Transport Report

RABBIT PATCH NURSERY

HANDCROSS RD, PLUMMERS PLAIN, RH13 6NX

SEPTEMBER 2026

Reeves Transport Planning

PRODUCED for RABBIT PATCH NURSERY

PRODUCED by REEVES TRANSPORT PLANNING LTD

TR_RTP_IDM_070726_V2

CONTENTS

1. Introduction
2. Policy Context
3. Existing Conditions
4. Proposed Development
5. Transport and Traffic Impact
6. Parking Demand and Provision
7. Collision Analysis and Risk
8. Summary and Conclusions

APPENDICES

1. Site Layout Plan
2. Bus Timetable
3. Southern route map
4. Delivery Van and Refuse Truck Tracking
5. Visibility Splay Plan
6. Travel Survey Data
7. SSRP Collision Mapping Data

Version	Date	Author	Checked	Notes
V1	10.09.26	MJ	SGR	Draft for discussion
V2	29.09.26	MJ	SGR	For submission to client
V3				

1. INTRODUCTION

1.1 Reeves Transport Planning is appointed to provide a Transport Report in support of an expansion of an existing nursery called Rabbit Patch Nursery located at Willow Cottage, Handcross Rd, Plummers Plain, Horsham RH13 6NX. The nursery secured planning permission in 2016, under reference DC/16/2413 for a pre-school facility for up to 25 children.

1.2 The success of the nursery has prompted the need for additional capacity. This proposal seeks to convert the house on the site to accommodate an additional 20 places for 3–5-year-olds. There will be ancillary administration space on the first floor.

1.3 A site location is attached at Appendix 1.

1.4 This Transport Report is drafted with reference to West Sussex County Council's guidance on the content of Transport Assessments and the Ministry of Housing, Communities & Local Government Guidance on Travel Plans, Transport Assessments and Statements, published March 2014. It will present the minimal traffic impact of the proposed development, confirm that the potential parking generated can be contained within the site and set out how accessibility to the site can be enhanced.

2. POLICY CONTEXT

2.1 This section of the Transport Report sets out the relevant policies, at a national and local level, that this proposal will be judged against.

2.1 The *National Planning Policy Framework* (NPPF), updated in August 2026, sets out the Government's planning policies for England and is a material consideration in planning decisions. The NPPF seeks to minimise the need to travel, reduce reliance on the private car and encourage sustainable transport choices.

2.2 **Chapter 15 - Promoting Sustainable Transport** seeks to ensure that transport considerations are addressed from the earliest stages of plan-making and

development proposals. It promotes a vision-led approach to transport planning, ensuring that development is in sustainable locations and provides opportunities to support walking, cycling and public transport, having regard to the accessibility and characteristics of the location.

2.3 **Policy TR3: Locating Development in Sustainable Locations** highlights the need for development to be located where it can support sustainable patterns of movement and provide good accessibility for different users, making effective use of existing and proposed transport infrastructure. The **NPPF** recognises that opportunities to maximise sustainable transport solutions will vary between urban and rural areas and that this should be considered in both plan-making and decision-making.

2.4 The **NPPF** establishes a presumption in favour of sustainable development and encourages development to be approved where it accords with an up-to-date development plan and other relevant policies. **Policy TR6: Assessing Transport Impacts** requires the transport effects of development to be properly assessed and states that *'development proposals should be refused if they have a **severe adverse impact** on the transport network (in terms of capacity and congestion, including cumulative impacts), or an **unacceptable impact on highway safety**; taking into account any mitigation measures and/or network improvements, including measures to support sustainable patterns of movement, in either the construction phase or following completion.'*

2.4 The *Horsham District Planning Framework* (HDPF) is the overarching planning document for Horsham district outside the South Downs National Park (SDNP) and replaces the Core Strategy and General Development Control Policies documents, which were adopted in 2007. The vision for the HDPF is '*a dynamic district where people care and where individuals from all backgrounds can get involved in their communities and share the benefits of a district that enjoys a high quality of life'*. The aim is that by 2031 the area will become a place where '*the transport infrastructure, especially public transport, is continually improved to offer a high quality, reliable and frequent service and communication facilities are developed to support a sustainable,*

resilient economy with opportunities for living and working communities including opportunities for people to live close to where they work. Opportunities for non-car-based transport including walking and cycling and community transport services will be supported'.

2.5 The development will be required to support the objectives of the *West Sussex Transport Plan 2011-2026*, which are:

- A high-quality transport network that promotes a competitive and prosperous economy;
- A resilient transport network that complements the built and natural environment whilst reducing carbon emissions over time;
- Access to services, employment and housing; and
- A transport network that feels, and is, safer and healthier to use.

2.6 This Transport Report will demonstrate that the transport implications of the proposal meet the requirements of both local and national policies, and that it will not have a ***severe*** impact on highway capacity or an ***unacceptable*** impact on highway safety.

3. EXISTING CONDITIONS

3.1 The site is located 530metres to the northeast of Lower Beeding on the north side of Handcross Road.

3.2 The site is adjacent to a business estate, consisting of small-scale businesses. The B2110 in the vicinity of the site is roughly 5.5metres wide and benefits from one footway on the northern side, the same side of the road as the development site.

3.3 The nursery benefits from an established access arrangement with separate IN and OUT routes, which effectively manages the flow of traffic through the site.

3.4 The footway provides a connection to Lower Beeding.

3.5 There are request bus stops on Handcross Road that do not have signs or posts. These request stops are used by the '89' bus service that is operated by Compass and provides five services per day connecting Horsham with Haywards Heath. A copy of the bus timetable is attached at Appendix 2.

3.6 The nearest train station is located at Horsham, which is approximately 8km from the site. This station provides regular connections with the south coast, Crawley, Gatwick Airport, and London.

3.7 The Southern route map demonstrating routes to and from Horsham Rail Station are included, as Appendix 3.

3.8 In summary, it is considered that this relatively rural location has a limited level of accessibility. The limited accessibility was considered at the original planning application stage. To overcome the limitation a Travel Plan Statement was implemented to encourage parents to share journeys.

4. PROPOSED DEVELOPMENT

4.1 This proposal seeks to convert the house on the site to accommodate an additional 20 children. There are no changes proposed for the access arrangements. Details of the tracking for vehicles using the parking bays and refuse collection vehicles, and visibility splays were provided as part of the 2016 permission. These are attached to the Report as Appendix 4 and 5, respectively, for reference purposes.

