

Transport Statement

Wick Farm House,
Truslers Hill Lane,
Albourne,
Hassocks



Index

1	Introduction	2
	Policy Context	2
	Planning History	2
	The Site	3
2	Proposed Development	4
	Access	4
	Proposed Car Parking	4
	Cycle Parking	5
	Service & Emergency Vehicles	5
3	Trip Generation	7
	Methodology	7
	TRICS Data	7
	Parking Accumulation	8
	Summary	8
4	Conclusion	9

Schedule of Appendices

- A Site Location & Block Plan
- B Approved Access & Visibility Plans
- C Vehicle Tracking Plans
- D TRICS – Warehouse Use

Issue	Issue date	Compiled	Checked	Authorised
1	23-02-2026	RS	RW	RW

1 Introduction

- 1.1 This report has been prepared for Rick Fieldwick in conjunction with the above development 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 Limited has been commissioned by Rick Fieldwick to prepare a Transport Statement in connection with the proposed development at Wick Farm House, Truslers Hill Lane, Albourne.
- 1.3 Specifically, the report has been prepared to investigate and advise on the impacts of the proposed development on the local and nearby strategic highway networks.

Policy Context

- 1.4 This Transport Report has been written in accordance with the following frameworks:
 - National Planning Policy Framework (NPPF);
 - National Planning Policy Guidance (NPPG);
 - Manual for Streets (MfS 1 & 2);
 - West Sussex County Council Local Transport Plan (2011-2026);
 - West Sussex Parking Guidance for New Developments (2020);
 - Mid Sussex District Plan (2014-2031).

Planning History

- 1.5 Mid Sussex District Council granted planning permission on 10th July 2024 for the replacement of one existing barn and the erection of a second barn, change of use to class B8 storage and distribution use (ref. DM/23/2382).
- 1.6 The applicant will not be proceeding with the above 2-unit scheme, and is now seeking planning permission for change of use of the existing barn under permitted development – this involving refurbishing the existing barn with a new roof, floor and side elevations.

The Site

- 1.7 The development site is located within a rural area south of High Cross and west of Albourne, within the Albourne parish boundary and adjacent to the district boundary of Horsham District Council.
- 1.8 The site is accessed from the public highway at the junction of Trusslers Hill and Shaveswood Lane. Both roads are rural in nature with no footways either side and have a speed limit of 60mph.
- 1.9 The application site comprises a wood and metal clad agricultural building and an area of hardstanding/brownfield land which exists immediately south of Wick Farm House on the western side of the track/footpath 22AI which runs north/south through the complex of properties and outbuildings.
- 1.10 The approximate development site location boundary is indicated in red below.

Figure 1.1 – Site Location



2 Proposed Development

- 2.1 Planning permission (ref. DM/25/2329) is sought for a Class R change of use of the existing barn (305m²) under permitted development to B8 storage/distribution.
- 2.2 Class R permits changing agricultural buildings (and surrounding land) in England to flexible commercial uses (Class E, B2, B8, C1, F2) without full planning permission, up to 1,000sqm.
- 2.3 The proposed layout plans are included in **Appendix A**.

Access

- 2.4 The access was approved by WSCC in 2006 under application ref. 05/00934/FUL. The entrance was later built in 2011 as per the approved Section 278 agreement plans. Visibility splays were reviewed at the time the application was submitted and were considered to be appropriate. These plans are included at **Appendix B** for reference. This was accepted under the previously approved application DM/23/2382.

Proposed Car Parking

- 2.5 The development proposed 11 parking spaces.
- 2.6 The WSCC Parking Standards were used to determine the requirements for parking provision at the proposed development. Reference has been made to 'Guidance on Parking at New Developments' which was updated in September 2020.
- 2.7 Based on the WSCC Parking Standards for use Class B8 Storage, the proposed development based on an 305m² calculation, requires the following parking provision below:
 - 1 space per 100m² at 305m² = 4 (3.05) spaces
 - Disabled parking spaces = Min. 5 % of total number of parking spaces.
- 2.8 In compliance with the Mid-Sussex District Plan 2017, policy DP21 which states, '*Where practical and viable, developments should be located and designed to incorporate facilities for charging plug-in and other ultra-low emission vehicles*'. Therefore, electric vehicle charging points will be provided.
- 2.9 With consideration of the requirements outlined in The Buildings Regulations 2010 (Requirement S4 and Regulation 44G) at least 1 EV charging bay will be provided.

