

Transport Statement

St Johns Farm,
Trout Lane,
West Sussex,
RH13 0JN



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Document Controls

Issue	Issue date	Compiled	Checked	Authorised
1	09/2025	TS	EP	LNS
2	11/2025	TS	EP	LNS

Executive Summary

GTA Civils & Transport Ltd has been commissioned by Chidhurst Limited to prepare a Transport Statement (TS) in connection with a planning application for the proposed development.

The proposed development at St Johns Farm involves the change of use of the site from warehousing (commercial) to residential dwelling houses. The scheme comprises four units, replacing the existing commercial warehousing with new residential accommodation.

This Transport Statement summarises the existing situation, local and national transport policy, the local highway network and modal choices available to future users and considers the likely transport impact of the proposed development through a trip forecasting exercise.

The proposals are in accordance with current policies and guidance provided by Horsham District Council and West Sussex County Council are compliant with national guidance documents such as Manual for Streets (MfS). The proposals are also in accordance with the Department for Communities and Local Government's National Planning Policy Framework 2025 (NPPF).

The site can be accessed by sustainable forms of transport such as, cycle and by bus. Local bus services have a moderate frequency of services throughout the day to local destinations.

Vehicular access for the site will be via the existing access on Trout Lane.

The development will provide:

- Cycle storage compliant with West Sussex County Council guidance ;
- Car parking compliant with West Sussex County Council guidance;
- Refuse storage with refuse vehicle access compliant with MfS1;
- EV charging points;
- Suitable visibility splays at the existing site access with Trout Lane;
- Allowance for emergency vehicle access within 45m of all entrances in accordance with MfS1.

The nationally recognised database TRICS has been used to forecast the new trips for the proposed development. Using the detailed TRICS database, the development is likely to result in approximately 2 two-way trips in the peak AM period (0800-0900) and 2 two-way trips in the peak PM period (1700-1800).

On their own, the trips generated by the development will not have a detrimental impact on, public transport, cycle and pedestrian networks, and would not result in a highway impact that could be considered as severe.

Overall, there are no material highway or transport impacts as a result of the proposed development.

1 Introduction

- 1.1 This Transport Statement (TS) has been prepared for Chidhurst Limited to support the development of St Johns Farm and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 GTA Civils & Transport Ltd has been commissioned by Chidhurst Limited to prepare a Transport Statement (TS) in connection with a planning application for the proposed development at St Johns Farm involves the change of use of the site from warehousing (commercial) to residential dwelling houses. The scheme comprises four units, replacing the existing commercial warehousing with new residential accommodation.

Policy Context

- 1.3 This report has been written in accordance with the following policy frameworks:
 - National Planning Policy Framework (NPPF);
 - National Planning Policy Guidance (NPPG);
 - Manual for Streets (MfS 1 & 2);
 - Horsham District Council Local Plan (2023-2040);
 - West Sussex County Council Local Transport Plan (2022-2036);

2 Existing Site Details

- 2.1 The property at St Johns Farm, is situated approximately 7.5km south-west of Horsham town centre. The site lies around 5.7km from Christ Hospital Station, which provides frequent rail services to London, Horsham, and other destinations.
- 2.2 The site is accessed directly via Trout Lane, a minor rural road in Brooks Green. 565m to the southwest, Trout Lane intersects with Emms Lane, while 520m to the south it becomes Coolham Road, forming part of the local network of minor roads that connect the hamlet with surrounding villages and the broader local road system.
- 2.3 Horsham and Billingshurst town centres are a short drive from the site and provide a comprehensive range of amenities. A public footpath (No. 1902) currently runs directly along the site access and will be rerouted as part of the proposals.
- 2.4 An aerial view of the site is shown below in **Figure 2.1** with an approximate red line boundary highlighting the approximate site area. A site plan is included in **Appendix A**.