4.2 There are no changes proposed to the current parking levels. The scheme retains the overall provision of 15 spaces, one of which is allocated to blue badge holders.

5. TRANSPORT AND TRAFFIC IMPACT

5.1 As this proposal is to expand the current facilities it would be reasonable to assume that the travel choices of parents would reflect the current patterns. The current travel choices and arrival / departure profiles have been surveyed on a typical day, Thursday 24th September. There were 23 children attending.

Current traffic impact

5.2 Surveyors working independently of the author of this Report recorded arrivals and departures between 7AM and 7PM. The data attached at Appendix 6 notes the arrival and departure patterns divided into 15-minute windows. The data shows that the busiest period was 07:45 to 08:00 where eight vehicles entered the site and the subsequent period when nine vehicles departed. The surveyors recorded a typical dwell time of 2 to 3 minutes for each vehicle and that at any point during the arrival period only half of the parking spaces were occupied.

The departure profile is extended over a period from 15:00 to 18:00. This is typical for pre-school nurseries where some children are picked up at the same time as siblings who are at primary school, and later in the evening when parents return from work. The busiest period is 17:30 to 17:45 when seven vehicles arrived and departures was 17:45 to 18:00. As with the arrivals dwell time was no more than 2 to 3 minutes.

Proposal traffic impact

5.3 This analysis of the current impacts can be used to inform the likely impacts of the additional children. The analysis shows that there is currently 122 vehicle movements per day, equating to 5.2 movements per child per day.

5.4 Our client has advised that there will be no increase in the servicing needs of the nursery. For instance, food deliveries will not increase in number they will simply deliver more food and consumables.

5.5 Using the multiplying factor of just over five movements per child the additional 20 children will generate an additional 100 vehicle movements per day, with 25 in the AM peak and 28 in the PM peak.

6. PARKING DEMAND AND PROVISION

6.1 West Sussex County Council's 2020 Guidance on Parking at New Developments has been used to understand the likely car parking implications of the proposed expansion.

6.2 The Guidance sets out indicative levels of on-site car parking and considers key characteristics such as car ownership and accessibility to sustainable modes of transport. It is used as an initial guide for developers who should also 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 and retaining staff.

6.3 Section 4 of the Guidance sets out the guiding principles the County Council recommends for parking design. Principle E notes that *'good parking design is as important as providing the appropriate number of spaces. Therefore, developers will be expected to provide balanced, mixed, and flexible parking provision and ensure that all spaces are useable without creating highway safety issues such as vehicles overhanging footways*.

6.4 As noted, parking design should be based on a site specific, balanced, mixed, and flexible approach. Table 3 – Non-Residential Parking Demand suggests the following parking provision:

E Commercial, Business and Service – **Non-residential institutions (medical or health services, crèches, day nurseries and centres)**	Site-specific assessment based on travel plan and needs	Site-specific assessment based on travel plan and needs

6.5 This confirms that parking associated with the proposal should be based upon the travel demands that the use would generate. As noted above the surveyors confirmed that fewer than half of the car parking spaces allocated to parents dropping off children were used at any given time. Assuming that a similar pattern is reflected by the parents of the additional children it would be reasonable to conclude that the on-site parking capacity is sufficient to accommodate the new demand.

6.6 Overall, it is evident that the parking generated can be contained on-site and that it will not generate an unacceptable increase in on-street parking demand.

7. COLLISION ANALYSIS AND RISK

7.1 Data from the Sussex Safer Roads Partnership (SSRP) website has been interrogated to evaluate whether this proposal will worsen the risk of collisions. The mapping output is attached, as Appendix 7.

7.2 Rabbit Patch Nursery officially opened in September 2017. The collision data from this date demonstrates that there have been no collisions in the vicinity of the access points over this period.

7.3 This confirms that there is nothing intrinsically hazardous associated with the local road network or access arrangements that would be made worse by this proposal.

8. SUMMARY AND CONCLUSIONS

8.1 Reeves Transport Planning is appointed to provide a Transport Statement in support of a proposal to expand an established nursery from 23 to 43 children. The business has been operating since 2017 and needs to expand to meet the needs of the growing market. There are no changes proposed to the access arrangements or parking provision.

8.2 There are limited opportunities to encourage parents or staff to use sustainable modes of transport. Our client will continue to encourage car sharing where possible to minimise the impact of single occupancy car trips. Our client has advised that all of the trips by parents or carers are usually part of their daily commute, either taking siblings to school or on the journey to work.