Cycle Parking

- 2.10 Cycle parking spaces will be provided in accordance with WSCC's Parking Standards. The minimum standards require 1 space per 500m² for staff and 1 space per 1000m² for visitors.
- 2.11 Therefore, in relation to the 305m² development, cycle parking will be provided to accommodate up to 1 bicycle. The cycle parking would be covered, secure and is located near the staff entrance.

Service & Emergency Vehicles

- 2.12 With regards to fire safety, the nearest fire hydrant for the supply of water for fire fighting is approximately 430 metres away, this equating to 340 metres further than the 90 metres distance required for a commercial building as described in The Buildings Regulations 2010 (B5 Section 16, Document B Volume 2, 2019 edition).
- 2.13 Whilst the nearest fire hydrant is >90meters from the proposed site, there is an alternative source of water supply located <100 meters from the site in the form of a lake. The estimated volume of the lake is 10 million litres (i.e. at least 1 hectare of 1-meter-deep water). In addition, there is a pond located around 150 meters from the site which holds around 300,000 litres of water. Both of these water bodies are easy to reach and have ample adjacent hardstanding to accommodate a pumping appliance.
- 2.14 This is considered to be compliant with the requirements for alternative supplies of water as described in The Buildings Regulations 2010 (B5 Section 16, Document B Volume 2, 2019 edition):

Alternative supply of water

- 16.12** An alternative source of water supply should be provided where any of the following apply.
- a. No piped water supply is available.
 - b. Pressure and flow in the water main are insufficient.
 - c. An alternative source of supply is proposed.
- 16.13** The alternative source of water supply should be one of the following, subject to consultation with the local fire and rescue service.
- a. A charged static water tank with a minimum capacity of 45,000 litres.
 - b. A spring, river, canal or pond that is capable of fulfilling both of the following conditions.
 - i. Providing or storing a minimum of 45,000 litres of water at all times.
 - ii. Providing access, space and a hardstanding for a pumping appliance.
 - c. Any other water supply that the local fire and rescue service considers appropriate.
- 2.15 The access road to the site has no curb stones is suitable for accommodating access by a fire appliance vehicle in accordance with The Buildings Regulations 2010 (B5 Section 15, Document B Volume 2, 2019 edition).

- 2.16 Vehicle tracking plans included at **Appendix C** demonstrate that a 10.520m length vehicle can enter at the existing access and turn on site to serve the proposed development, and will not need to reverse more than 20 metres in accordance with the Building Regulations 2010. Passing places (3 in total) have also been indicated on the tracking plan.

3 Trip Generation

Methodology

- 3.1 To determine an approximation of trips associated with the proposed use, the detailed TRICS database has been examined for appropriate matches with the following site selection parameters applied:
- Employment, Warehousing (Commercial) land use;
 - All regions in England (excluding Greater London);
 - Gross floor area range 190m² to 6560m²;
 - Post 2010 surveys;
 - Weekdays only;
 - Edge of town location types.
- 3.2 Due to a limited number of sites available within the TRICS database, the average GFA of the survey sample is 3723m². The trip rates applied to determine the potential resultant trips generated are likely higher than the proposed use and should be considered as worst case on the basis of there being no available data which more accurately reflects the sites characteristics in terms of size, rural location, and population within the surrounding area.
- 3.3 The same trip rates used in the previously approved application (DM/23/2382) have been applied.

TRICS Data

- 3.4 A summary of the likely trip rates and resultant trips are included in **Table 3.1** below. Full TRICS output is included at **Appendix D**.