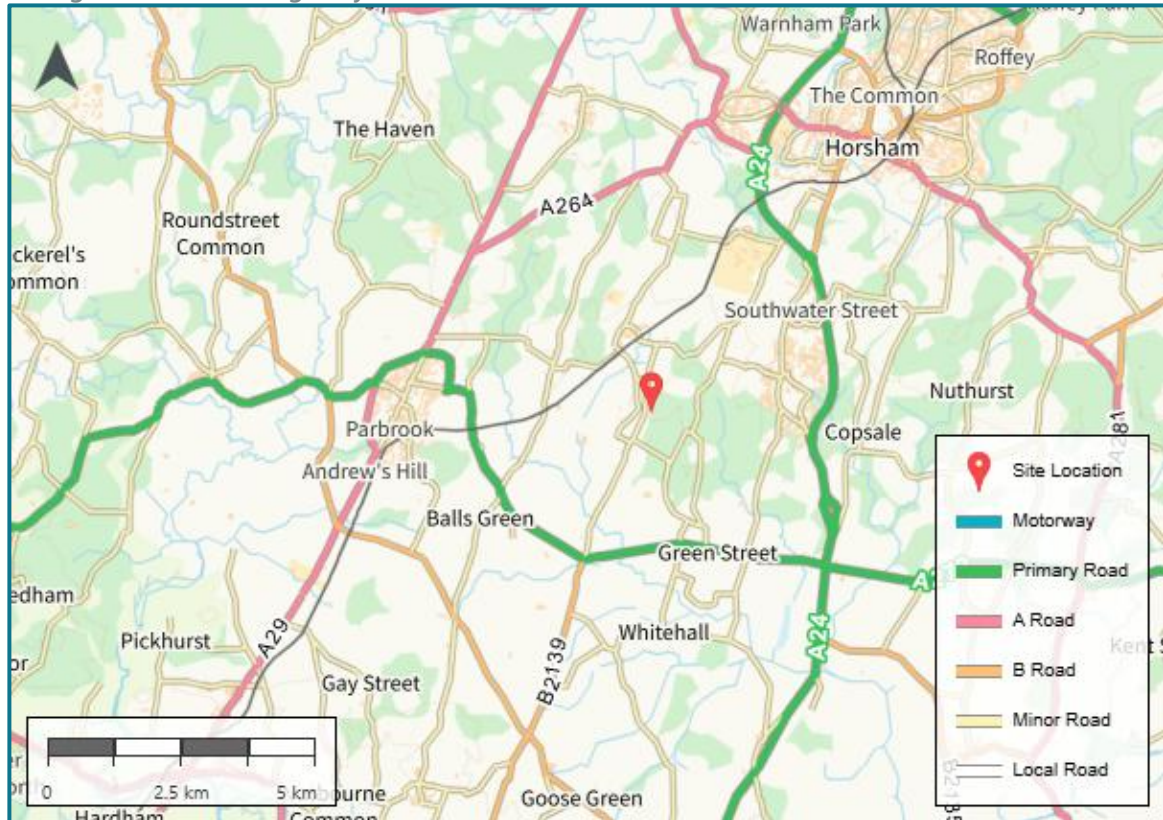
Figure 2.1 – Aerial View of Existing Site



3 Local Highway Network

- 3.1 The site is accessed directly from Trout Lane, a rural road subject to the national speed limit of 60mph, providing direct access to the surrounding local highway network. However, data from a recent Automatic Traffic Count (ATC) indicates that actual vehicle speeds are significantly lower, averaging approximately 44mph.
- 3.2 Trout Lane connects southwards onto Coolham Road, which in turn leads to Cowfold Road (B2135). This provides direct connections eastwards to the A24, giving access north towards Crawley and the M23, and south towards Worthing and the south coast. The wider strategic network is also accessible via the A264, facilitating east-west connections between Horsham, Crawley, and beyond.
- 3.3 The nearest bus stop is located at Caravan Park on Emms Lane, approximately 500m from the site. The walking route heads south along Trout Lane and then west onto Public Footpath SHI-1905, which leads directly to Emms Lane. The stop is served by routes 64,74 and 74A, offering connections to Horsham, Billingshurst, Pulborough, and Storrington. The nearest train station is Christ's Hospital, around 5.7km away. It is a short drive and a 22-minute cycle.
- 3.4 **Figure 3.1** shows the local highway network in the vicinity of the site.

Figure 3.1 – Local Highway Network



Source: Ordnance Survey

Accident Data

- 3.5 This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.
- 3.6 Accident records have been examined within the site vicinity for a 5-year period between 2019 and 2023. Records have been examined for Trout Lane within the vicinity of the site access.
- 3.7 Within this time period there were 0 recorded accidents within the area surrounding the site.
- 3.8 Overall, the local accident incidence rate is extremely low, with no recorded collisions on Trout Lane or in the immediate vicinity of the site. It is therefore reasonable to conclude that the proposals would not give rise to highway safety concerns.

Speed Survey (ATC)

- 3.9 A speed survey was undertaken for a 7-day period from 11/09/2025 to 17/09/2025.
- 3.10 The speed of traffic has been determined using an ATC placed on Trout Lane close to the access of the site.
- 3.11 The ATC equipment location is shown in **Figure 3.2** below.

Figure 3.2 – Location of ATC Equipment



- 3.12 The 7-day survey recorded 85%ile speeds as follows:
- Northbound = 43.4 mph
 - Southbound = 43.7 mph
- 3.13 The survey is included at **Appendix B**.