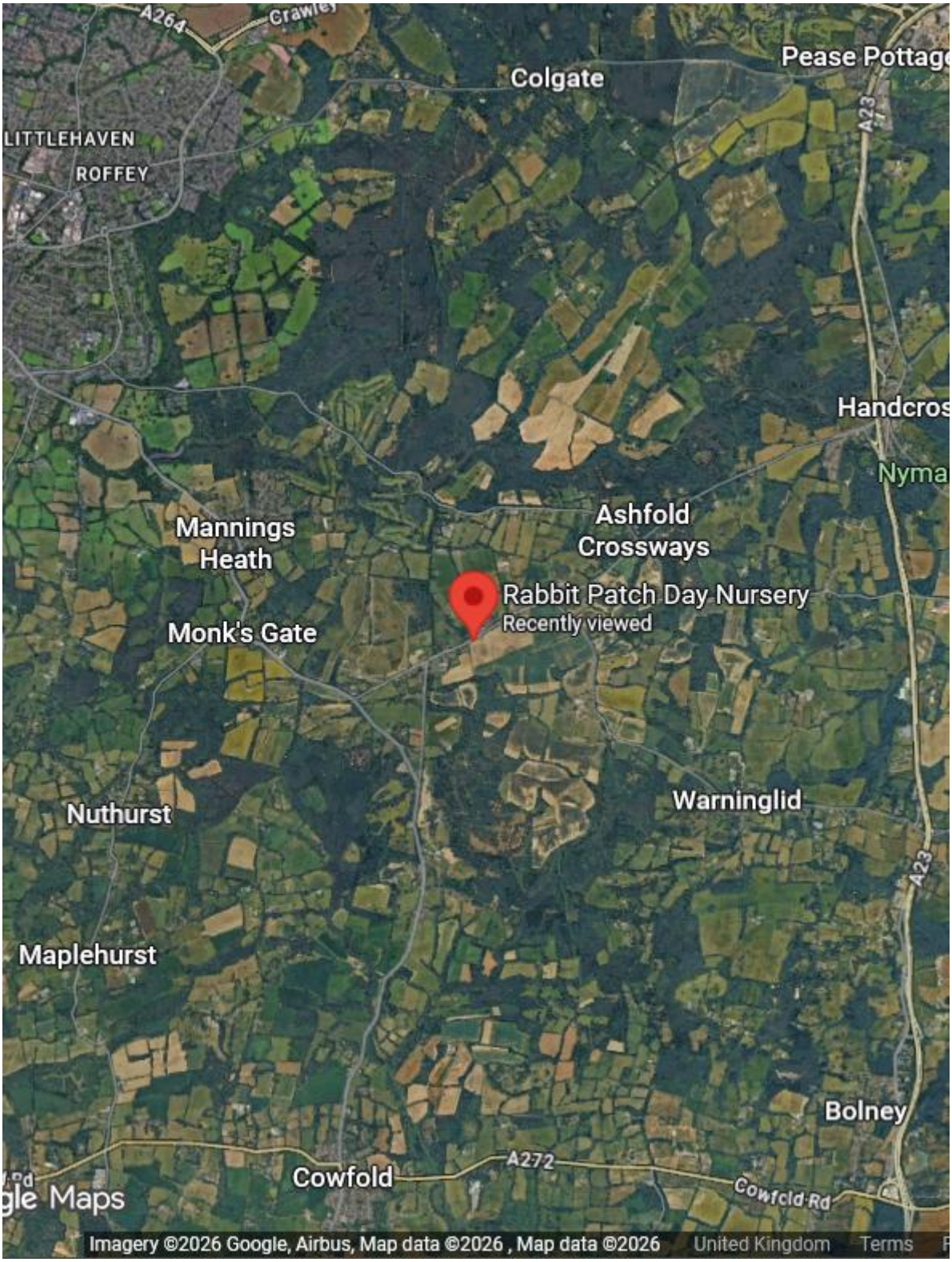
8.3 The current use generates 116 vehicle movements per day that are solely derived from parents or carers, which suggests a typical trip rate of just over 5 movements per child. Using this multiplying factor the additional 20 children will generate an additional 100 vehicle movements per day, with 25 in the AM peak and 28 in the PM peak. Overall, the nursery will generate 56 vehicle movements in the AM peak hour and 60 in the PM peak hour. This equates to an average of circa one vehicle movement per minute during the busiest hours.

8.4 The collision analysis shows that since the nursery opened in September 2017 there have been no collisions in the vicinity of the access and egress points. The surveyors asked parents if they have ever considered parking on the road to drop children. All the parents asked observed that there is more than enough space within the parking area to drop off within the site. This was supported by the observations of the surveyors who noted that at any time half the parking bays were unoccupied.

8.5 As such, it would be reasonable to conclude that there is ample capacity within the site to ensure that there will be no parking demand spilling out of the site and on to Handcross Road, and that there is no case to be made that would suggest that the nursery use, or this proposed expansion would be detrimental to highway safety or affect the free flow of traffic.

APPENDIX 1.

SITE LOCATION PLAN


A264
Colgate
Pease Pottage
LITTLEHAVEN
ROFFEY
A23
Handcross
Nyman
Mannings Heath
Ashfold Crossways
Rabbit Patch Day Nursery
Recently viewed
Monk's Gate
Nuthurst
Warninglid
A23
Maplehurst
Bolney
Cowfold
A272
Cowfold Rd
Maps
Imagery ©2026 Google, Airbus, Map data ©2026 , Map data ©2026
United Kingdom
Terms

APPENDIX 2.

BUS TIMETABLE

Horsham - Warninglid - Cuckfield - Haywards Heath - Franklands Village

Includes 62 between Cuckfield, Haywards Heath and Franklands Village

89

Mondays to Fridays (except Public Holidays)