Table 3.1 – Warehouse Use – Weekday Trip Rates & Resultant Trips

Trip Rate / Resultant Trips	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)			Daily (5:00 - 21:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Trip Rate (per 100m²)	0.258	0.102	0.36	0.054	0.231	0.285	2.605	2.477	5.082
Trips (305m²)	1	0	1	0	1	1	8	8	16

Parking Accumulation

- 3.5 Using the information derived from the TRICS data analysis, the forecast parking accumulation for weekdays is shown below in **Table 3.2**.

Table 3.2 – Forecast Parking Accumulation

Time Period	Parking Accumulation
05:00-06:00	1
06:00-07:00	1
07:00-08:00	1
08:00-09:00	1
09:00-10:00	2
10:00-11:00	2
11:00-12:00	2
12:00-13:00	2
13:00-14:00	3
14:00-15:00	2
15:00-16:00	2
16:00-17:00	1
17:00-18:00	1
18:00-19:00	0
19:00-20:00	0
20:00-21:00	0

Summary

- 3.6 Using the information from the TRICS database, the warehouse use is likely to lead to:
- Around 1 two-way vehicle trips in the weekday AM peak period (0800-0900);
 - Around 1 two-way vehicle trips in the weekday PM peak period (1700-1800);
 - Overall, around 16 two-way vehicle trips daily (0700-1900).
 - Maximum parking demand = 3 vehicles
- 3.7 Overall, it is considered that the proposed development will not have an adverse effect on highway safety or capacity, such small generations can be accommodated on the local highway network with no unacceptable highway impacts.

4 Conclusion

- 4.1 The site is accessed from the public highway at the junction of Truslers Hill and Shaveswood Lane. Both roads are rural in nature with no footways either side and have a speed limit of 60mph.
- 4.2 The access serving the site was approved by WSCC in 2006 and constructed in 2011 as per the approved Section 278 agreement plans. Visibility splays were reviewed at the time the application was submitted and were considered to be appropriate for the recently approved application DM/23/2382, and will remain unchanged for this new application.
- 4.3 Planning permission (ref. DM/25/2329) is sought for a Class R change of use of the existing barn (305m²) under permitted development to B8 storage/distribution. The barn will provide 305m² of B8 (Storage & Distribution) use.
- 4.4 The development will:
- Provide 1 cycle parking space, this is compliant with the WSCC parking standards;
 - Provide a total of 11 car parking spaces, this exceeds the WSCC parking requirement.
- 4.5 Based on the TRICS analysis, the development is forecast to result in the following weekday peak hour vehicle trips, and maximum parking accumulation:
- Around 1 two-way vehicle trips in the weekday AM peak period (0800-0900);
 - Around 1 two-way vehicle trips in the weekday PM peak period (1700-1800);
 - Overall, around 16 two-way vehicle trips daily (0700-1900).
 - Maximum parking demand = 3 vehicles
- 4.6 Due to a lack of surveyed sites within the TRICS database, the potential resultant trips are likely higher than the proposed use in practice, and should therefore be considered as worst case on the basis of there being is no available data which more accurately reflects the sites characteristics.
- 4.7 The additional movements as a result of the development are a negligible increase, such small generations can be accommodated on the local highway network with no unacceptable highway impacts.
- 4.8 Overall, there are no unacceptable highway or transport impacts as a result of the proposed development.