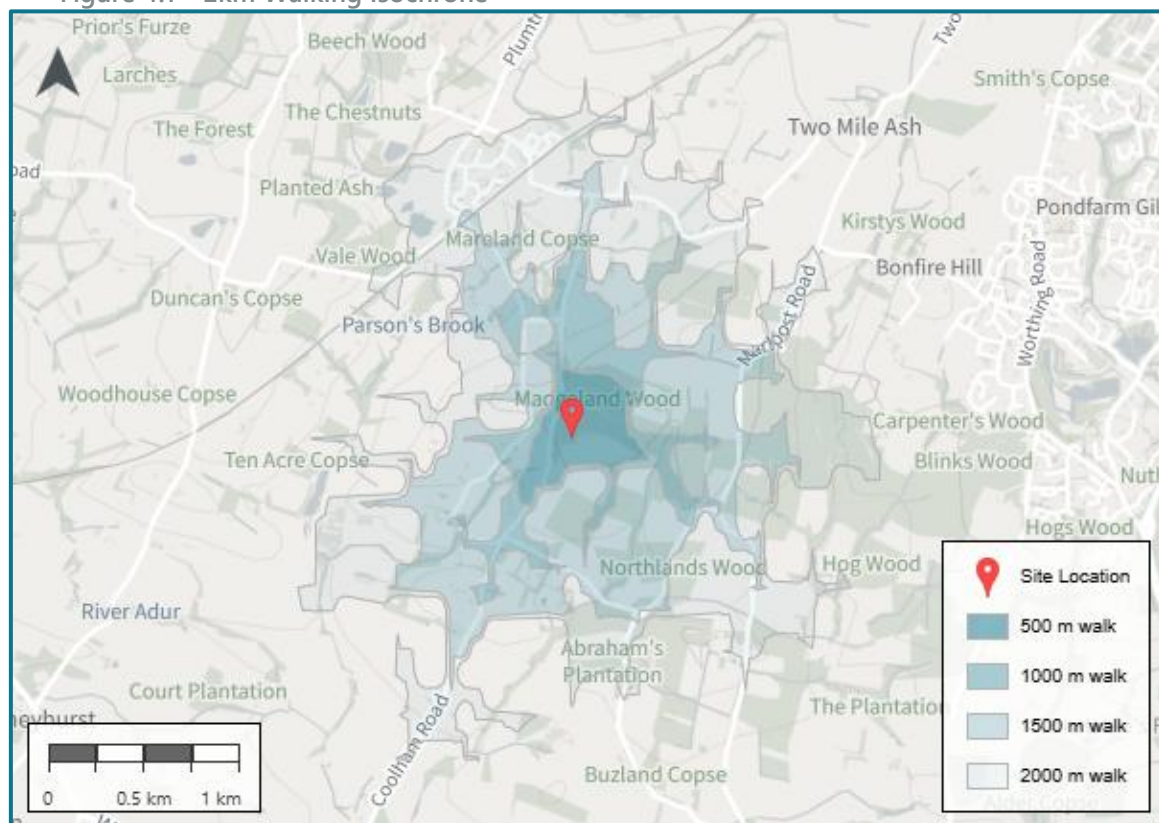
4 Modal Choices

- 4.1 The site at St Johns Farm, Trout Lane benefits from access to a range of sustainable transport options. The nearest bus stop to the site is Caravan Park, located approximately 500 metres away, around a 7-minute walk via Public Footpath 1905, which provides a safe and direct pedestrian route. This stop, along with others in the immediate area, is served by bus routes 64, 74, and 74A, offering connections into Horsham and surrounding settlements. These services also call at Bluecoat Pond bus stop, approximately 380 metres from Christ's Hospital station (around a 6-minute walk), enabling residents to link to the wider rail network via bus and train.
- 4.2 The nearest railway station, Christ's Hospital, is approximately 5.7km from the site (around a 22-minute cycle). The station provides frequent services to Horsham, Crawley, Gatwick Airport, and London terminals, supporting both commuting and leisure travel.
- 4.3 Taxis provide an additional travel option, with a number of local operators servicing the area, offering flexible 24-hour access to Horsham, Christ's Hospital station, and other nearby towns, particularly where public transport options are limited.

Accessibility by Foot

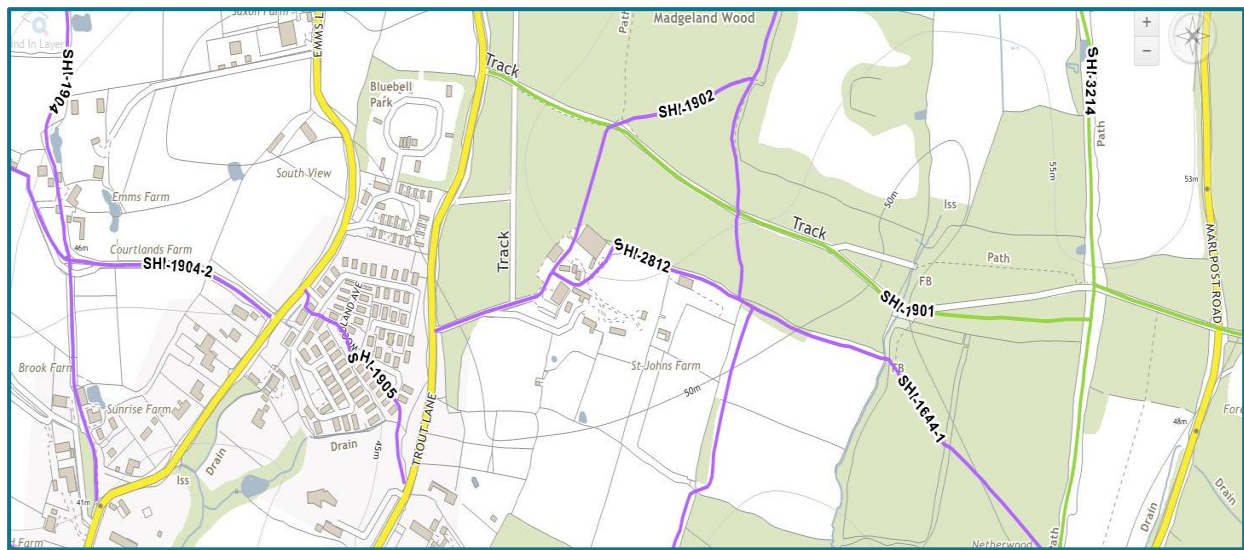
- 4.4 Manual for Streets suggests 800m can be considered a comfortable walking distance (paragraph 4.4.1). MfS also states, however, 800m is not the upper limit, walking offers potential to replace short car trips for journeys up to 2km (with reference to PPG13).
- 4.5 Whilst superseded by NPPF, the former PPG13 Transport document sets out useful guidance related to suitable walking and cycling distances:
- “Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres” (Paragraph 74)
- 4.6 **Figure 4.1** demonstrates an approximate 2km walking distance isochrone surrounding the site, this representing a journey time of approximately 25-minutes. The isochrones are based on an average walking speed of 1.4m/s, with increments of 500m.