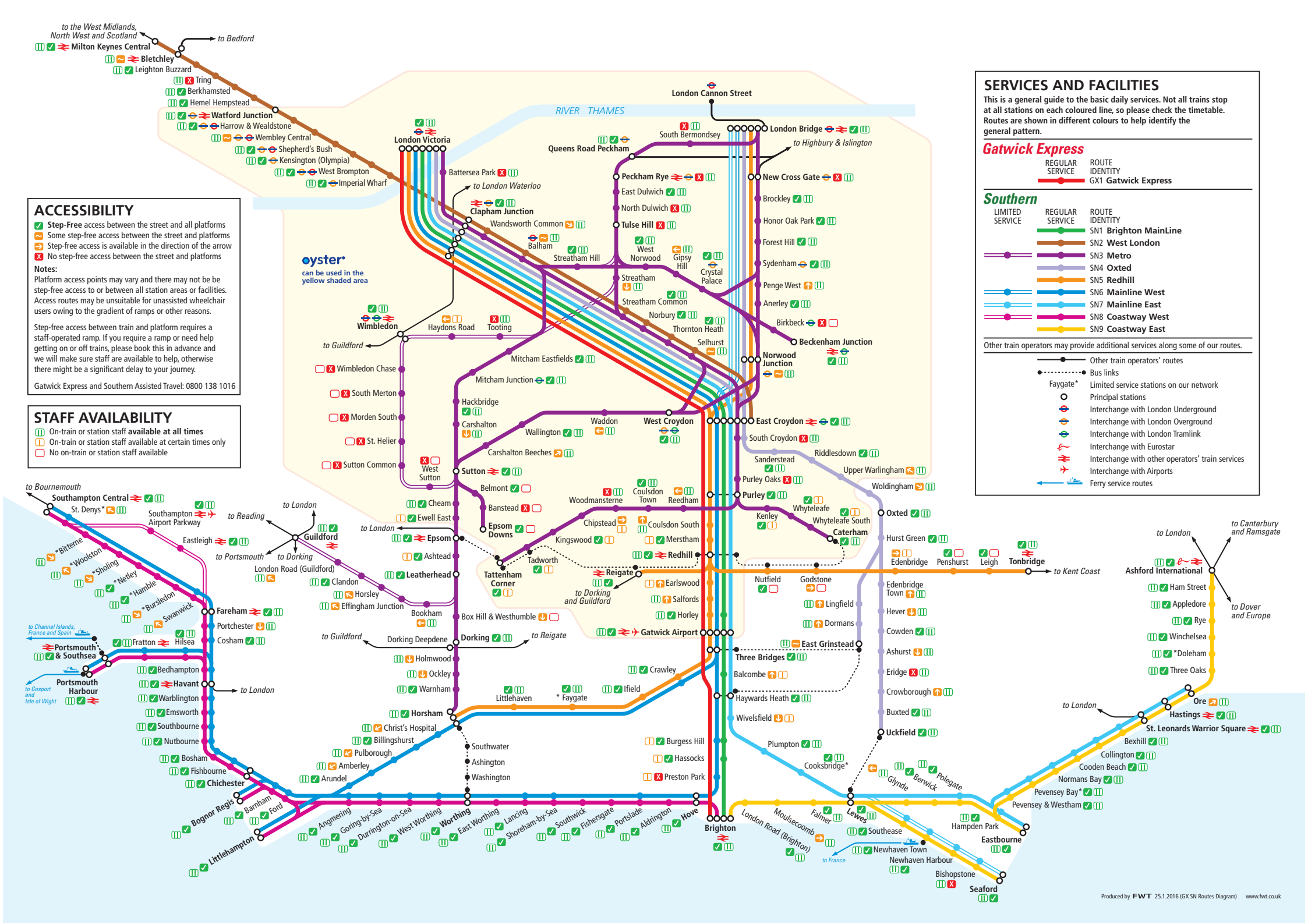
	Sch	H	Tu/Th	MWF	Tu/Th	MWF	Tu/Th	
	89	89	62	89	62	89	62	89
Horsham, Bus Station, Bay E	0725	0800		1051		1306		1630
Horsham, Carfax, stop J	▼	0802		1053		1308		1632
Horsham, Station	▼	0805		1056		1311		1635
Horsham, Merryfield Drive, Cootes Avenue	0728	▼		▼		▼		▼
Horsham, Redford Avenue, Saxon Crescent	0730	▼		▼		▼		▼
Horsham, Pondtail Road Rising Sun	0733	▼		▼		▼		▼
Horsham, Holbrook Corner	0737	▼		▼		▼		▼
Horsham, North Heath Lane, Wimblehurst Rd	0740	▼		▼		▼		▼
Horsham, Parsonage Road	0743	▼		▼		▼		▼
Horsham, Millais School	0751	▼		▼		▼		▼
Horsham, Forest School	0753	▼		▼		▼		▼
Mannings Heath, Stores	0759	0814		1105		1320		1644
Lower Beeding, Old Post House	0804	0819		1110		1325		1649
Warninglid, Half Moon	0810	0825		1116		1331		1655
Warninglid, Five Cross Roads	0813	0828		1119		1334		1658
Bolney, The Street	0820	0833		1124		1339		1703
Ansty Cross	0825	0838	**B**	1129	**C**	1344	**C**	1708
Cuckfield, High Street	0829	0841	0916	1132	1132	1347	1347	1711
Cuckfield, Warden Park School Grounds	0834	▼	▼	▼	▼	▼	▼	▼
Haywards Heath, Sainsbury's		0847	0924	1138	1138	1353	1353	1717
Haywards Heath, Perrymount Road			0926	1140	1140	1355	1355	1719
Haywards Heath, South Road			0930	1143	1143	1358	1358	1722
Haywards Heath, Princess Royal Hospital			0934	1146	1146	1401	1401	1725
Haywards Heath, Franklands, Reed Pond Walk			0938	1150	1150	1405	1405	

	MWF	Tu/Th	MWF	Tu/Th	MWF	Tu/Th	Sch	H	
	89	62	89	62	89	62	89	89	89
Haywards Heath, Franklands, Reed Pond Walk	0940	0940	1155	1155	1410	1410			
Haywards Heath, Princess Royal Hospital	0945	0945	1200	1200	1415	1415		1520	1730
Haywards Heath, South Road	0948	0948	1203	1203	1418	1418		1523	1733
Haywards Heath, Perrymount Road	0952	0952	1207	1207	1422	1422		1527	1737
Haywards Heath, Sainsbury's	0954	0954	1209	1209	1424	1424		1529	1739
Cuckfield, Warden Park School Grounds	▼	▼	▼	▼		▼	1515	▼	▼
Cuckfield, Broad Street	1000	1000	1215	1215		1430	1520	1535	1745
Ansty Cross	1003	**C**	1218	**C**		**B**	1523	1538	1748
Bolney, The Street	1008		1223				1528	1543	1753
Warninglid, Half Moon	1016		1231				1536	1551	1801
Lower Beeding, Old Post House	1022		1237				1542	1557	1807
Mannings Heath, Stores	1027		1242				1547	1602	1812**R**
Horsham, Station	1036		1251				1556	1611	1821**R**
Horsham, Bus Station, Bay E	1041		1256				1601	1616	1826**R**

B - Operates to or from Balcombe (see 62 service)
C - Operates to or from Balcombe & Crawley (see 62 service)
MWF - Operates Mondays, Wednesdays & Fridays only
Tu/Th - Operates Tuesdays & Thursdays only
Sch - Operates Schooldays only
H - Operates School Holidays only
R - Serves this point only if requested by passengers already on the bus

APPENDIX 3.

SOUTHERN ROUTE MAP



ACCESSIBILITY

- **Step-Free** access between the street and all platforms
- Some step-free access between the street and platforms
- Step-free access is available in the direction of the arrow
- No step-free access between the street and platforms

Notes:
Platform access points may vary and there may not be be step-free access to or between all station areas or facilities. Access routes may be unsuitable for unassisted wheelchair users owing to the gradient of ramps or other reasons.

Step-free access between train and platform requires a staff-operated ramp. If you require a ramp or need help getting on or off trains, please book this in advance and we will make sure staff are available to help, otherwise there might be a significant delay to your journey.

Gatwick Express and Southern Assisted Travel: 0800 138 1016

STAFF AVAILABILITY

- On-train or station staff **available at all times**
- On-train or station staff available at certain times only
- No on-train or station staff available

SERVICES AND FACILITIES

This is a general guide to the basic daily services. Not all trains stop at all stations on each coloured line, so please check the timetable. Routes are shown in different colours to help identify the general pattern.