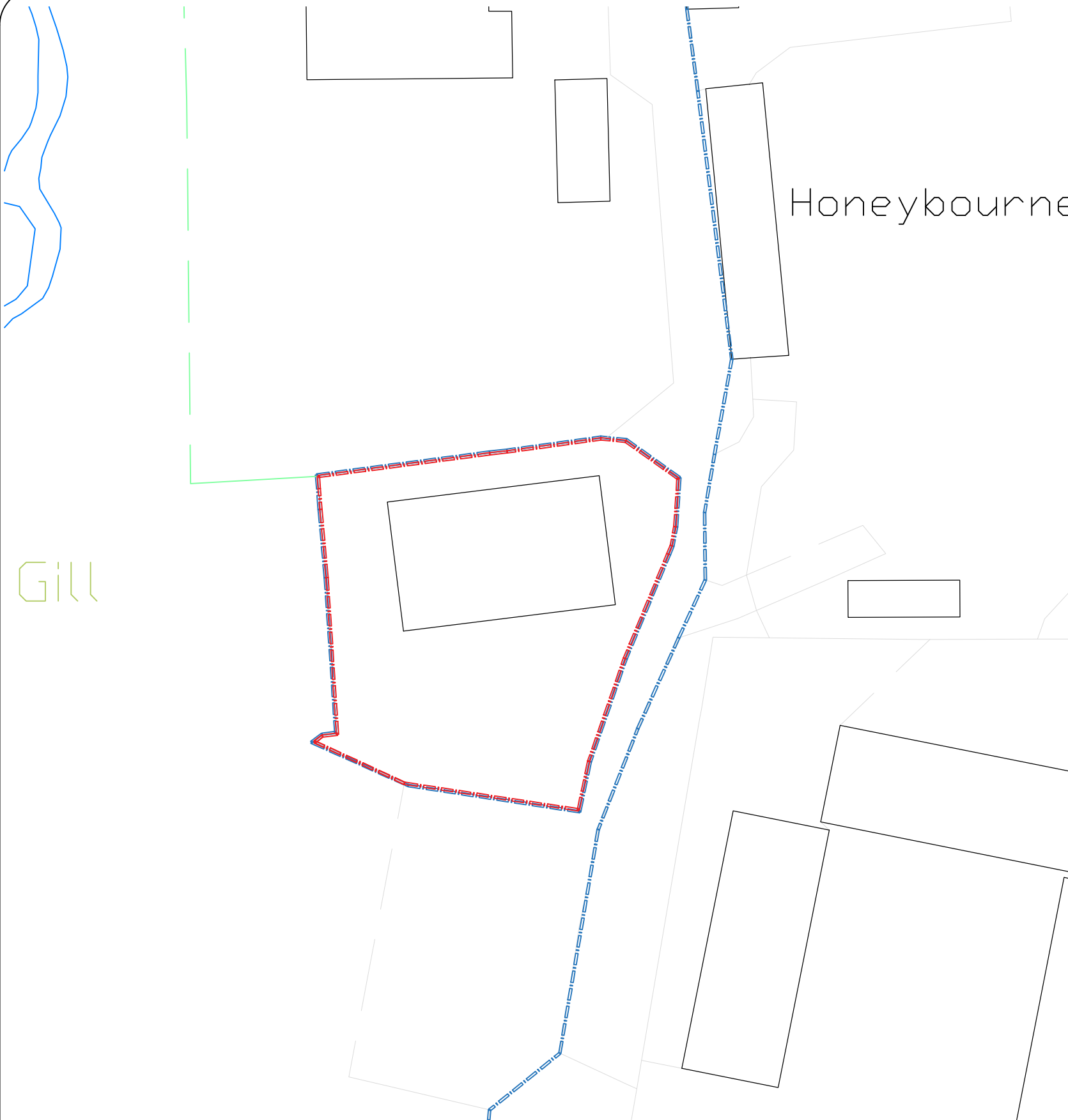
- End of Report -

Appendix A

Site Location & Block Plan

FOR COMMENT

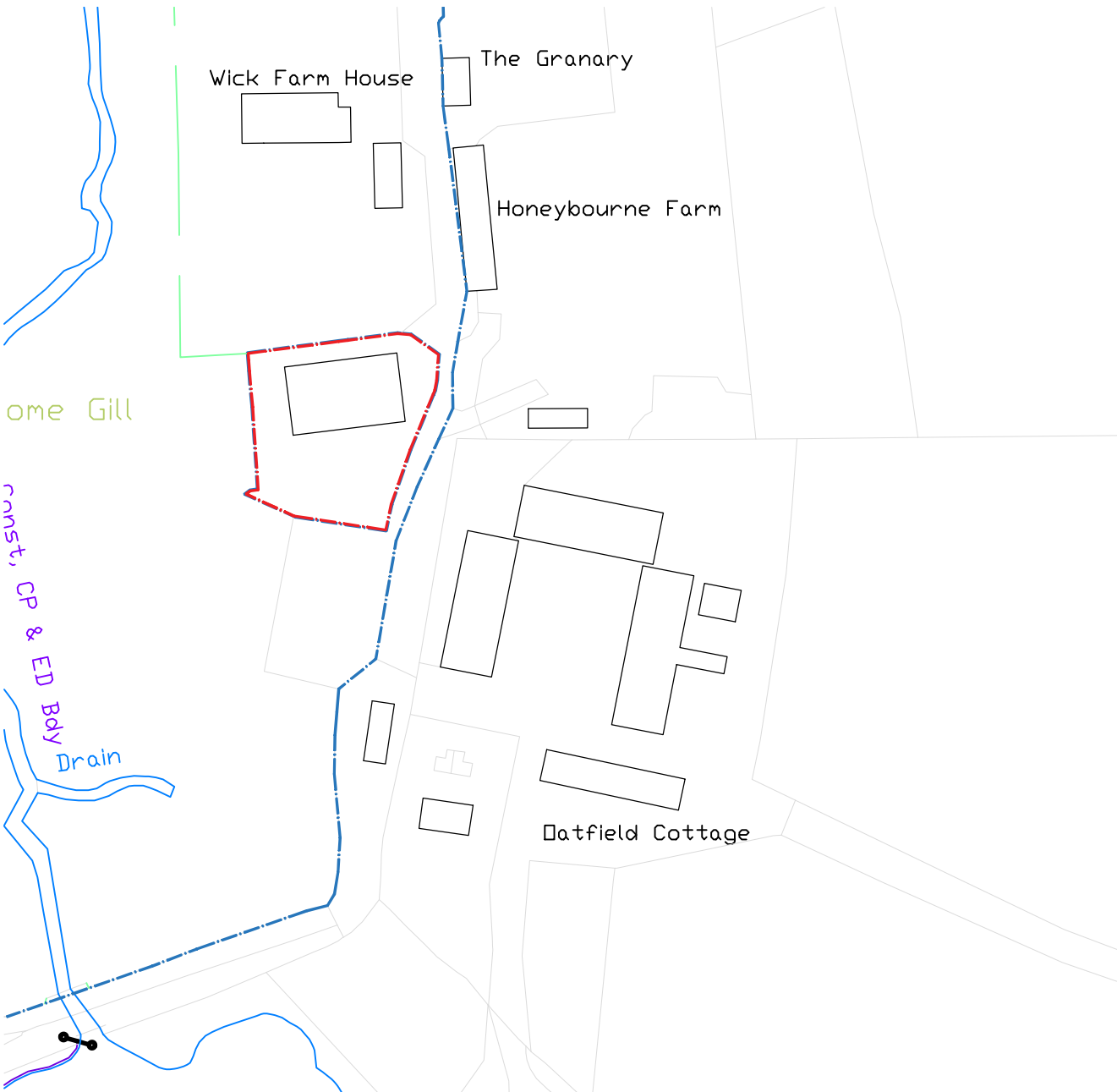
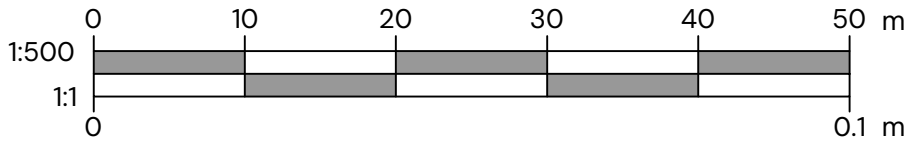
- General Note(s):
- This document contains confidential and proprietary information that cannot be reproduced or divulged, in whole or in part, without prior written authorisation from Carnegie Group Ltd.
 - Carnegie Group Ltd is to be notified immediately of suspected omissions or discrepancies.
 - All dimensions in millimetres, unless otherwise stated.
 - Copyright @ CARNEGIE GROUP LTD - Registered in England and Wales No.04820578.