Figure 4.1 – 2km Walking Isochrone



4.7 There is a network of public rights of way that are sited in the site vicinity, as shown in **Figure 4.2**.

Figure 4.2 – PRoW



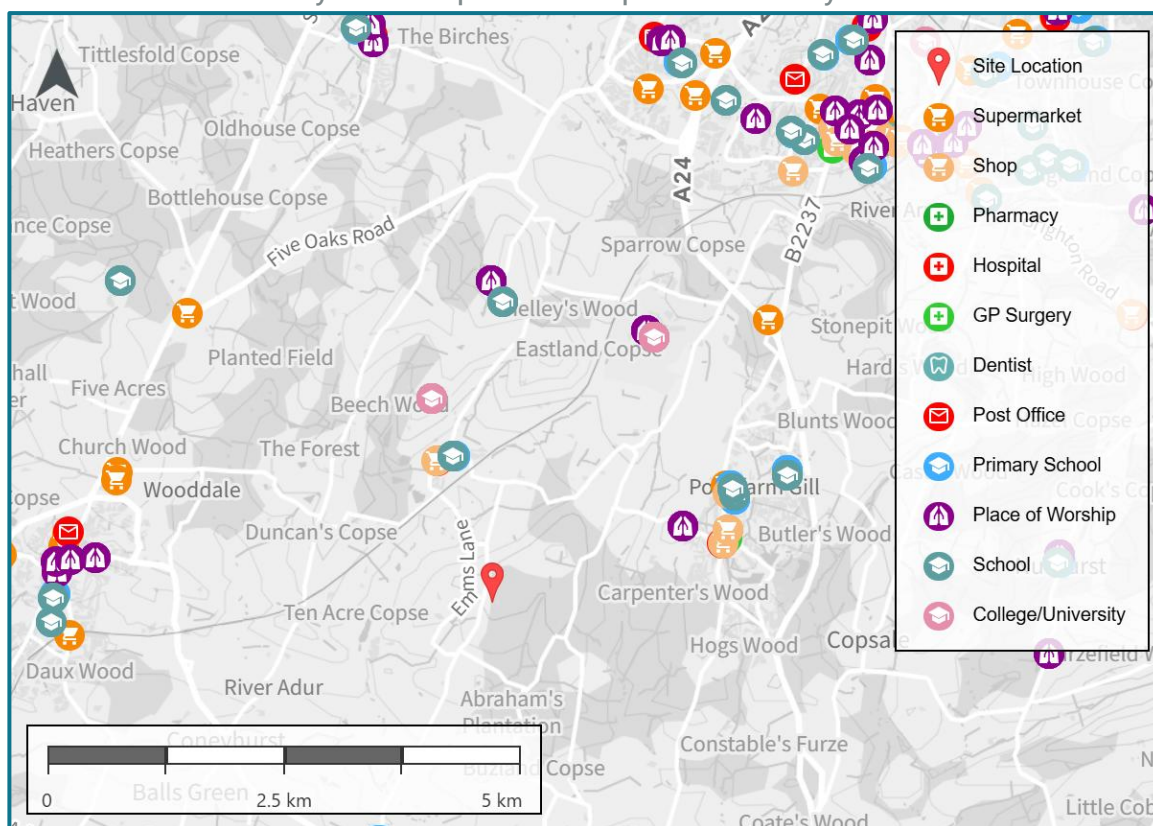
Extract from PRoW Map

- 4.8 Public Footpath 1902, which currently runs directly along the site access, which will be rerouted as part of the proposals to maintain safe and convenient pedestrian access while accommodating the new development. Public Footpath 1905 provides a connection between Trout Lane and Emms Lane, where the Caravan Park bus stop is located. This offers a safe and convenient pedestrian route from the site to local bus services.
- 4.9 Examples of key destinations and their proximity to the site are highlighted in **Figure 4.3** and listed below in **Table 4.1**. Walking times are based on a walk speed of 1.4m/s as referenced in IHT (2000) Guidelines for Providing for Journeys on Foot, and cycle times are based on an average cycle speed of 15.5km/h.

