance on designing and improving the accessibility and inclusivity of public transport and pedestrian infrastructure.
- 2.8.5** As will be detailed in the following section of the report, the site is accessible by non-car modes and will cater for needs of the development's residents to assist in promoting a choice of travel modes other than the private car. This will reduce the reliance on the private car compared with isolated rural locations elsewhere in the county.
- 2.8.6** Pedestrian and cycle access will be taken from the Shermanbury Road along the site frontage, which will benefit from improvements delivered as part of the approved Gladman development to the west of the site. These include a widened northern footway, a new pedestrian crossing across Shermanbury Road, and a reduced speed limit directly outside the site, all of which will enhance pedestrian connectivity into Partridge Green and improve safety for crossing Shermanbury Road.
- 2.8.7** In the event that the Gladman Developments scheme does not come forward, it is proposed in principle that the pedestrian improvements identified as part of the Gladman scheme would be delivered through the proposed development, subject to agreement with West Sussex County Council (WSCC). Furthermore, in line with advice provided by WSCC at the pre-application stage, the applicant would also be willing to explore the delivery of additional localised pedestrian enhancements, including the provision of tactile paving at junctions leading into Partridge Green where it is currently not present.
- 2.8.8** The internal layout of the site will be designed to provide a self-enforcing 20mph zone and provide linkages between the site and the existing footway and footpath infrastructure.

- 2.8.9** The nearest accessible bus stops to the site are on High Street, approximately 400 metres west of the site access, and consist of bus stop poles with timetable information. Additional bus stops are located on Shermanbury Road to the east; however, there are no dedicated footways to reach the eastern stops, and these stops provide access the same services as the High Street stops.
- 2.8.10** As part of the wider package of improvements, the applicant will explore opportunities to deliver enhancements to nearby bus stops, including the provision of real-time passenger information and/or improvements to bus stop infrastructure such as shelters. The scope and feasibility of these measures will be reviewed and agreed with WSCC through the planning process. In addition, opportunities to improve connections to the surrounding Public Rights of Way (PRoW) network will also be explored, with the detailed design and delivery of all schemes to be considered further at the Reserved Matters stage.
- 2.8.11** It is considered that this infrastructure will ensure the site is well connected by public transport and that non-car modes of transport are accessible, attractive, and encouraged. Further details are provided in Section 4 of this report.

3 TRANSPORT PLANNING POLICY

3.1 Introduction

3.1.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies and is a relevant material consideration. The Planning Practice Guidance provides further detail on how the NPPF should be applied.

3.1.2 Local transport planning policy has been taken from the West Sussex County Council Local Transport Plan (WSLTP) which covers the period between 2022 and 2036 and was updated in April 2022.

3.1.3 This section will briefly outline the pertinent policies relating to the proposed development.

3.2 National Policy

National Planning Policy Framework

3.2.1 The latest version of the NPPF was published in December 2024. The presumption in favour of sustainable development is a central theme running through the NPPF, which states at paragraph 109 that:

“Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable, and popular places. This should involve:

- a) making transport considerations an important part of early engagement with local communities.*
- b) ensuring patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes and contribute to making high quality places.*
- c) understanding and addressing the potential impacts of development on transport networks.*

- d) *realising opportunities from existing or proposed transport infrastructure and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated.*
- e) *identifying and pursuing opportunities to promote walking, cycling and public transport use; and identifying, assessing, and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.”*

3.2.2 Paragraph 110 of the NPPF states:

'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.'

3.2.3 Similarly, paragraph 115 of the NPPF states that:

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

- a) *sustainable transport modes are prioritised taking account of the vision for the site, 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 that reflect current national guidance, including the National Design Guide and the National Model Design Code⁴⁸; 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 through a vision-led approach.”

3.2.4 It is worth noting that policies 110 and 115 are referred to within footnote 9 of paragraph 11, which states *‘Plans and decisions should apply a presumption in favour of sustainable development’* and that *‘For decision-taking this means... where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date⁸, granting permission unless:’*

‘ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination⁹.’

3.2.5 As will be demonstrated within this Transport Assessment, the proposed development accords with the policy tests contained within paragraphs 110 and 115.

3.2.6 Paragraph 116 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 on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”

3.2.7 Paragraph 117 continues by advising:

“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.”*

3.2.8 Paragraph 118 advises that:

‘All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.’

3.2.9 As will be demonstrated within this document, the proposed development accords with the aims and objections of the NPPF.

3.3 Local Policy

West Sussex Local Transport Plan (WSLTP) (2022-2036)

3.3.1 The WSLTP is the County Council’s strategic framework for managing and improving the transport network between 2022 and 2036, which was updated in April 2022. It sets out policies and investment priorities to address key challenges and deliver a sustainable, efficient, and accessible transport system. The Plan is a statutory requirement under the Transport Act 2000 (as amended) and provides the main policy context for transport in the region covering a wider range of key challenges, including:

- Tackling climate change and reducing carbon emissions
- Managing local environmental impacts

- Addressing economic disparities across the area
- Responding to development pressures and regeneration opportunities
- Meeting the needs of a growing and ageing population
- Improving public health and well-being
- Enhancing access to essential services
- Resolving transport network performance issues

3.3.2 The Plan establishes a long-term vision for a transport network that promotes sustainable growth, enhances connectivity, and supports healthier lifestyles. This vision includes:

- Progressing towards net zero carbon emissions by 2050 through measures such as local living, increased uptake of electric vehicles, and reduced reliance on fossil fuels.
- Creating a safer, more efficient, and resilient network with greater emphasis on walking, cycling, and public/shared transport.
- Reducing congestion on key corridors linking local towns with major destinations such as London, Gatwick Airport, and surrounding cities.
- Ensuring communities remain well-connected and have access to green spaces and protected landscapes.
- Making active travel and shared transport attractive and practical options in urban areas, while maintaining access for rural communities.
- Minimising negative impacts such as air pollution, noise, and rat-running to protect quality of life.

3.3.3 To deliver this vision, the LTP sets out a series of objectives and thematic strategies, including Active Travel, Shared Transport, Rail, Access to Strategic Hubs, and Road Network Management, alongside area-specific strategies to address local priorities.

- 3.3.4** The WSLTP provides the policy foundation for creating a transport network that supports economic growth, improves access to jobs and services, and enhances quality of life. By prioritising sustainable travel and reducing environmental impacts, the Plan aims to deliver a healthier, more resilient transport system for communities across West Sussex.

West Sussex Active Travel Strategy (2024–2036)

- 3.3.5** In 2016, WSCC adopted the West Sussex Walking and Cycling Strategy, which was “designed to complement the Government’s emerging Cycling and Walking Investment Strategy and sets out the County Council’s aims and objectives for walking and cycling, together with priorities for infrastructure investment.” In response to changes in travel behaviour, priorities and funding streams following the Covid-19 pandemic, the West Sussex Active Travel Strategy builds upon the work undertaken as part of the previous Walking and Cycling Strategy.

- 3.3.6** To deliver the vision of the West Sussex Active Travel Strategy, a series of overarching aims have been identified to guide its implementation over time. These aims align with the council’s wider policy framework and reflect the application of national active travel policy at a local level. The objectives set out within the strategy also closely align with the aims of this Transport Assessment, in particular:

- Supporting the decarbonisation of the transport network.
- Reducing the need to travel by motorised vehicles.
- Improving physical health and wellbeing across the county.
- Supporting future economic prosperity and vibrant local communities.

West Sussex County Council Guidance on Parking at New Developments (September 2020)

- 3.3.7** The WSCC Guidance on Parking at New Developments sets out the countywide parking standards to be applied to new development proposals. This guidance is to be used to inform and determine the appropriate level of car and cycle parking provision for all new development in West Sussex.

Horsham District Local Plan 2023–2040 (Regulation 19, Emerging)

3.3.8 The Horsham District Local Plan 2023–2040 (Regulation 19) provides the strategic planning framework for development within Horsham District outside the South Downs National Park. The following policies are relevant to the highways and transport considerations of the proposed development.

Strategic Policy 23: Infrastructure Provision

3.3.9 Strategic Policy 23 seeks to ensure that new development is supported by adequate infrastructure provision. It requires that:

- Development is dependent on sufficient capacity in existing local infrastructure, or the provision of appropriate mitigation.
- Where additional infrastructure capacity is required, this is delivered in a timely manner to serve the development or relevant phase.
- Infrastructure provision is secured through planning obligations, Community Infrastructure Levy, or planning conditions as appropriate.