Gatwick Express

REGULAR SERVICE	ROUTE IDENTITY
	GX1 **Gatwick Express**

Southern

LIMITED SERVICE	REGULAR SERVICE	ROUTE IDENTITY
		SN1 **Brighton MainLine**
		SN2 **West London**
		SN3 **Metro**
		SN4 **Oxted**
		SN5 **Redhill**
		SN6 **Mainline West**
		SN7 **Mainline East**
		SN8 **Coastway West**
		SN9 **Coastway East**

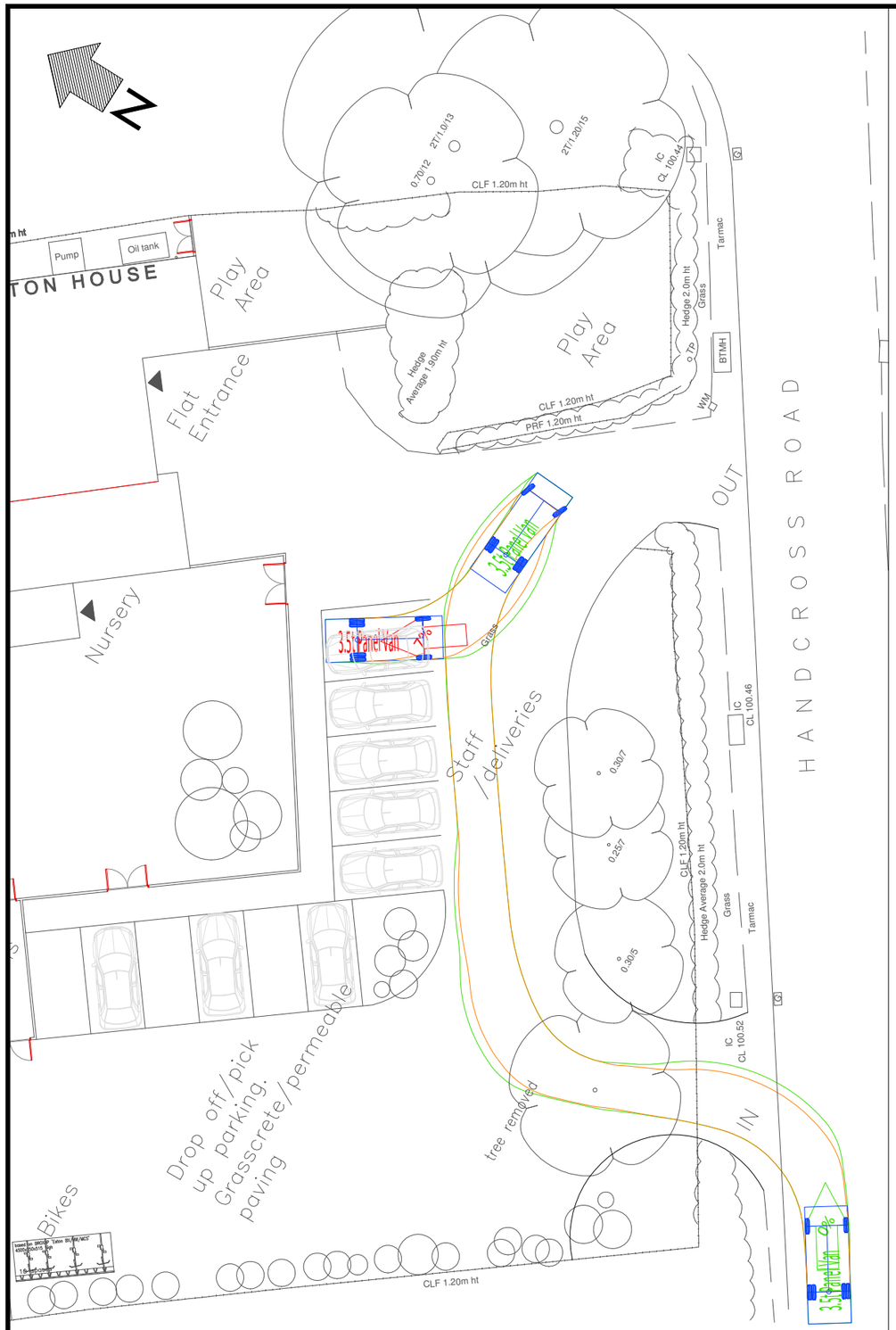
Other train operators may provide additional services along some of our routes.

- Other train operators' routes
- Bus links
- Faygate* Limited service stations on our network
- Principal stations
- Interchange with London Underground
- Interchange with London Overground
- Interchange with London Tramlink
- Interchange with Eurostar
- Interchange with other operators' train services
- Interchange with Airports
- Ferry service routes

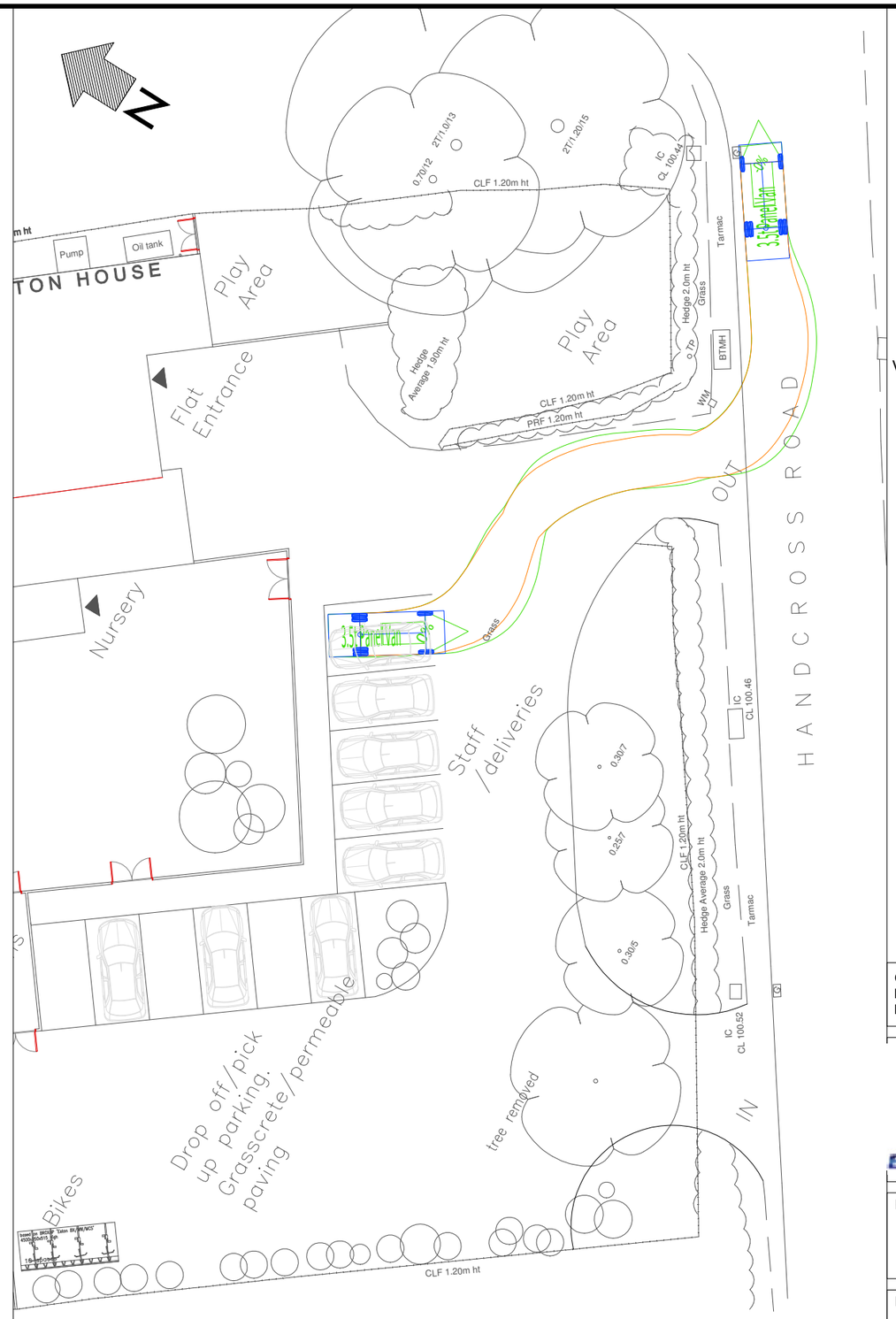
Produced by FWT 25.1.2016 (GX SN Routes Diagram) www.fwt.co.uk