Figure 4.3 – Local Amenities Nearby Site

4.10 There are a number of facilities and services available to future residents this including:

Table 4.1 – Accessibility of the Proposed Development Site to Key Services



Destination	Distance from Site (metres)	Walk Time (minutes)	Cycle Time (minutes)
Barns Green Post Office	2000m	25	8
Barns Green Primary School	2100m	26	8
Place of Worship (Holy Innocents Parish Church)	4600m	56	18
Supermarket (Southwater CO OP)	5100m	62	20
Dentist (Southwater Dental Practice)	5100m	62	20
Boots Pharmacy	5200m	63	20

Walking/Cycling

- 4.11 The site has limited access to nearby amenities on foot, with most key destinations located over 2km away. For example, Barns Green Post Office and Barns Green Primary School are approximately 2km from the site, requiring a 25-minute walk. Other essential services, such as Southwater CO-OP supermarket, Boots Pharmacy, and the dentist, are located around 5km from the site, translating to a cycling time of roughly 19 minutes.
- 4.12 Cycling provides a more practical option for accessing these amenities. Typical cycle times range from 8 minutes to the nearest primary school or post office to around 20 minutes for supermarkets, pharmacies, and the dentist. Cycling can offer a convenient sustainable travel option for residents to reach local services.
- 4.13 Whilst it is acknowledged that only a limited number of amenities are available in close proximity to the site, larger nearby settlements such as Horsham (approximately 7.5km away) and Billingshurst (approximately 6.6km away) provide a wide range of shops, services, and facilities. These destinations are accessible by cycle, bus, train or car, ensuring that residents are not isolated from key amenities.

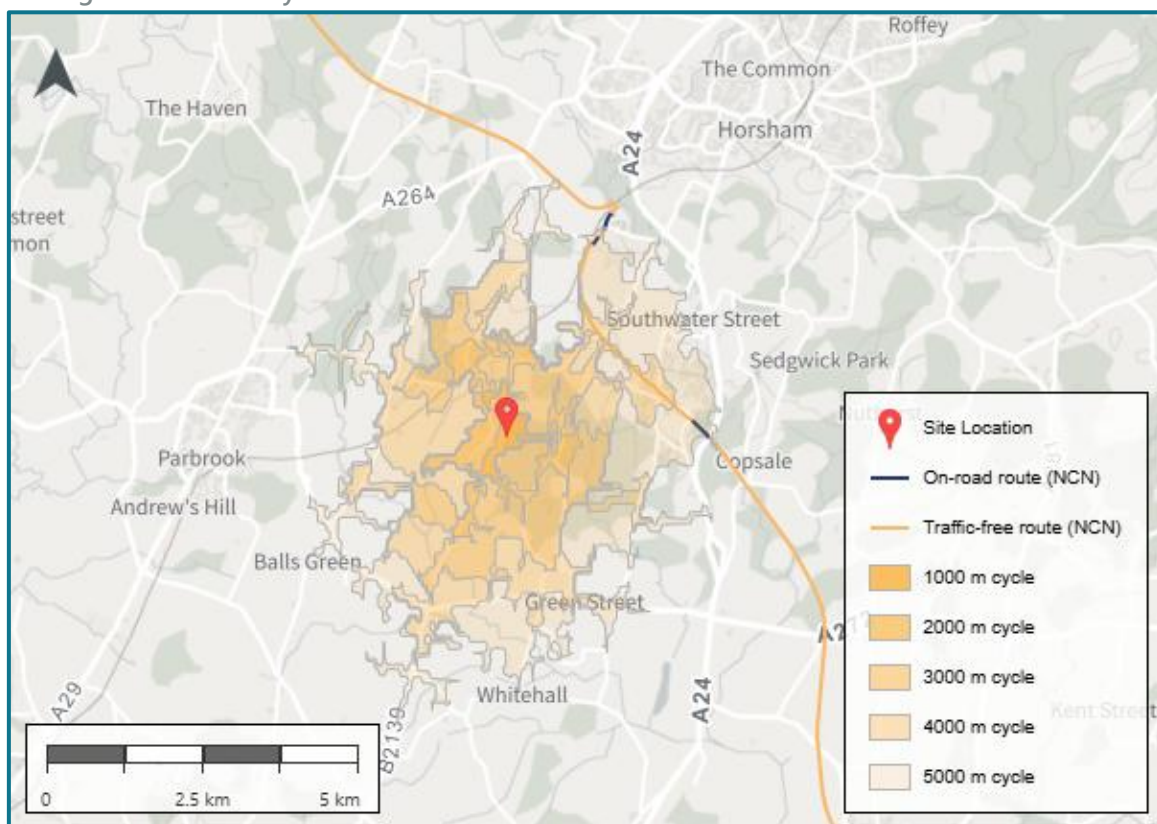
Accessibility by Cycle

4.14 Whilst superseded by NPPF, the former PPG13 Transport document sets out useful guidance related to suitable walking and cycling distances:

- 'Cycling also has potential to substitute short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport' (Paragraph 77)

4.15 **Figure 4.4** demonstrates an approximate 5km cycling distance isochrone surrounding the site, this representing a journey time of approximately 19-minutes. The isochrones are based on an average cycling speed of 15.5km/h, with increments of 1km.