Strategic Policy 24: Sustainable Transport

3.3.10 Strategic Policy 24 promotes sustainable transport and prioritises non-car modes of travel. The policy requires development to:

- Minimise the need to travel, including provision for home working.
- Prioritise safe and convenient walking and cycling through layout, design and location.
- Deliver walking and cycling routes which are safe, attractive, direct and integrated with the wider network.
- Provide for bus infrastructure where feasible.
- Maximise access to rail services by sustainable modes.
- Consider innovative and flexible transport solutions.

- Accord with relevant national and local guidance, including the National Model Design Code, West Sussex Transport Plan, LTN 1/20 and Local Cycling and Walking Infrastructure Plans.

3.3.11 Major development proposals are required to be supported by a Transport Assessment or Transport Statement, and where necessary, a Travel Plan.

Policy 25: Parking

3.3.12 Policy 25 sets out requirements relating to parking provision, including:

- The provision of adequate, safe and secure parking balanced with good urban design and residential amenity.
- Provision in accordance with adopted parking standards.
- Appropriate parking for motorcycles and mobility-impaired users.
- Secure and conveniently located cycle parking.
- Provision for electric vehicle charging and future infrastructure.
- Requirements relating to communal parking and on-street charging.
- Restrictions on development involving the loss of existing parking and airport-related parking.

Strategic Policy 27: Inclusive Communities, Health and Wellbeing

3.3.13 Strategic Policy 27 seeks to promote inclusive, healthy and safe environments. The policy requires development to:

- Support the creation of inclusive and adaptable places.
- Enable and support healthy lifestyles and wellbeing.
- Address the needs of a diverse range of users, including older people, those with disabilities, children and minority groups.
- Promote active transport through design and layout.

- Incorporate best practice and relevant national and local guidance relating to health and wellbeing.

3.4 National and Local Policy Summary

3.4.1 Reference to national guidance contained within NPPF confirms that the site is well related to the surrounding area and will contribute towards the creation of a sustainable development.

3.4.2 The review of both national and local policy has shown that the proposals conform to the aims and aspirations and will assist in delivering the policies contained therein.

4 ACCESSIBILITY BY NON-CAR MODES

4.1 Introduction

4.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

4.1.2 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

4.1.3 The accessibility of the proposed site has been considered by the following modes of transport:

- access by walking / wheeling.
- access by cycle.
- access by bus.
- access by rail.

4.2 Access by Walking / Wheeling

4.2.1 It is important to create a choice of direct, safe, and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk / wheel whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

4.2.2 The nearest existing footway to site is located along the northern side of the B2116 Shermanbury Road, to the west of the proposed site access, and provides a pedestrian connection into Partridge Green village. This footway is currently narrow and below the preferred width for a footpath to a new development and also suffers from some encroachment from the adjacent grass verge. Further west of the proposed site access, a second footway begins on the southern side of the road, providing a continuous pedestrian connection along both sides of the road

into Partridge Green. The southern footway appears to also suffer from verge encroachment.

- 4.2.3 As part of the approved Gladman development, maintenance works will be undertaken to restore the full width of the northern footway and address verge encroachment. In addition, a new pedestrian crossing will be provided across Shermanbury Road at the point where the southern footway begins. These improvements will enhance pedestrian links and strengthen connectivity between the proposed site and Partridge Green.
- 4.2.4 The wider surrounding area around Partridge Green benefits from a network of pedestrian infrastructure, including good quality footways, street lighting, and uncontrolled crossing points. These features create an environment conducive to walking and should help encourage future residents to travel to and from the site via foot.
- 4.2.5 Several PRoWs are located around the site, offering opportunities for enhanced pedestrian movement. Footpath WEG-1761 runs directly adjacent to the western boundary of the proposed site and connects the B2116 Shermanbury Road northwards towards footpath COW-1761-1, which connects to the west towards Littleworth Lane. On the eastern side of the site, bridleway WEG-2800 follows Greentree Lane towards the A281 to the east.
- 4.2.6 Additionally, footpath WEG-2808, located to the south of the site connects the B2116 Shermanbury Road with footpath WEG-2373, which runs west towards Bines Road, and footpath WEG-1841 runs east towards Shermanbury. Further PRoW's located around Partridge Green provide connections between residential and rural areas around the site as displayed below in **Figure 4.1**.



Figure 4.1 Public Right of Way in the vicinity of the site (West Sussex County Council)

- 4.2.7 Overall, the Public Rights of Way (PRoW) network provides recreational walking routes and traffic-free routes to Partridge Green.
- 4.2.8 The DfT National Travel Survey of 2023 confirms that 81% of all trips under one mile (1.6km) are made by foot.
- 4.2.9 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. **Table 4.1** summarises the IHT guidance on suggested preferred maximum walking distances to town centres, commuting and school destinations, and other destinations.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

Table 4.1 IHT ‘Providing for Journeys on Foot’ Walk Distances

- 4.2.10 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000-metre distance in paragraph 4.4.1. This states that ‘*walkable neighbourhoods are*

typically characterised by having a range of facilities within 10 minutes’ (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km’.

4.2.11 **Table 4.2** below summarises this guidance in tabular form.

‘Comfortable’ Walk	‘Preferred Maximum’ Walk
800m	2,000m

Table 4.2 Manual for Streets Walk Distances

4.2.12 Further evidence that people will walk further than the suggested ‘preferred maximum’ distances in the IHT ‘Providing for Journeys on Foot’ is contained in a WYG Report entitled ‘Accessibility – How Far Do People Walk and Cycle.’ This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walking distances:

- All journey purposes – 1,930 metres.
- Commuting – 2,400 metres.
- Shopping – 1,600 metres.
- Education – 3,200 or 4,800 metres.
- Personal business – 1,600 metres.

4.2.13 **Table 4.3** below summarises the various 85th percentile walking distances recommended as guidelines in the WYG Study.

85 th Percentile Walk Distances				Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Personal	
1,950m	2,100m	1,600m	1,600m	1,950m

Table 4.3 WYG Report/NTS Data Walk Distances

- 4.2.14** In summary, the distance of 1,950 metres, or around 2 kilometres, is considered an acceptable maximum walking distance for most land uses. However, it should be noted that the DfE guidance allows for walking distances to school of up to 3.2 kilometres.
- 4.2.15** Section 3.1 of the CIHT guidance 'Planning for Walking' referenced earlier in this report provides a useful reminder of the health benefits of walking and states:
- 'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death.'*
- 4.2.16** A 20-minute walk typically equates to a walking distance of around 1,600 metres, based on an average walking speed of approximately 1.3 metres per second.
- 4.2.17** In light of the above, pedestrian catchments of 800 metres and 2 kilometres from the centre of the site, using all available pedestrian routes are illustrated in **Plan 4**.
- 4.2.18** In addition to the pedestrian catchment plan, a review of the proximity of local facilities to the site has also been undertaken. The 800-metre pedestrian catchment includes the nearest bus stops, a convenience store, various green spaces, and a primary school.
- 4.2.19** The 2,000-metre pedestrian catchment extends further into more rural areas around the site and includes the entirety of Partridge Green. This area represents a key destination for 'day to day' amenities.