Block Plan
1:500

Site Boundary

Other Ownership Boundary



Location Plan
1:1250

Scale bar for Location Plan 1:1250, showing distances from 0 to 125 meters. The scale is 1:1.



Carnegie Group Ltd • Email: architects@carnegiegroup.co.uk Phone: 01959 572501
Address: Astral Towers, Betts Way, Crawley, RH10 9XA

PROJECT TITLE:
Wick House Farm, Truslers
Hill Lane, Albourne, BN6 9DU.

DRAWING TITLE:
Site Location and Block
Plan

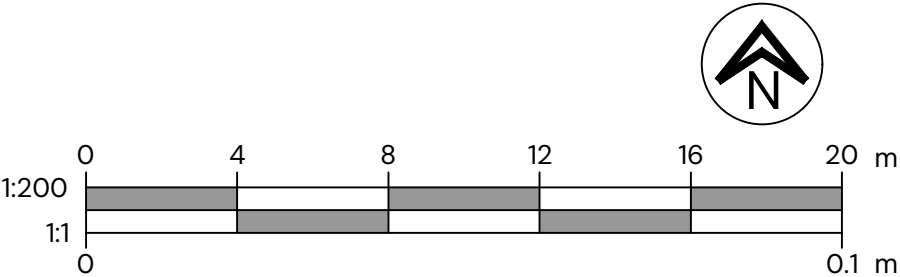
CLIENT:
Mr Fieldwick

DRAWN: JA	CHECKED: FH	DATE: 05.09.25	SCALE: As Indicated
PROJECT NO: 1363	DRAWING NO: 002	REV: -	SHEET NO: 1/1

FOR COMMENT

General Note(s):

- This document contains confidential and proprietary information that cannot be reproduced or divulged, in whole or in part, without prior written authorisation from Carnegie Group Ltd.
- Carnegie Group Ltd is to be notified immediately of suspected omissions or discrepancies.
- All dimensions in millimetres, unless otherwise stated.
- Copyright @ CARNEGIE GROUP LTD - Registered in England and Wales No.04820578.



Class R – Agricultural Buildings to Commercial/Industrial

Change of use of 305m² agricultural unit to Storage or Distribution (B8).

See corresponding:

- o Transport Impact TBC
- o Noise Impact TBC
- o Contamination Risk TBC

This application is for the change of use of an agricultural unit to Commercial B8 with no other associated changes under this application.

Any external Appearance changes will be submitted under a separate application.