Figure 4.4 – 5km Cycle Isochrone



Bus Services

- 4.16 Bus stops are located adjacent to the site as shown in **Figure 4.5**. The nearest bus stop is located at Caravan Park, approximately 500m from the site, this represents a 7-minute walk via public footpath 1905. This stop is served by route numbers 74,74 and 74A.

Figure 4.5 – Nearest Bus Stops to Site

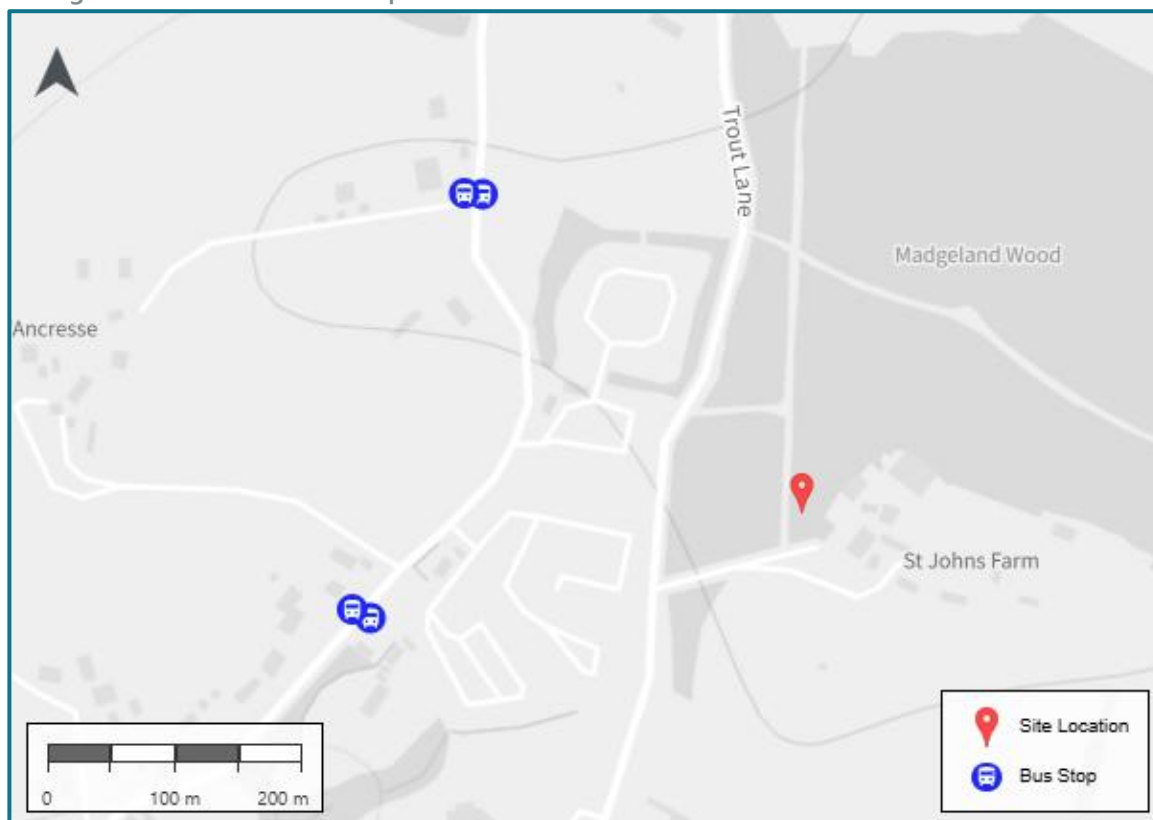


Table 4.2 – Local Bus Service Frequencies

Service No. and Operator	Route	Weekday Frequency
64 – Compass Buses	Loxwood to Horsham	Monday/Thursday – 2 per day
74 – Compass Travel	Storrington to Horsham	Tuesday – 3 per day
74A – Compass Travel	Houghton & Storrington to Horsham	Monday/Tuesday/Wednesday/Friday – 2 per day Thursday – 6 per day

- 4.17 **Table 4.2** below indicates the route, destinations and approximate frequencies of the bus routes serving the bus stops near the site.
- 4.18 As demonstrated, there is a moderate frequency of bus services to key destinations throughout the day. The short walking distance between the nearby bus stops and the site means that travel by bus is a convenient sustainable modal choice for residents and visitors of the proposed development.

Rail Services

- 4.19 The nearest railway station is Christs Hospital, located approximately 5.7km from the site, as shown in Figure 4.6.

Figure 4.6 – Nearest Rail Stations to Site



- 4.20 The journey times and service frequencies are set out below in Table 4.3.