4.2.20 In a recent 2023 YouGov poll, respondents were asked to identify the local amenities they valued the most within a 15-minute walk of their home. The poll results highlighted amenities that people considered essential for their day to day lives, such as, grocery stores, healthcare facilities, and public transportation. The results of the YouGov Poll are displayed in **Figure 4.2** below:

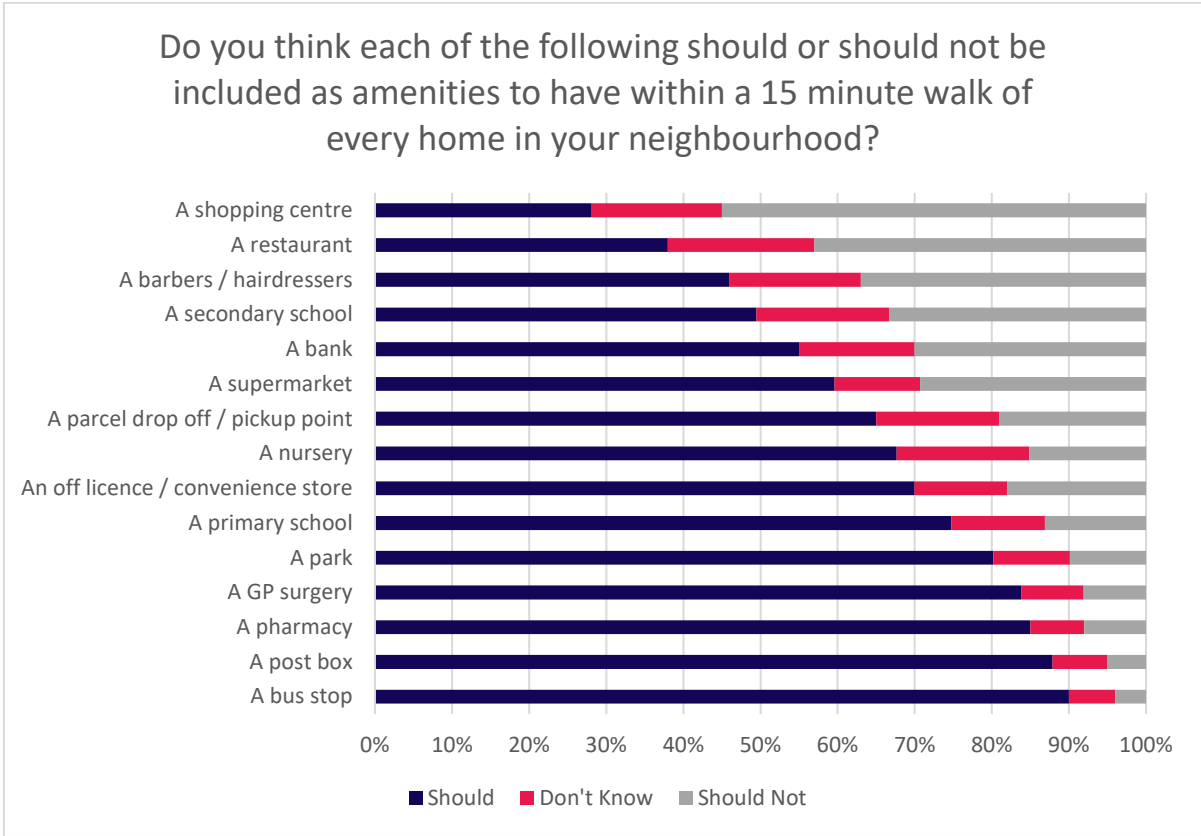


Figure 4.2 YouGov Poll Results (Source YouGov)

4.2.21 **Figure 4.2** shows that the majority of respondents, approximately nine in ten, believe that having a bus stop (90%) and a post box (87%) within a short walk of their home is most important. Similarly, a significant proportion of Britons think that medical facilities like a pharmacy (85%) and a GP surgery (83%) should be easily accessible. Less than half of the respondents see the need for a shopping centre (28%), restaurant (38%), or hairdressers (46%) to be located nearby.

- 4.2.22** **Plan 4** provides an illustrative indication of the areas that can be reached on foot from site, based on a leisurely walking pace from the site. The plan also displays nearby local amenities, as per those identified within the findings of the YouGov poll.
- 4.2.23** As can be seen in **Plan 4**, the site is located in close proximity to a number of a local amenities, including a bus stop, a post box, a primary school, and a local convenience store, which are all within an approximate 10-minute walk from site.
- 4.2.24** **Table 4.4** below summarises the walking distances from the site entrance to key amenities in the immediate vicinity of the site. The table also indicates each amenity falls within the 'preferred maximum' walking distances, based on the guideline criteria outlined above.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Partridge Green Tennis Courts	470m	1,600m	YES
King George V Playing Fields	480m	1,600m	YES
Nearest Bus Stops	400m	1,600m	YES
Co-op Food Store	860m	1,600m	YES
Partridge Green Post Office	860m	1,600m	YES
Potters Fish & Chip Shop	890m	1,600m	YES
Jolesfield C Of E Primary School	900m	3,200m	YES
Partridge Green Pre-School	960m	1,600m	YES
The Partridge Public House	1,100m	1,600m	YES

Table 4.4 Distance from Site to Local Facilities

- 4.2.25** Based on the review, it is considered that the existing pedestrian infrastructure provides safe and direct walking and wheeling linkages between the site and a range of key local services and amenities.

4.3 Access by Cycle

- 4.3.1** An alternative mode of travel to the site could be achieved by bicycle.
- 4.3.2** The new advice contained within the Highway Code, which was updated on 29th January 2022, aims to improve the safety of vulnerable road users including cyclists, pedestrians, and horse-riders. Most of the updated guidance focuses on cyclists' positioning within traffic lanes under different conditions. It advises motorists to give cyclists priority in slow-moving traffic where there is insufficient space to overtake safely and to maintain a minimum clearance of 1.5 metres when passing.
- 4.3.3** The Cycling England document 'Integrating Cycling into Development Proposals' advises that *'For short trips, [cycle links] can give cyclists significant advantages over car users in terms of convenience and journey time... Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.'*
- 4.3.4** A distance of 8-kilometres (5-miles) is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 40-minutes based on a leisurely cycle speed of 12 kilometres per hour (kmph), encompassing areas including Cowfold, Henfield, Bolney, Ashington, Copsale and Twineham.
- 4.3.5** As shown in **Figure 4.3**, National Cycle Route (NCR) 223 is located approximately 1.2 kilometres west of the site. The route can be accessed directly off the B2135 (south of the High Street) or via The Green, which is a small footpath linking the B2135 to the route just north of the B2135 / High Street junction. NCR 223 forms part of a long-distance route connecting Chertsey in the north with Shoreham-by-Sea in the south, using a combination of traffic-free paths and on-road sections.

4.3.6 Part of NCR 223 incorporates the Downs Link, which passes through Partridge Green. The Downs Link is a 59-kilometre route running along a disused railway line and can be enjoyed by cyclists, walkers, and horse riders. The route connects the North Downs Way in Surrey with the South Downs Way in Shoreham-by-Sea in West Sussex. Although this is principally a leisure route it is accessible for residents of the site.



Figure 4.3 National Cycle Routes (Sustrans)

4.3.7 The site can therefore be considered as being accessible by cycle with a range of local destinations, amenities, and NCRs within a reasonable cycling distance.

4.4 Access by Bus

4.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure, and healthcare in the town and beyond.

4.4.2 The nearest bus stops to the site are located on High Street, approximately 400 metres and 5-minute walk to the west of the development site access. These stops consist of bus stop poles and timetables and can be accessed by walking west along Shermanbury Road. A 400-metre walk distance is generally considered an acceptable walking distance for accessibility to bus services; therefore, these stops are considered to be within an acceptable waling range of the site.

4.4.3 Additional stops are located on the Shermanbury Road to the east of the site, and also Littleworth Lane to the north. There are no dedicated footways to reach the bus stops to the east of Shermanbury Road, while the Littleworth Lane stops can be accessed off Shermanbury Road. All the nearby bus stops to the site are shown on Plan 4, and a summary of the number 17 service serving these stops is provided in **Table 4.5** below.

Service No	Route	Monday - Friday			Saturday			Sun
		Pre 08:00	08:00-17:00	Post 17:00	Pre 08:00	08:00-17:00	Post 17:00	
17	Brighton - Henfield - Horsham	2 services	9 services	6 services	2 services	9 services	6 services	-

Table 4.5 Existing Bus Service Operating in the Vicinity of the Site

4.4.4 As shown in **Table 4.5**, the number 17 bus service operates through the village. It provides regular services throughout the week to destinations including Brighton, Henfield, and Horsham, but with no services on Sunday.

4.4.5 The above services offer residents a practical alternative to car travel, with buses operating from 06:22 to 21:52. This provides a viable option for commuting and other trips by public transport.

4.4.6 To demonstrate the level of accessibility from the site, some example journey times by bus to the available destinations in the area are presented in **Table 4.6** below.