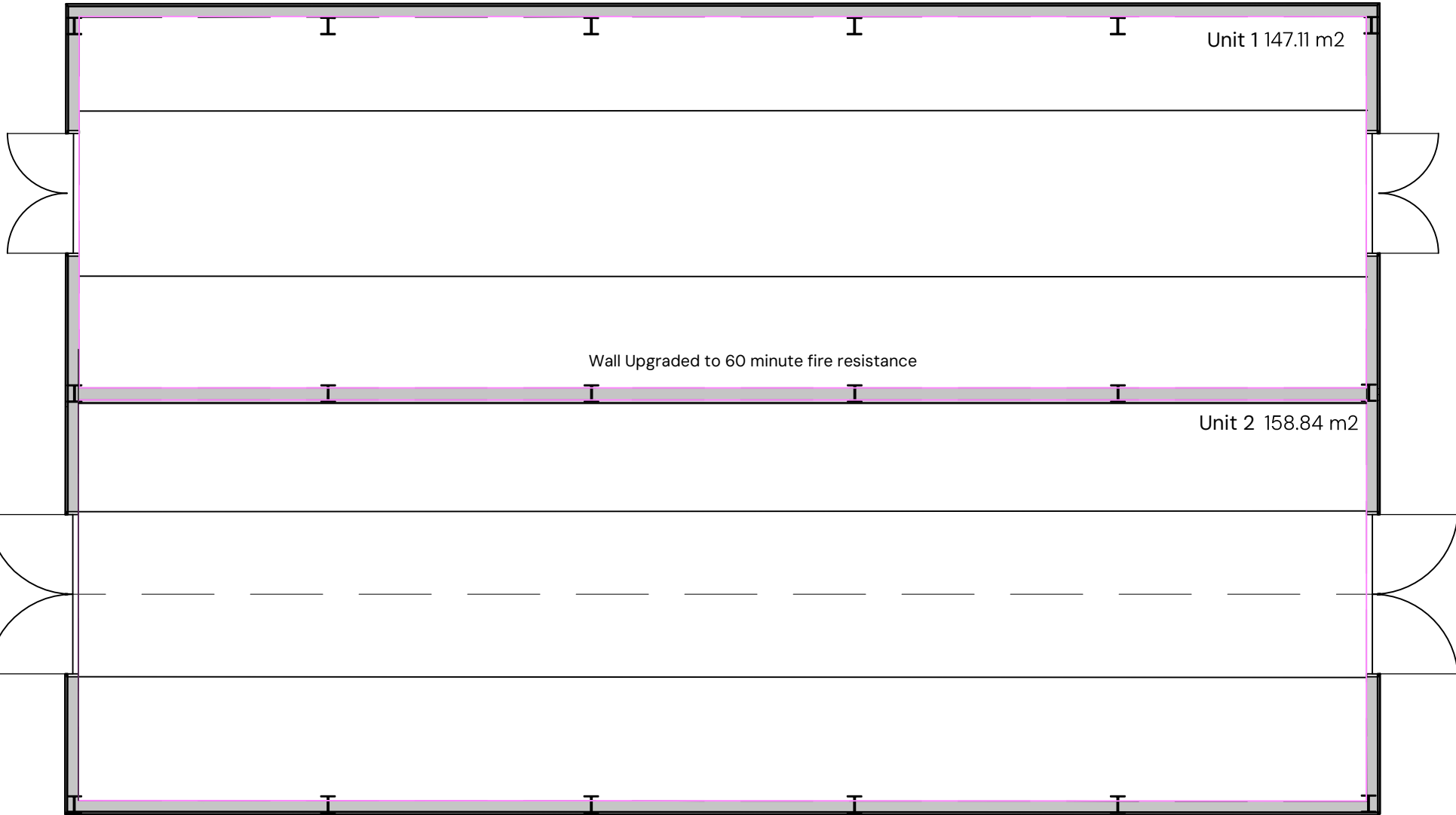
Evidence of use as Agricultural for past 10 years:

- At the time of our purchase in 2012, the building was identified and described in sale and purchase documents as an agricultural barn.
- Prior to this, the building was used for agricultural storage purposes in connection with the wider farmland at Wick Farm.
- Previous planning applications submitted for the site recorded the existing use of the barn as agricultural use.
- In an earlier applications, the description given was “Agricultural storage” demonstrating a consistent acknowledgment by both applicant and planning authority that the building’s historic use was agricultural.
- The barn continues to be used for the storage of machinery, equipment, and materials necessary to manage and maintain the agricultural land associated with Wick Farm. This includes tractors, mowers, and fencing supplies.
- At no time has the barn been put into non-agricultural commercial use or residential occupation. Its function has remained tied to the agricultural management of the landholding.

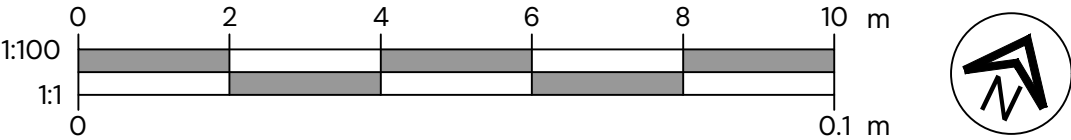
FOR COMMENT

General Note(s):

- This document contains confidential and proprietary information that cannot be reproduced or divulged, in whole or in part, without prior written authorisation from Carnegie Group Ltd.
- Carnegie Group Ltd is to be notified immediately of suspected omissions or discrepancies.
- All dimensions in millimetres, unless otherwise stated.
- Copyright @ CARNEGIE GROUP LTD – Registered in England and Wales No.04820578.