Table 4.3 – Local Rail Services

Station	Destination	Frequency	Journey Time
Christs Hospital	London Victoria	2 / hour	59 mins
Christs Hospital	Horsham	2 / hour	4 mins
Christs Hospital	Billingshurst	2 / hour	6 mins
Christs Hospital	Gatwick Airport	2 / hour	24 mins
Christs Hospital	Crawley	2 / hour	13 mins
Christs Hospital	Pulborough	2 / hour	12 mins
Christs Hospital	Clapham Junction	2 / hour	52 mins
Christs Hospital	East Croydon	2 / hour	42 mins
Christs Hospital	London Bridge	7 / day	57 mins

- 4.21 The nearest station to the site is Christ's Hospital approximately 5.7km away, operated by Southern Rail. The station offers 90 car parking spaces, including 2 disabled spaces, and 20 cycle parking spaces equipped with CCTV. This is a Category B3 station, providing step-free access to Platform 2 (towards the coast) via a ramp. Platform 1 (towards London) is accessible via steps. The station is equipped with seated waiting areas, customer help points, and public telephones. CCTV is installed throughout the station for security purposes.
- 4.22 Christ's Hospital station provides frequent rail services to a range of key destinations. Services generally operate at a frequency of two trains per hour, with Horsham just a few minutes away and Crawley within a short journey. London Victoria and other central London terminals, including Clapham Junction, East Croydon, and London Bridge, are also directly accessible, supporting travel for both commuting and leisure purposes. It takes approximately 22 minutes to cycle from the site to Christ's Hospital station.
- 4.23 The site benefits from proximity to local bus services. The nearest bus stop to the site is Caravan Park, a short walk from the development, served by routes 64, 74, and 74A, providing connections into Horsham and surrounding settlements. These services also stop at Bluecoat Pond, approximately 380 metres from Christ's Hospital station, allowing residents to easily travel from the site by bus to the station for onward rail journeys.
- 4.24 Overall, the combination of local bus stops near the site and interchange opportunities at Christ's Hospital station, alongside the station's facilities, range of destinations, and frequent service, makes public transport accessible and sustainable travel option for future residents of the proposed development.

Taxis

- 4.25 The following taxi services are also available within the Reigate area that are reputable and reliable:
- Jake's Cars (Billingshurst) – 01403 786 818
 - Western Cars Horsham – 01403 610610
 - Arrow Taxi Group – 01903 212121

5 Proposed Development

- 5.1 The proposed development at St John's Farm seeks to change the use of the site from commercial warehousing to residential. The scheme will deliver four new dwellings, replacing the existing warehouse buildings with residential accommodation.

Proposed Access

- 5.2 The site is accessed from Trout Lane, as shown in **Figure 5.1**.
- 5.3 An Automatic Traffic Count (ATC) was undertaken on the access road, which recorded 85th percentile speeds of 43mph northbound and 44mph southbound.
- 5.4 However, the ATC also confirms that traffic volumes on the road are low, reflecting its quiet, local nature rather than that of a strategic or heavily trafficked route. In such contexts, and where speeds have been measured rather than assumed, Manual for Streets 2 (MfS2) provides a suitable and accepted basis for assessing visibility requirements. For an 85th percentile speed of 43mph, MfS2 identifies a minimum stopping sight distance of 84m. The 95m visibility achievable to the north and 120m to the south therefore exceed the MfS2 requirement.
- 5.5 Therefore, adequate visibility to meet the Manual for Streets standards is achievable as shown in **Appendix C**.

Figure 5.1 – Site Access



Car Parking

- 5.6 The WSCC Parking Guidance on Parking at New Developments (September 2020) has been utilised for calculating parking for this development. The development resides within PBZ Zone 2 within the Horsham District. **Table 5.1** below, extrapolated from page 7 of the guidance indicates the amount of parking needed per residential dwelling, based on the PBZ as well as the number of bedrooms.

Table 5.1 – WSCC Residential Parking Demand (spaces per dwelling)

Number of Bedrooms	Number of Habitable Rooms	PBZ1	PBZ2	PBZ3	PBZ4	PBZ5
1	1 to 3	1.5	1.4	0.9	0.9	0.6
2	4	1.7	1.7	1.3	1.1	1.1
3	5 to 6	2.2	2.1	1.8	1.7	1.6
4+	7 or more	2.7	2.7	2.5	2.2	2.2

- 5.7 Parking requirement per unit is as follows:

- Units 1 = 5-bedroom dwellings, 2.7 spaces.
- Unit 2, 3 & 4 = 4-bedroom dwellings, 2.7 spaces per unit.

- 5.8 The development now comprises one five-bedroom dwelling and three four-bedroom dwellings. Under the applicable parking standards, all dwellings of four bedrooms or more are required to provide 2.7 parking spaces per unit. Accordingly, the scheme requires a total provision of 12 parking spaces, with 3 spaces provided for each dwelling within the revised site layout to ensure compliance with the standards.

- 5.9 For visitor parking, paragraph 5.8 of the WSCC Parking Standards states: *“Developers should take an approach that is consistent with national research which suggests, “that no special provision should be made for visitors where at least half of the parking provision associated with the development is unallocated. In all other circumstances it may be appropriate to allow for additional demand for Visitor parking of 0.2/spaces per dwelling” (DCLG, 2007, Residential Car Parking Research).”*

- 5.10 On this basis, 1 visitor parking bay will be provided on site.

Electric Vehicle Charging

- 5.11 In accordance with the West Sussex County Council Guidance on Parking at New Developments (September 2020), a minimum of 49% of all parking spaces should be equipped for electric vehicle (EV) charging. Therefore, a minimum of 6 EV spaces is required. **Table 5.2** of the guidance outlines the recommended EV provision rates by year.