Destination	Duration
Henfield	8 minutes
Horsham	24 minutes
Brighton	34 minutes

Table 4.6 Example Bus Journey Times from the Site

1.1.1 **Table 4.6** demonstrates that Henfield is an 8-minute bus journey from the site, Horsham is around 24-minutes, and Brighton is 34-minutes away. The site's proximity to Brighton provides convenient access to a major hub for employment, retail, and services, reinforcing the site's strong connectivity and sustainable location close to a large metropolitan city.

4.4.7 It is therefore concluded that the proposed development site is accessible by bus and offers accessibility to key towns/cities in the surrounding area such as Henfield, Horsham and Brighton.

4.5 Access by Rail

1.1.2 The nearest train station to the site is Horsham Railway Station, which can be accessed via a 10-minute walk to the bus stop on High Street, followed by a 31-minute bus journey on the number 17 bus service, or alternatively a 48-minute cycle.

1.1.3 This train station is managed by Southern Rail and has four platforms, offering nine services per hour to destinations including London, Portsmouth, Peterborough, and Bognor Regis. Direct services to London Victoria take as little as 54 minutes, providing fast and frequent connections to the capital in under an hour.

1.1.4 The station provides 253 cycle storage spaces, located outside the entrance and covered by CCTV, along with a dedicated car park offering approximately 220 spaces. These facilities create opportunities for multi-modal journeys and support sustainable travel.

4.5.1 This level of rail connectivity offers opportunities for commuting and leisure travel from the site. However, given the distance to Horsham Station, it is likely that most trips to the station may potentially be made by car or taxi rather than by walking or cycling.

4.6 Non-Car Access Summary

4.6.1 The proposals have been considered in terms of accessibility by non-car modes.

4.6.2 The following conclusions can be drawn from this section of the report:

- The site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and Partridge Green along with the surrounding area.
- Pedestrian connectivity will be further enhanced through improvements secured as part of the adjacent Gladman development, including restoration of the footway to its full width and provision of an uncontrolled pedestrian crossing with tactile paving near Dunstan's Farm access. The proposed development will connect to these improvements, ensuring safe and convenient access to the village centre and nearby bus stops.
- It has been demonstrated that the site is accessible by cycle, with national cycle routes being located within close proximity of the site.
- The bus stops on High Street and Shermanbury Road are located in accessible positions and provide connections to destinations such as Brighton and Horsham, confirming that the site is accessible by bus services.
- While Horsham Railway Station offers good rail connectivity to London and other regional centres, its distance from the site means walking, cycling, or bus journeys can be long. As a result, trips to the station would almost certainly be made by car (or bus or cycle if time permits).

4.6.3 In light of the above, the site is highly accessible by sustainable modes of travel. This level of connectivity will cater for the needs of residents and visitors while promoting a genuine choice of travel options other than the private car, in line with

the objectives of the NPPF. This supports sustainable development principles, reduces reliance on car use, and contributes to improved environmental and health outcomes.

5 PROMOTING SMARTER CHOICES VIA TRAVEL PLANS

5.1 Introduction

5.1.1 To encourage residents and visitors to travel to the site by non-car modes, a Travel Plan is proposed.

5.2 Travel Plan

5.2.1 A Framework Travel Plan is included in **Appendix 4**. The objective of the Travel Plan is the delivery of the objectives of National Planning Policy, i.e., to encourage residents to travel by non-car modes of travel. The Travel Plan outlines physical and management measures that are designed to achieve this objective.

5.2.2 The effectiveness of Travel Plans in assisting the use of non-car modes for journeys is intrinsically linked to the accessibility of a given site by means other than the private car.

5.2.3 The proposed development benefits from good accessibility by non-car modes, so the adoption of a Travel Plan is expected to be effective in encouraging sustainable travel.

6 TRAFFIC IMPACT ANALYSIS

6.1 Introduction

6.1.1 Having established that the proposed development site is accessible by modes other than the private car and that the proposals align with both local and national transport policies, the following section assesses the potential traffic impact of the proposed development on the local highway network.

6.2 Assessment Criteria

6.2.1 Given the residential nature of the proposed development, it is reasonable to assume that the weekday AM and PM peak hours will generate the highest traffic levels and therefore represent the periods of greatest potential impact on the local highway network. Accordingly, as confirmed by WSCC during pre-application discussions, these two peak hours have been agreed as the assessment periods and have therefore been assessed as part of this traffic impact analysis.

6.2.2 In line with WSCC advice, the proposed site access junction and three existing local junctions along the B2116 through Partridge Green, extending from Church Road in the west to Brighton Road in the east, have been assessed as part of this traffic impact analysis. The four junctions assessed are:

- 1) Proposed Site Access / Shermanbury Road priority junction.
- 2) Church Road / High Street / Bines Road priority junction.
- 3) High Street / Littleworth Lane mini-roundabout.
- 4) Partridge Green Road / Brighton Road priority junction.

6.3 Existing Traffic Flows

6.3.1 Before considering the potential changes in traffic that would occur on the local highway as a result of development proposals, the existing levels of traffic on the highway network in the vicinity of the site must first be established.

6.3.2 Junction turning count surveys were undertaken on Thursday 26 March 2026 to establish existing baseline traffic flows at the following three junctions:

- 1) Church Road / High Street / Bines Road priority junction.
- 2) High Street / Littleworth Lane mini-roundabout.
- 3) Partridge Green Road / Brighton Road priority junction.

6.3.3 Using these survey results, traffic flows were extrapolated along Shermanbury Road to provide a robust estimate of baseline traffic flows at the proposed site access location.

6.3.4 All surveys included queue length observations and the full traffic survey data is included at **Appendix 2**.

6.3.5 Analysis of the survey data identified that the weekday network AM peak occurred between 07:45 and 08:45 hours, whilst the weekday network PM peak occurred between 16:30 and 17:30 hours.

6.3.6 The 2026 surveyed weekday AM and PM peak hour traffic flows are presented in the **Figures** section at the end of this report and are shown in both total vehicles and Passenger Car Units (PCUs) for all surveyed junctions.

6.4 Background Traffic Growth

6.4.1 The proposed development is anticipated to be completed in 2029 and represents the opening year of the scheme. WSCC advised that all junctions should be assessed five years beyond the survey base year (2026). Accordingly, the junction capacity assessments have been undertaken for the forecast year of 2031, by which time both the proposed development and all committed developments highlighted by WSCC to be included in the assessment are expected to be complete, thereby reflecting future baseline conditions.

6.4.2 To forecast the 2031 future-year baseline traffic, growth factors have been derived using TEMPro version 8.1, which is the DfT's approved tool for predicting background traffic growth based on national planning and demographic data. As the application site lies within Middle Layer Super Output Area (MSOA) Horsham

011 (Cowfold & Partridge Green), growth factors have been calculated for this specific MSOA.

6.4.3 The assessment considers a full development build-out by 2031. The 2026 surveyed baseline flows have therefore been factored to the 2031 using TEMPro. The resulting AM and PM peak-hour TEMPro growth factors to 2031 are as follows:

- AM Peak traffic growth factor (2026-2031) – 1.0572
- PM Peak traffic growth factor (2026-2031) – 1.0574

6.4.4 The factored 2031 traffic flows for the weekday AM and PM peak periods are shown in **Figures** section at the end of this report.

6.5 Committed Developments

6.5.1 As part of this traffic impact analysis, it is necessary to consider any committed developments in the vicinity of the site that need to be included within the operational assessments.

6.5.2 During the pre-application meeting with WSCC, the Highway Officer confirmed that, in addition to the adjacent Gladman development, a further three committed developments should be included within the Transport Assessment. The committed developments considered within this assessment are listed in **Table 6.1** below:

Committed Development No.	Planning Reference	Location	Description of Development	Status	To be considered in assessment
1	DC/24/0428	Land North of Shermanbury Road, Partridge Green	120 dwellings accessed via a priority junction off Shermanbury Road on land immediately to the west of the proposed development.	Approved	Yes.
2	DC/22/0301	Land North of The Rise, Partridge Green	55 dwellings accessed via a priority junction off Littleworth Lane to the west of the development.	Approved	Yes.
3	DC/23/2279	Land North Of The Rosary, Partridge Green	81 dwellings accessed via a priority junction off B2135 Church Street, to the west of the development.	Approved	Yes.
4	DC/25/1922	Land West of Bines Road, Partridge Green	101 dwellings accessed via a priority junction off B2135 Bines Road, to the west of the development.	Approved	Yes.