APPENDIX 4.

DELIVERY VAN AND REFUSE TRUCK TRACKING

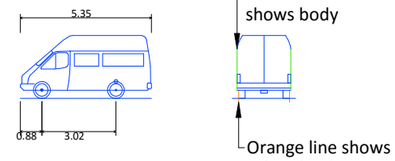


ACCESS



EGRESS

VEHICLE DETAILS:



3.5T PANEL VAN

Overall Length	5.350m
Overall Width	1.970m
Overall Body Height	2.562m
Min Body Ground Clearance	0.335m
Max Track Width	1.970m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.850m

Design speed 5kph for all Forward movements
Design speed 2.5kph for all Reverse movements

ORIGINAL BASE DRAWING PROVIDED BY OTHERS. BTM SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.

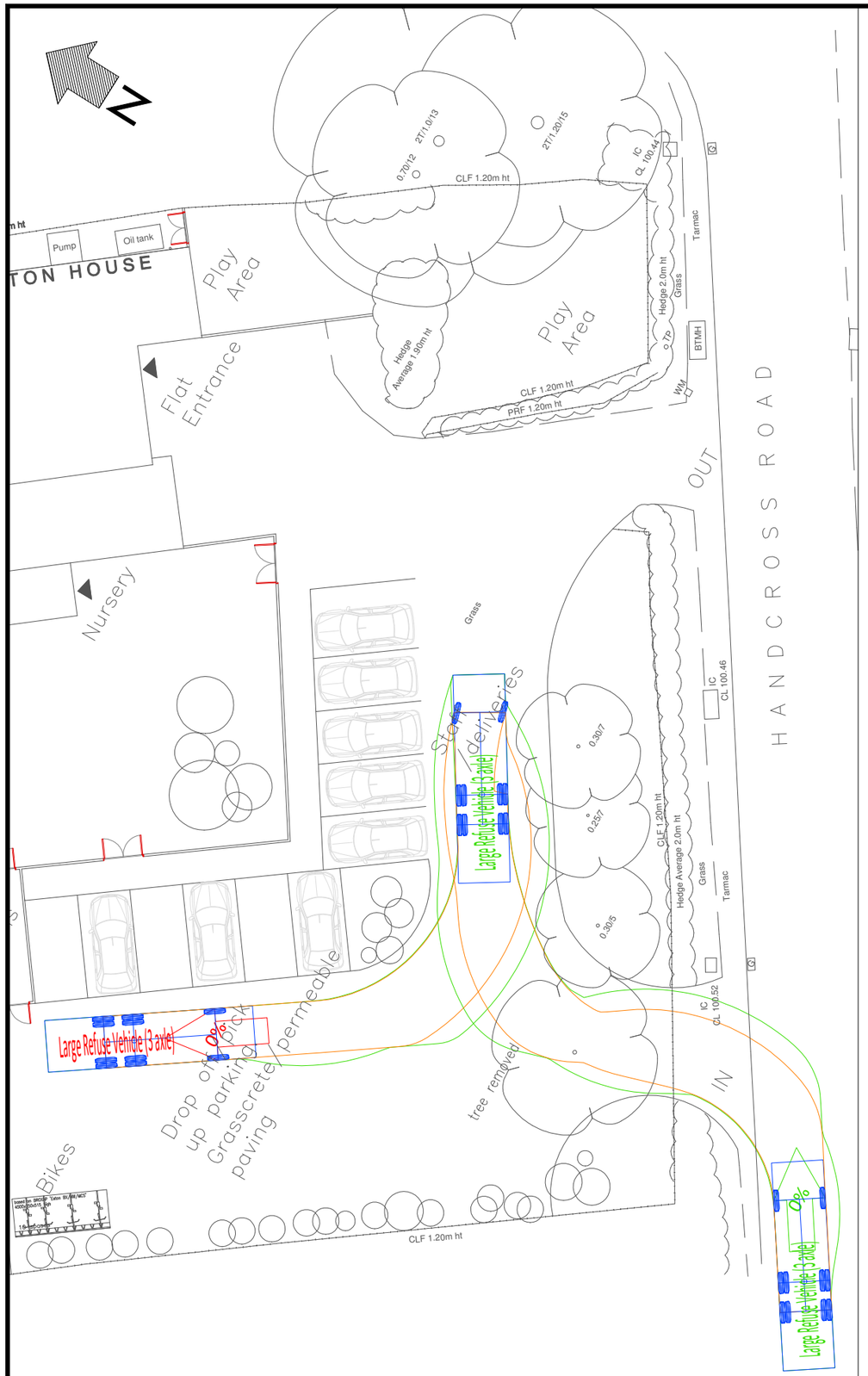