Table 5.2 – EV Space Allocations

Appendix B: Electric Vehicle Space Allocations		
Year	% Growth Index	% Spaces for Active EV Charging Facilities
2018	0	20
2019	4	24
2020	8	28
2021	13	33
2022	17	37
2023	21	41
2024	25	45
2025	29	49
2026	33	53
2027	38	58
2028	42	62
2029	46	66
2030	50	70

Cycle Parking

- 5.12 The proposed provision of cycle parking on site will be designed in accordance with the residential parking standards set out in the WSCC 'Parking Guidance for New Developments' which states the following minimum cycle parking requirements, see **Table 5.3** below.

Table 5.3 – WSCC Minimum Levels of Cycle Provision

Type	Dwelling Size	Cycle Provision (per unit)
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces
Houses	Multiple Occupation	1 space

- 5.13 Cycle parking will be provided within the private curtilage of each dwelling. In accordance with relevant standards, space for a minimum of two cycles per unit will be accommodated, resulting in provision for at least 8 cycles across the development.

Servicing and Emergency Vehicle Access

- 5.14 Refuse vehicles will be able to access the site directly from Trout Lane, using the existing vehicle entrance. The site layout will provide sufficient space for service vehicles to turn and exit in a forward gear. This has been shown in the tracking drawing in **Appendix C**.
- 5.15 Fire appliances will be able to reach within 45 metres of all parts of the proposed buildings, in accordance with Paragraph 13.1 of Approved Document B of the Building Regulations. As fire appliances are generally smaller than refuse vehicles, they can be comfortably accommodated within the proposed layout.

6 Trip Generation

- 6.1 No existing vehicle trip generations associated with the sites existing use have been included within this assessment. All additional trips generated as a result of the proposed development will be considered as new in order to ensure a robust assessment.

Proposed Trip Generation – TRICS Analysis

- 6.2 To determine potential traffic generation from the proposed development, a TRICS trip rate exercise has been undertaken. TRICS is a nationally recognised database of typical traffic generation parameters for different types of development. It is typically used when assessing the potential traffic generation of a proposed development.

- 6.3 The proposed development is for the erection of 4 dwellings on St Johns Farm. The TRICS database has been interrogated for appropriate matches to the use of privately owned houses, with the following relevant parameters being applied:

- Survey Year: Post 2015 surveys;
- Regions: All regions;
- Days: Weekdays only;
- Location: Neighbourhood Centre types;
- Number of units: 4-35 Units;
- Car Ownership: From 0.6 to 2.0.

- 6.4 **Table 6.1** below provides the relevant TRICS trip rate data, based on the site selection criteria above.

- 6.5 **Table 6.2** shows the resultant trips based on the development scale (6 dwellings).

Table 6.1 – Proposed Development Trips for 1 dwelling

Mode	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Vehicles	0.166	0.420	0.586	0.389	0.218	0.607	2.706	2.819	5.525

Table 6.1 – Proposed Development Trips for 4 dwellings

Mode	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Vehicles	1	2	2	2	1	2	11	11	22

Resultant trips rounded to the nearest whole number

6.6 The full details of the TRICS assessment can be seen in **Appendix D**.

Summary of Trips

6.7 Using the information from the TRICS database, the proposed development is likely to lead to:

- Around 2 two-way vehicle trips in the weekday AM peak period (0800-0900);
- Around 2 two-way vehicle trips in the weekday PM peak period (1700-1800);
- Overall, around 22 two-way daily weekday vehicle trips are forecast.

6.8 Based on the TRICS analysis, the likely traffic generation of the proposed development can easily be accommodated on the local highway network, and no further assessment or mitigation of highway impact is required.

7 Conclusion

- 7.1 This Transport Statement has summarised the existing situation and has provided an overview of the proposed development from a transport perspective.
- 7.2 Key transport-relevant elements of the development, including parking, access, trip generation and the impacts upon the surrounding transport networks, have been considered.
- 7.3 The proposed development at St John's Farm involves the conversion of existing commercial warehousing to 4 new residential dwellings. While the site is located in a rural area, with limited pedestrian infrastructure along Trout Lane, it remains reasonably well-connected. Barns Green is only around 2km from the site, providing access to local amenities, and larger towns such as Horsham and Billingshurst are easily reached by car, bus or train.
- 7.4 The site is also within approximately 5-8km of three railway stations, including Christ's Hospital, offering frequent services to London and other key destinations. In addition, bus stops on nearby routes provide connections to Horsham and surrounding towns, supporting sustainable travel options.
- 7.5 The site can be accessed by sustainable forms of transport such as buses which have a low frequency of services throughout the day to local destinations.
- 7.6 Access to the site is via the existing access onto Trout Lane with adequate visibility splays provided.
- 7.7 Using the detailed TRICS database, the development is likely to result in approximately 2 two-way trips in the peak AM period (0800-0900) and 2 two-way trips in the peak PM period (1700-1800).
- 7.8 The estimated level of trips generated by the development can easily be accommodated on the surrounding highway network.
- 7.9 In conclusion, there are no unacceptable highway or transport impacts as a result of the proposed development.

- End of Report -