Table 6.1 Proposed Residential House Trip Rates and Trips (85 Dwellings)

6.5.3 The committed development sites identified in **Table 6.1** are considered to generate traffic within the study area during the assessment year and have therefore been included within the future-year baseline flows. The committed development traffic flows have been derived from the highway analyses in each of the submitted Transport Assessments in support of the respective applications. The AM and PM peak flows for each of the four considered committed developments are presented in **Figures** section at the end of this report.

6.6 Baseline Flows

- 6.6.1** Trip generation associated with all committed developments has been added to the forecast year traffic flows to establish the 2031 baseline traffic scenario.
- 6.6.2** The resulting 2031 baseline traffic flows, inclusive of all committed development traffic, are presented in Passenger Car Units (PCUs) for the weekday AM and PM peak periods in the **Figures** section at the end of this report.

6.7 Proposed Development Trips

- 6.7.1** As presented in **Section 3.1**, the proposals are for the construction of 75 residential dwellings of varying sizes and types, together with associated parking spaces, infrastructure, landscaping, and open space.
- 6.7.2** In order to establish the vehicular trip rates for the proposed development, reference has been made to the trip rates adopted for the approved Gladman development which were derived from TRICS database. This approach is robust as ensures consistency with previously agreed methodology for a similar sized residential scheme on adjoining land.
- 6.7.3** The parameters used to ascertain the vehicular trip rates for the Gladman site were as follows:
- Residential, Houses Privately Owned.
 - London and Ireland sites excluded.
 - Range of 50 to 400 units; and
 - Edge of Town Centre, Neighbourhood Centre, and Suburban Area locations; and
 - Weekday surveys only.
- 6.7.4** A summary of the weekday AM and PM peak hour trip rates and the associated trip generation for up to 85 residential dwellings is presented in **Table 6.2**. As this is an outline planning application, the final number of dwellings remains subject to

detailed design. Accordingly, trip generation has been assessed based on a maximum development scenario of 85 dwellings in order to provide a robust assessment of the potential traffic impact should the number of houses increase to 85 dwellings. This approach ensures a worst-case development traffic impact scenario is assessed, and that traffic impacts would not be underestimated should the final development quantum increase.

Mode	Period	Trip Rate		Trips	
		Arrive	Depart	Arrive	Depart
Vehicle	AM Peak Hour	0.135	0.345	11	29
	PM Peak Hour	0.334	0.148	28	13

Table 6.2 Proposed Residential House Trip Rates and Trips (85 Dwellings)

6.7.5 As can be seen from the above table, applying the adopted trip rates from the Gladman site, the proposed residential development is predicted to result in 40 two-way vehicular trips during the weekday AM peak and 41 two-way vehicular trips during PM peak hour.

6.8 Trip Distribution and Assignment

6.8.1 In order to assign the proposed residential development trips to the local highway network, the trip distribution used for the approved Gladman development has also been adopted as the basis for trip distribution for this assessment.

6.8.2 This approach reflects established patterns of movement for residential development in the local area and ensures consistency with the previously agreed methodology. The distribution has been applied using local MSOA data to determine the likely routes residents would take to reach key destinations.

6.8.3 The adopted trip distribution is shown in the trip distribution figure in the **Figures** section at the end of this report.

6.8.4 The proposed development trips have been assigned to the network based on this distribution, and the resultant total development trips for the AM and PM peak

hours are shown in the relevant figures in the **Figures** section at the end of this report.

6.8.5 The proposed development trips have been added to the 2031 baseline flows (which include committed development flows) to produce 'with development' flows for the weekday AM and PM peaks, respectively. These figures are also shown in the **Figures** section at the end of this report.

6.9 Changes in Traffic

6.9.1 Based on the forecast traffic levels generated by the proposed development, the resulting changes in traffic on the local highway network due to the development can be determined and is presented **Table 6.3**.

	2031 Baseline	2031 Baseline + Development	Change in Traffic	Percentage Change
Proposed Site Access / Shermanbury Road priority junction				
AM Peak	861	901	40	+4.6%
PM Peak	823	864	41	+5.0%
A281 Brighton Road / Partridge Green Road priority junction				
AM Peak	1162	1188	26	+2.2%
PM Peak	1128	1154	26	+2.3%
B2116 High Street / Littleworth Lane mini roundabout				
AM Peak	910	925	15	+1.6%
PM Peak	859	875	16	+1.8%
B2135 Church Road / Bines Road / B2116 High Street priority junction				
AM Peak	821	837	16	+1.9%
PM Peak	755	772	17	+2.2%

Table 6.3 Change in Traffic (in PCUs) Resulting from the Proposed Development

- 6.9.2** **Table 6.3** summarises the forecast changes in total traffic flows (expressed in PCUs) on the local highway network during the weekday AM and PM peak periods. As shown, the proposed development is forecast to generate 40 two-way vehicle trips during the weekday AM peak hour and 41 two-way vehicle trips during the weekday PM peak hour at the Proposed Site Access / Shermanbury Road junction. This equates to an increase of less than one additional vehicle every 1.5 minutes on Shermanbury Road during both peak periods. This level of increase is considered negligible, and the implementation of a site Travel Plan will help further minimise vehicular trips to and from the site.
- 6.9.3** Furthermore, **Table 6.3** also demonstrates that percentage changes in traffic flows at the remaining three surveyed junctions are low, with all increases assessed as negligible. This further reinforces the conclusion that the proposed development will result in only minimal increases in traffic on the local highway network and through Partridge Green.
- 6.9.4** The DfT document 'Guidance on Transport Assessment' (Appendix B) suggests that a formal junction assessment may not be required for developments generating fewer than 30 two-way additional trips. Although this guidance was withdrawn in 2014, it is still widely regarded as good practice when considering the transport impacts of a development.
- 6.9.5** As the proposed development is forecast to generate approximately 40 two-way vehicle movements on Shermanbury Road at the site access junction during the weekday AM and PM peak hours, a junction capacity assessment of the proposed site access has been undertaken (presented below). This assessment has been carried out to determine whether the additional traffic generated by the development would result in any material impact on the operation of Shermanbury Road.
- 6.9.6** For completeness and following advice from WSCC provided during the pre-application meeting, junction capacity assessments have also been undertaken at the three surveyed junctions along the B2116 corridor (including High Street, Shermanbury Road and Partridge Green Lane). This has been completed to demonstrate that the forecast traffic flows would have no material impact on the

capacity or operation of these junctions. The results of the AM and PM peak assessments is presented in the next section.

6.10 Capacity Assessments

Proposed Site Access / Shermanbury Road Priority Junction

6.10.1 The operation of the Proposed Site Access / Shermanbury Road priority junction has been assessed for the 2031 assessment year (five years post-survey year). Junction capacity analysis has been undertaken using JUNCTIONS 11 (PICADY module), which is specifically designed to assess the operational performance of priority junctions.

6.10.2 The results of the 2031 baseline plus development traffic scenario are summarised in **Table 6.4**. As this will be the new site access junction to the development, there are no 2026 and 2031 baseline scenarios. Full model output results are provided in **Appendix 5**.

Movement	2031 Baseline + Development			
	Weekday AM		Weekday PM	
	Max RFC	Max Queue	Max RFC	Max Queue
Site Access	0.08	0	0.03	0
Shermanbury Rd (East)	0.02	0	0.05	0

Table 6.4 PICADY Summary – Proposed Site Access / Shermanbury Road Junction

6.10.3 The results of the assessment indicate that the junction is expected to operate well within capacity with addition of proposed development during both the AM and PM peak periods.

A281 Brighton Road / Partridge Green Road Priority Junction

6.10.4 The operation of the A281 Brighton Road / Partridge Green Road priority junction has been assessed for the 2026 survey year and 2031 assessment year (five years post-survey). Junction capacity analysis has been undertaken using JUNCTIONS

11 (PICADY module), which is specifically designed to assess the operational performance of priority junctions.

6.10.5 The results of the 2026 baseline scenario, the 2031 baseline scenario, and the 2031 baseline plus development traffic scenario are summarised in **Tables 6.5** and **6.6**. The full PICADY output results are provided in **Appendix 6**.