Brighton Traffic Management

Project
IDMISTON, HANDCROSS ROAD

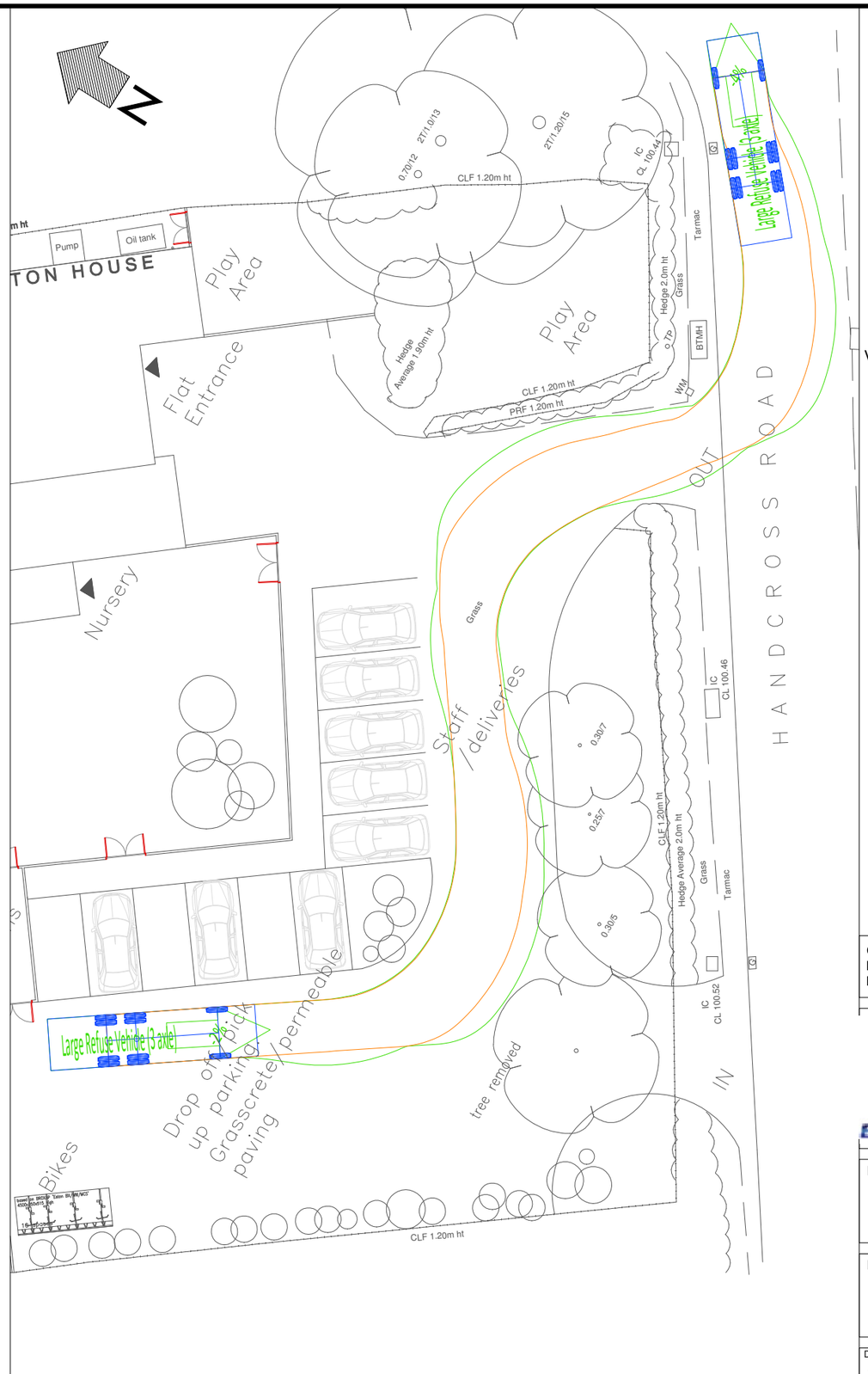
Drawing Title
SWEPT PATH ANALYSIS USING A 3.5T PANEL VAN

Date	Scale	Size
June 2016	1:250	A3

Drawing No.	Rev
002	B

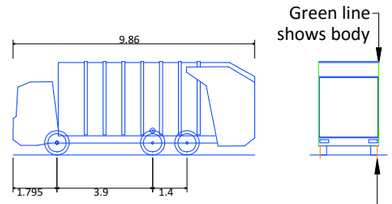


ACCESS



EGRESS

VEHICLE DETAILS:



LARGE REFUSE VEHICLE (3 AXLE)

Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	9.500m

Design speed 5kph for all Forward movements
Design speed 2.5kph for all Reverse movements

ORIGINAL BASE DRAWING PROVIDED BY OTHERS. BTM SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.