Movement	2026 Baseline			
	Weekday AM		Weekday PM	
	Max RFC	Max Queue	Max RFC	Max Queue
Partridge Green Road Left	0.27	0	0.24	0
Partridge Green Road Right	0.67	2	0.66	1
Brighton Road (N) Right & Ahead	0.28	0	0.25	0

Table 6.5 PICADY Summary – A281 Brighton Road / Partridge Green Road Priority Junction (2026)

6.10.6 The results of the 2026 baseline assessment indicate that the junction is expected to operate under capacity during both the AM and PM peak periods.

Movement	2031 Baseline				2031 Baseline + Development			
	Weekday AM		Weekday PM		Weekday AM		Weekday PM	
	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
Partridge Green Road Left	0.39	0	0.31	0	0.42	0	0.32	0
Partridge Green Road Right	0.78	3	0.76	2	0.80	3	0.77	3
Brighton Road (N) Right & Ahead	0.34	0	0.36	0	0.35	0	0.40	0

Table 6.6 PICADY Summary – A281 Brighton Road / Partridge Green Road Priority Junction (2031)

- 6.10.7** Results of the 2031 assessment indicate that the junction is expected to continue to operate under capacity during both peak hours for both the baseline scenario and the baseline plus development traffic scenario, with RFC values below the 0.85 saturation point and with minimal queuing for the right hand turn out of Partridge Green in both the AM and PM peak.

B2116 High Street / Littleworth Lane Mini Roundabout

- 6.10.8** The operation of the B2116 High Street / Littleworth Lane mini roundabout has been assessed for the 2026 survey year and 2031 assessment year (five years post-survey). Junction capacity analysis has been undertaken using JUNCTIONS 11 (ARCADY module), which is specifically designed to assess the operational performance of roundabouts.
- 6.10.9** The results of the 2026 baseline scenario, the 2031 baseline scenario, and the 2031 baseline plus development traffic scenario are summarised in **Tables 6.7** and **6.8**. The full ARCADY output results are provided in **Appendix 7**.

Movement	2026 Baseline			
	Weekday AM		Weekday PM	
	Max RFC	Max Queue	Max RFC	Max Queue
Littleworth Lane	0.37	0	0.35	0
High Street (East)	0.27	0	0.24	0
High Street (West)	0.38	0	0.37	0

**Table 6.7 ARCADY Summary – B2116 High Street / Littleworth Lane
Mini Roundabout (2026)**

- 6.10.10** The results of the 2026 baseline assessment indicate that the junction is expected to operate well within capacity during both the AM and PM peak periods.

Movement	2031 Baseline				2031 Baseline + Development			
	Weekday AM		Weekday PM		Weekday AM		Weekday PM	
	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
Littleworth Lane	0.43	0	0.41	0	0.44	0	0.41	0
High Street (East)	0.32	0	0.27	0	0.32	0	0.27	0
High Street (West)	0.47	0	0.46	0	0.47	0	0.48	0

**Table 6.8 ARCADY Summary – B2116 High Street / Littleworth Lane
Mini Roundabout (2031)**

- 6.10.11** Results of the 2031 assessment indicate that the junction is expected to continue to operate well within capacity during both peak hours for both the baseline scenario and the baseline plus development traffic scenario, with low RFC values and no queuing predicted in either the AM or PM peak.

B2135 Church Road / Bines Road / B2116 High Street Priority Junction

- 6.10.12** The operation of the B2135 Church Road / Bines Road / B2116 High Street priority junction has been assessed for the 2026 survey year and 2031 assessment year (five years post-survey). Junction capacity analysis has been undertaken using JUNCTIONS 11 (PICADY module), which is specifically designed to assess the operational performance of priority junctions.
- 6.10.13** The results of the 2026 baseline scenario, the 2031 baseline scenario, and the 2031 baseline plus development traffic scenario are summarised in **Tables 6.9** and **6.10**. The full PICADY output results are provided in **Appendix 8**.

Movement	2026 Baseline			
	Weekday AM		Weekday PM	
	Max RFC	Max Queue	Max RFC	Max Queue
High Street Left & Right	0.44	0	0.38	0
Bines Road Ahead & Right	0.20	0	0.31	0

Table 6.9 PICADY Summary – A281 Brighton Road / Partridge Green Road Priority Junction (2026)

6.10.14 Results of the 2026 baseline assessment indicate that the junction is expected to operate well within capacity during both peak hours, with low RFC values and no queues forming.

Movement	2031 Baseline				2031 Baseline + Development			
	Weekday AM		Weekday PM		Weekday AM		Weekday PM	
	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
High Street Left & Right	0.53	1	0.48	0	0.55	1	0.49	1
Bines Road Ahead & Right	0.27	0	0.36	0	0.27	0	0.37	0

Table 6.10 PICADY Summary – A281 Brighton Road / Partridge Green Road Priority Junction (2031)

6.10.15 Results of the 2031 assessment indicate that the junction is expected to continue to operate well within capacity during both peak hours for both the baseline scenario and the baseline plus development traffic scenario, with low RFC values and no queuing predicted in either the AM or PM peak.

6.11 Capacity Assessment Summary

6.11.1 In summary, the junction capacity assessments undertaken as part of this traffic impact analysis demonstrate:

- The proposed site access junction has been designed in accordance with highway design standards and will have sufficient capacity to accommodate the traffic generated by the proposed development.
- The proposed development will have a negligible impact on all assessed junctions along the B2116 (Shermanbury Road, High Street and Partridge Green), due to the low level of anticipated trips during the AM and PM peak hours.

6.11.2 It is therefore concluded that the development proposals will result in a minimal impact and can be satisfactorily accommodated on the local highway network with no operational or capacity issues.

7 ACCIDENT ANALYSIS

7.1.1 This section presents an accident analysis based on STATS19 data obtained from the Department for Transport (DfT). The dataset covers the most recent five-year period (2021–2025) available at the time of writing. The analysis focuses on collisions recorded in the vicinity of the proposed site access, specifically along Shermanbury Road to the east and west of the site.

7.1.2 The study area focuses on the following locations shown in **Figure 7.1**.

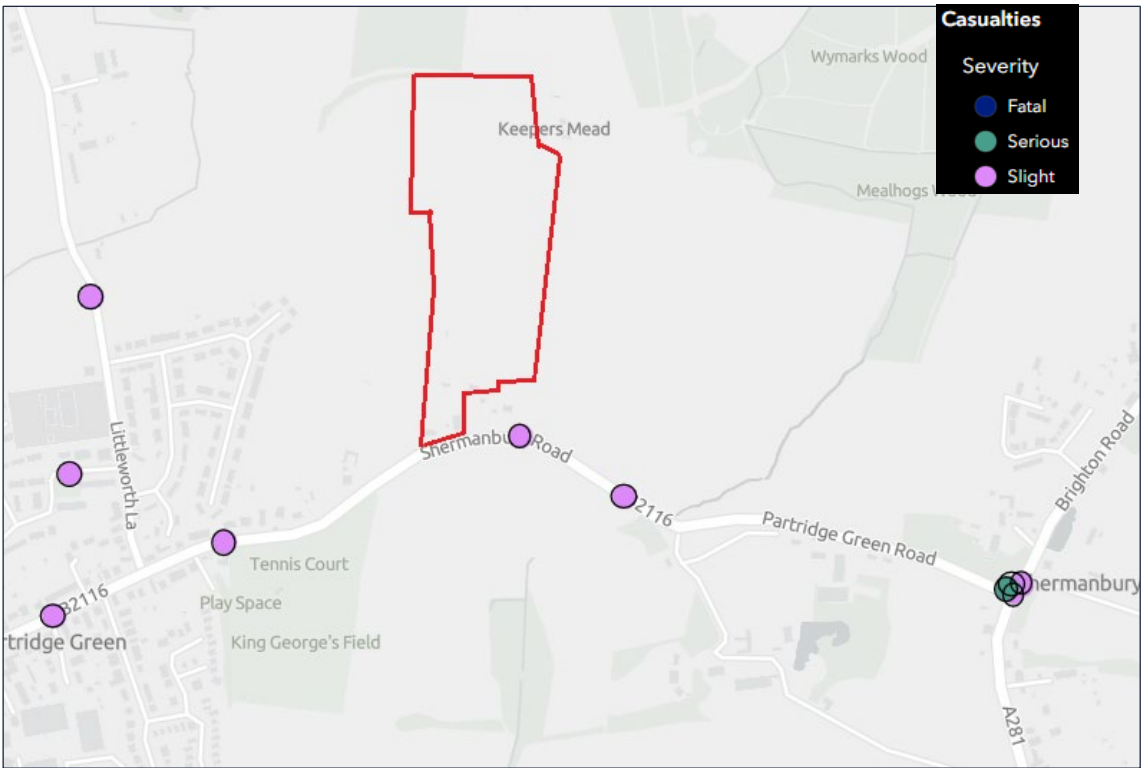


Figure 7.1 – DfT Stats 19 Accident Plot – Study Area

7.1.3 **Table 7.1** below provides a summary of accident severity within the study area, showing the distribution of collisions across the local network.

Location	Severity		
	Slight	Serious	Fatal
Study Area	9	1	0

Table 7.1 Summary of PICs Within Study Area

7.1.4 As can be seen in **Table 7.1**, a total of ten Personal Injury Collisions (PICs) were recorded within the study area over the most recent five-year period. Three occurred along the B2116 Shermanbury Road in between Partridge Green (west) and Sherman (west), one at the B2116 High Street Road, and four at the B2116 Partridge Green Road / A281 Brighton Road priority junction. Although not immediately within the vicinity of the site, two PICs were recorded to the east, one along Littleworth Lane and another along Oakwood. No collisions were recorded at the B2116 High Street / Littleworth Lane roundabout. Of the seven PICs, nine incidents resulted in slight injuries, one in a serious injury, and none were fatal.

7.1.5 Out of the ten total accidents, six involved injuries to car occupants, two involved van occupants and two involved motorcyclists.

7.2 Accident Analysis Summary

7.2.1 Whilst any accident is regrettable, given the level of traffic the highway network in the study area experiences and the number of accidents across the study area, equating to an average of 2 accidents per year, it is not considered that it suffers from an unduly poor safety record and there is no reason why this should alter as a result of the proposed development.

7.2.2 The evidence shows that there are no particular engineering issues or problems with the road network or junction layouts and there are no reasons why this situation should be materially worsened as a consequence of the development proposals.

8 CONCLUSIONS

8.1.1 Eddisons has been instructed by Wain Estates (Land) Limited to advise on the traffic and transport issues relating to an outline planning application for a residential development on land at Shermanbury Road in Partridge Green, Horsham, West Sussex.

8.1.2 The development proposals are for the demolition of existing buildings and structures and the erection of up to 75 dwellings with public open space, landscaping, sustainable urban drainage system (SuDs) and vehicular access point from Shermanbury Road. All matters to be reserved except for access.

8.1.3 A number of conclusions can be drawn from the report, namely:

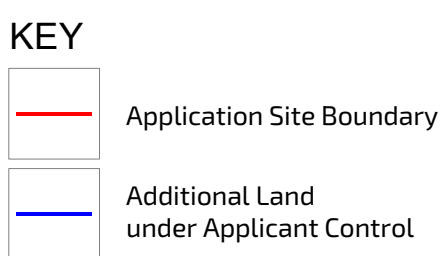
- The proposed development will be accessed by safe and efficient vehicular access arrangements off Shermanbury Road.
- The site promotes sustainable transport in accordance with NPPF as it facilitates sustainable development and contributes to wider sustainability objectives.
- The report has demonstrated that the proposed development would be accessible by non-car travel modes such as walking / wheeling, cycling and public transport.
- A Travel Plan will be implemented to further encourage the use of non-car modes.
- The traffic impact of the proposed development on the local highway network is expected to be negligible and not material.

8.1.4 It can therefore be concluded that the proposals are acceptable in highway and transport terms.

PLANS

PLAN 1

Ordnance Survey base mapping - supplied by client.



drwn/chkd	scale	date
DV / KMN	1:1000 @ A1	10 June 2026
number		rev
13658-FPCR-ZZ-ZZ-DR-L-0010		P01



client
Wain Estates

project
Partridge Green, Horsham

title
Location Plan

FPCR | environment
& design

PLAN 2



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Notes:
Ordnance Survey base mapping - supplied by client.

Maintain area of separation from Keepers Mead, Listed Building to the north, with development kept off higher contours of site. Area to the north retained as scrub and grassland for ecology enhancements

Outline Application
Permitted development for
55 dwellings
(Ref:DC/22/0301)

Outline Application
Permitted development for
120 dwellings
(Ref:DC/24/0428)

- KEY**
- Site Boundary 5.73ha
 - Additional Land under Applicant Control
 - Proposed Residential Development Area 1.93ha up to 75 dwellings
 - Potential Site Access (Vehicular)
 - Internal Roads (Circa 0.01ha through POS)

- Green Infrastructure**
- Existing Vegetation (Trees, hedgerows and scrub)
 - Proposed Structural Landscape (Woodland, trees, hedgerow)
 - Proposed Area of Open Space
 - Proposed Public Open Space (Meadow Grassland)
 - Proposed Play (LAP)

- Proposed SuDS Basin
- Potential Location for Foul Pumping Station
- Public Right of Way (ProW Footpath)
- Public Right of Way (ProW Bridleway)
- Proposed Footpaths

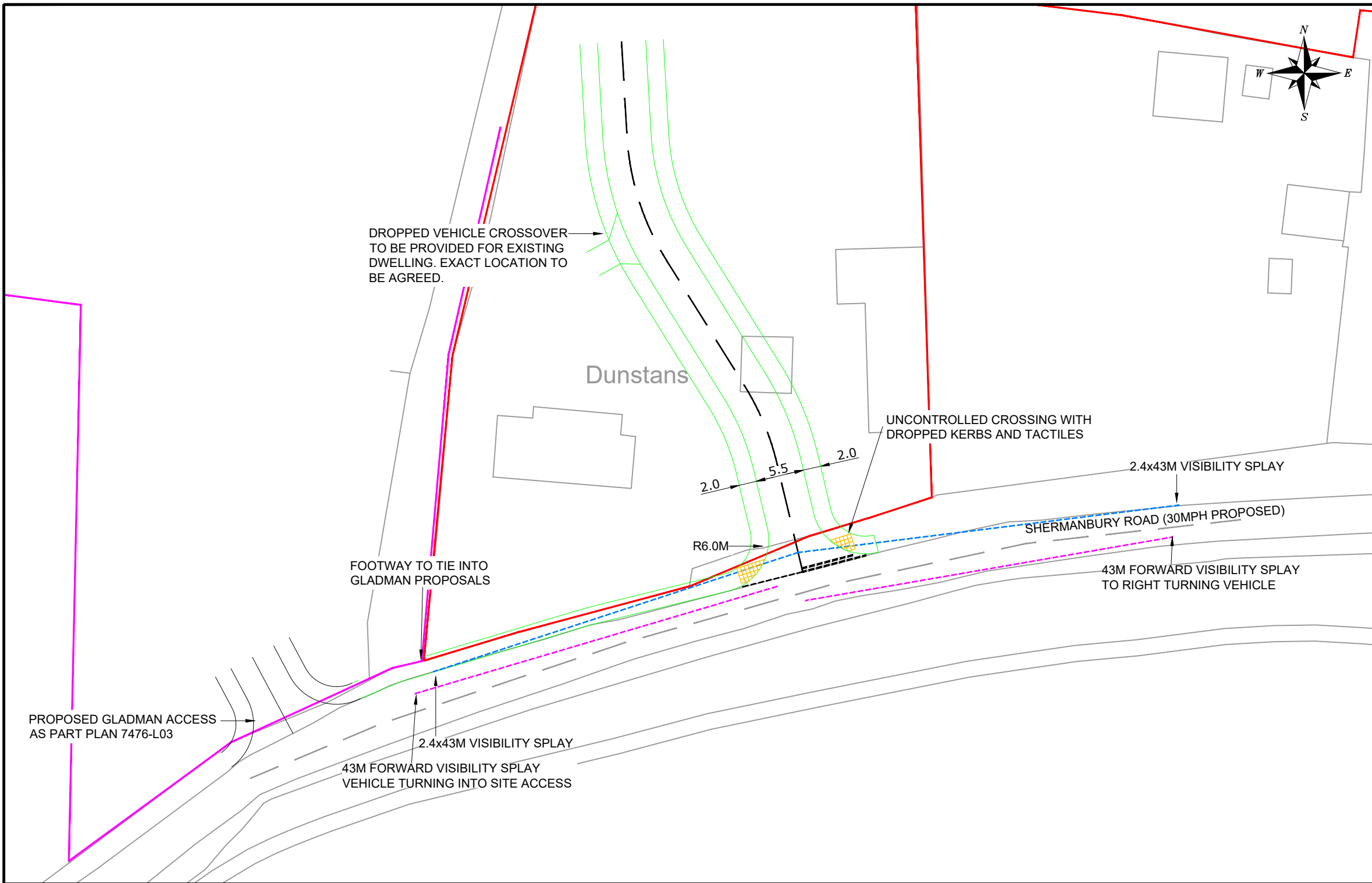
- Existing Tree and Vegetation (subject to Survey)
- Veteran Tree with Root Protection Areas (RPA) Existing Vegetation (subject to Survey)
- Proposed Street Trees