Brighton Traffic Management

Project
IDMISTON, HANDCROSS ROAD

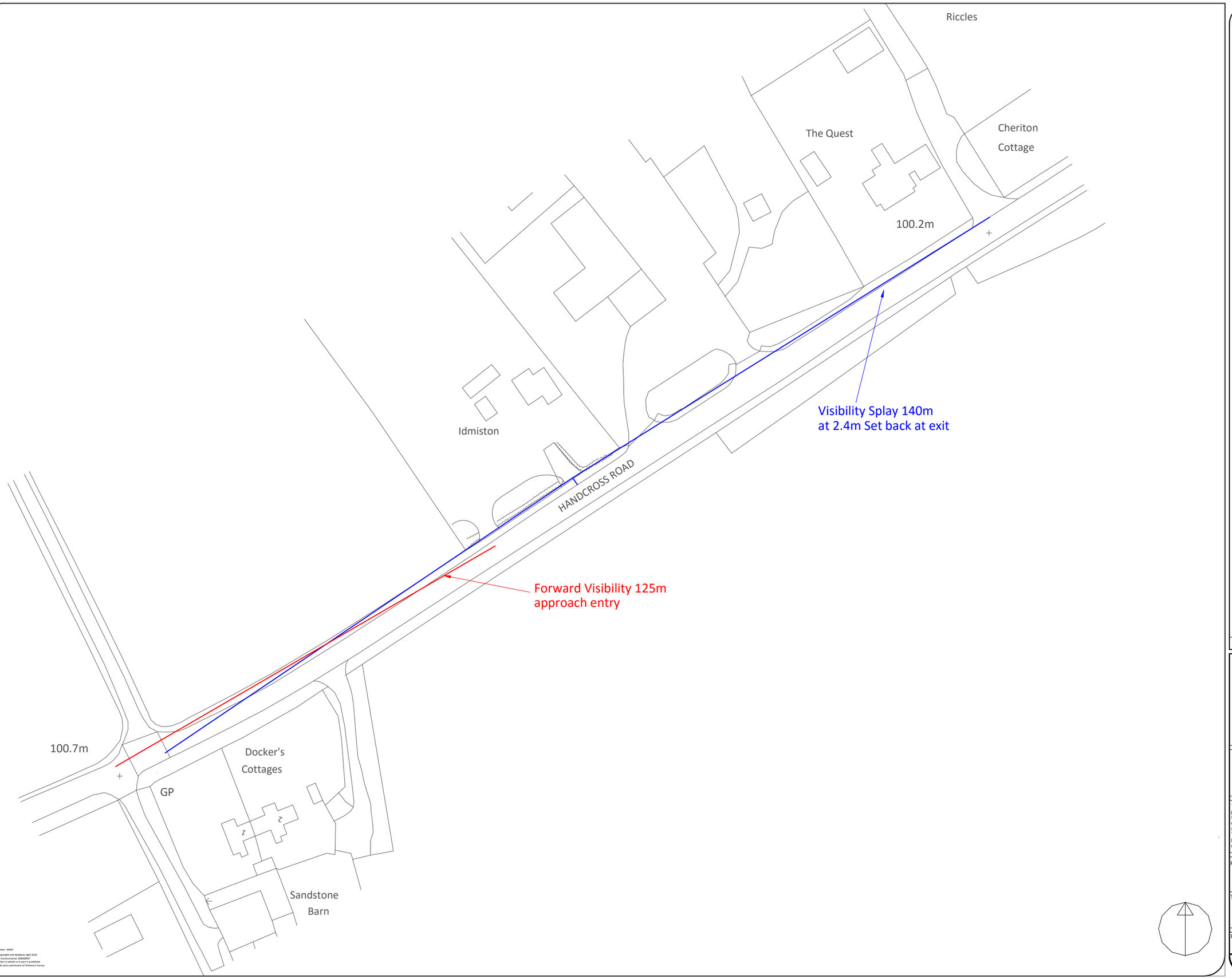
Drawing Title
SWEPT PATH ANALYSIS USING A LARGE REFUSE VEHICLE (3 AXLE)

Date	Scale	Size
June 2016	1:250	A3

Drawing No.	Rev
001	B

APPENDIX 5.

VISIBILITY SPLAY PLAN



KEY:

- Forward Visibility
- Visibility Splay from existing access
- OS Map

Rev	Date	Details Of Issue

Reeves Transport Planning

Brighton Traffic Management

This document and all information herein is confidential and the intellectual property of BrightonTraffic Management Ltd It is disclosed in confidence on terms that it will not be disclosed to any third party, used, sold, loaned, licensed, or reproduced in whole or in any part in any manner or form for manufacturing, tendering or for any other purpose without the written permission of Brighton Traffic Management Ltd The copyright is retained by Brighton Traffic Management Ltd.
© Brighton Traffic Management Ltd

Project
Idmiston
Hancross Road

Title
Visual Display Lines

Drawn	Date:	Scale (at A3)
TE	24/06/16	1:1000

Drg no.	Revision No.
ID/SR/201	A

APPENDIX 6.

TRAVEL SURVEY DATA

Rabbit Patch Nursery

Visitor Travel Choice Survey

Date: **Thursday 24th September**

*Delivery or servicing needs

	Car Driver	Walk	Cycle	Other*	Car Driver	Walk	Cycle	Other*	Hourly	
	ARRIVAL				DEPARTURE				ARR	DEP
07:00-07:15	4									
07:15-07:30	2								14	2
07:30-07:45										
07:45-08:00	8				2					
08:00-08:15	4				9					
08:15-08:30	5			1	2			1	14	17
08:30-08:45	2				4					
08:45-09:00	2				1					
09:00-09:15	4				3					
09:15-09:30									4	3
09:30-09:45										
09:45-10:00										
10:00-10:15										
10:15-10:30									0	0
10:30-10:45										
10:45-11:00										
11:00-11:15										
11:15-11:30	1				1				1	1
11:30-11:45										
11:45-12:00										
12:00-12:15										
12:15-12:30									1	1
12:30-12:45				1				1		
12:45-13:00										
Sub Total	32			2	22			2		

	Car Driver	Walk	Cycle	Other*	Car Driver	Walk	Cycle	Other*	Hourly	
	ARRIVAL				DEPARTURE				ARR	DEP
13:00-13:15										
13:15-13:30									1	0
13:30-13:45										
13:45-14:00	1									
14:00-14:15										
14:15-14:30									4	1
14:30-14:45	1									
14:45-15:00	3				1					
15:00-15:15					5					
15:15-15:30	2				2				4	8
15:30-15:45					1					
15:45-16:00	2									
16:00-16:15					2					
16:15-16:30									3	5
16:30-16:45	1				1					
16:45-17:00	2				2					
17:00-17:15	3			1	4			1		
17:15-17:30	4				3				15	17
17:30-17:45	7				4					
17:45-18:00					5					
18:00-18:15					2					
18:15-18:30									0	6
18:30-18:45										
18:45-19:00					4					
Sub Total	26			1	36			1		
Total	58			3	58			3		
Per Child*	**2.5**			**0.1**	**2.5**			**0.1**		

*23 childern on site during the day of the survey

Additional Traffic Impact

AM Peak	12	13
PM Peak	13	15
Daily	50.4	50.4

APPENDIX 7.

SSRP COLLISION MAPPING DATA

ROAD SAFETY TEAM | Collision Map | Casualty Data | User Groups | Casualty Tables | Crackdown Data | Crackdown Map | Camera Map | Camera Data | About

Collisions

This map shows personal injury collisions reported to Sussex Police in accordance with DfT stats 19 requirements. Whilst the details of these collisions have been checked, they are subject to change should further information become available and may therefore not match figures published elsewhere.

Which counties to display

☑ West Sussex ☐ East Sussex ☐ Brighton and Hove

Select which severities to display

☑ 1. Fatal ☑ 2. Serious ☑ 3. Slight

Change date range

01/09/2017	to	31/08/2026