Green Infrastructure Areas		3.82 Ha	
Based on 13.18 - Summary of Quantity and Accessibility Standards (The Horsham District Sport, Open Space and Recreation Assessment: February 2014)		Standard per person (M ² per person)	Required
Allotments	1.25 - 2.0	0.02 - 0.03 Ha	N/A
Equipped Play Area	0.5	0.01 Ha	0.01 Ha
Multi-Functional Green Space (Neighbourhood Space)	17	0.29 Ha	3.71 Ha
Proposed Attenuation Ponds	N/A	N/A	0.1 Ha

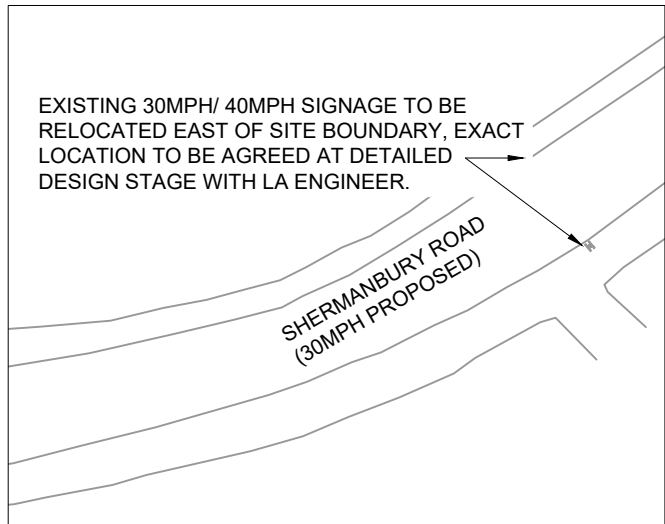
Assumes 2.4 persons per household (Fields in Trust (FIT) Planning and Design for Outdoor Sports and Play (2008))

PLAN 3

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NORTH SOUTH AERIAL VIEW



RELOCATION OF SPEED LIMIT

NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- DENOTES NEW KERBS
- GLADMAN SITE BOUNDARY

LOCAL AUTHORITY: SURREY COUNTY COUNCIL
TOTAL AREA OF SITE: 6.3Ha



SITE LAYOUT NTS

F	ADOPTION REMOVED	LB	TC	AUG 26
E	VISI AMENDMENTS	LB	TC	JUL 26
D	DRIVEWAY ADDED	LB	TC	APR 26
C	ACCESS EXTENDED	LB	TC	APR 26
B	ACCESS RELOCATED	LB	TC	APR 26
A	REVISED TO RSA 1	LB	TC	APR 26

REV	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:

WAIN ESTATES

PROJECT:

SHERMANBURY ROAD,
PARTRIDGE GREEN

DRAWING TITLE:

PROPOSED SITE ACCESS PLAN

SCALES:

1:500 @ A3

DRAWN:	LB	CHECKED:	PJW	DATE:	JUL 25
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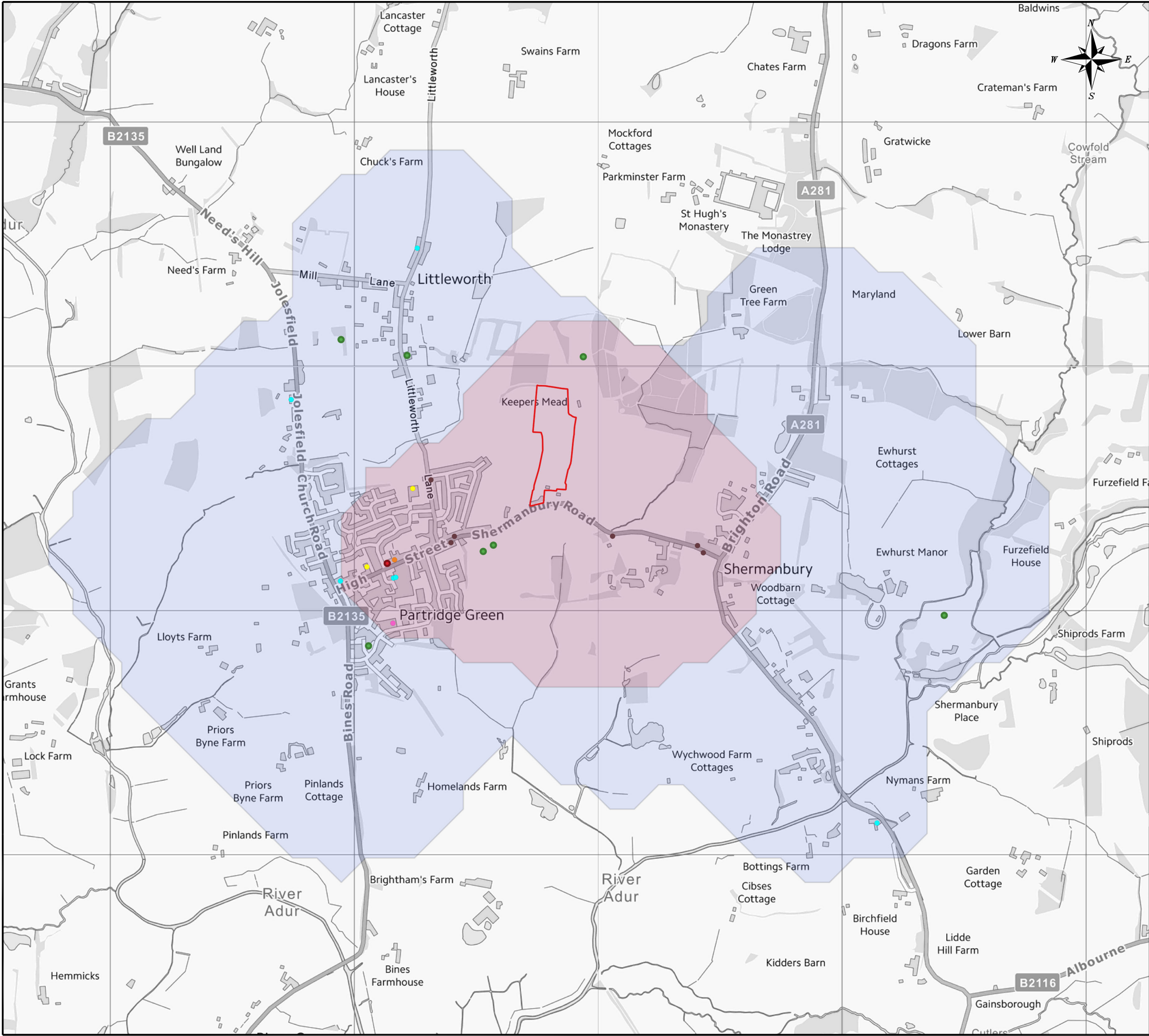
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Web: www.eddisons.com/services/transport-planning

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Eddisons

PLAN 4



NOTES

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Nearest Bus Stops
- Café/Takeaway/Public House
- Education
- Medical/Healthcare
- Post Box/Post Office
- Sport/Leisure/Park
- Supermarket/Local Food Store

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
WAIN ESTATES

PROJECT:
SHERMANBURY ROAD, PARTRIDGE GREEN

DRAWING TITLE:
800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES

SCALES:
NTS @ A3

DRAWN:	SC	CHECKED:	TC	DATE:	DEC 25
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DRAWING NUMBER:	4912-03	REVISION:	-
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