Ground Floor (Proposed)



Building Parameters:

- Building is 305.95m2 which is within the area limit for conversion.
- Building is not currently used for other purposes.
- Building is not a listed building or situated in a conservation area, national park, AONB, World Heritage Site, or similar.
- Building is not near a protected military installation or affected by statutory heritage restrictions.
- Application is applied under a Prior Approval Application with Mid Sussex District Council.

Documents included in application are the:

- Site location plan.
- Scaled floor plans and elevations of the existing building.
- Proposed new layout and use details.
- Access arrangements and any traffic assessment.
- Noise impact assessment (if near residents).
- Flood risk assessment (if applicable).
- Demolition or alteration plans (if needed).
- Statements confirming compliance with limitations (size, volume, timeframe since last use).

Timing & Implementation

- MSDC must decide within 56 days, unless an extended period is agreed.
- MSDC will be Notified once change of use is in place.

Provision of private hydrants

- 16.8 A building requires additional fire hydrants if both of the following apply:
 - a. It has a compartment with an area more than 280m².
 - b. It is being erected more than 100m from an existing fire hydrant.
- 16.9 If additional hydrants are required, these should be provided in accordance with the following:
 - a. For buildings provided with fire mains – within 90m of dry fire main inlets.
 - b. For buildings not provided with fire mains – hydrants should be both of the following:
 - i. Within 90m of an entrance to the building.
 - ii. A maximum of 90m apart.
- 16.10 Each fire hydrant should be clearly indicated by a plate, fixed nearby in a conspicuous position, in accordance with BS 3251.
- 16.11 Guidance on aspects of provision and siting of private fire hydrants is given in BS 9990.

Extract from 'Approved Document B volume 2 Buildings other than Dwelling'

As the building is made of two separate compartments with a fire rated partition, that are both sub 280m2 therefore the need for a localised a hydrant is not required.

CARNEGIE ARCHITECTURE

Carnegie Group Ltd • Email:architects@carnegiegroup.co.uk Phone: 01959 572501
Address: Astral Towers, Betts Way, Crawley, RH10 9XA

PROJECT TITLE:

Wick House Farm, Truslers Hill Lane, Albourne, BN6 9DU.

DRAWING TITLE:

Change of Use Plans

CLIENT:

Mr Fieldwick

DRAWN: JA	CHECKED: FH	DATE: 06.08.25	SCALE: 1:100@A3
PROJECT NO: 1363	DRAWING NO: 005	REV: A	SHEET NO: 1/1

Planning Application:

Planning Application– Appearance Changes to Previously Approved Class R Change of Use, Wick Farm

This application seeks consent for external appearance alterations to a building at Wicks Farm, which already benefits from an approved Class R change of use to a commercial use. The proposed works are designed to ensure the building meets modern standards for security, thermal performance, and energy efficiency, in line with the Building Regulations and the Government’s objectives under the National Planning Policy Framework (NPPF) to support sustainable development.

The appearance changes have been carefully considered to comply with Mid Sussex District Plan policies DP26 (Character and Design) and DP34 (Listed Buildings and Other Heritage Assets). The design approach balances the need for contemporary functionality with respect for the site’s rural character and its relationship to the surrounding built environment. The Northern elevation will remain predominantly timber-clad, ensuring a visual harmony with the nearby Grade II listed Wick Farm House. This choice preserves the agricultural aesthetic typical of the area, in keeping with NPPF Paragraphs 199–202, which require that heritage significance is conserved and any impacts are appropriately mitigated. The proposed materials, finishes, and detailing are sympathetic to the existing form while enhancing the building’s visual quality and long-term durability.

A key sustainability factor will be to reuse all structural steel possible in the building, demonstrating that the building is not changing in form or size bar the extra thickness of walls for insulation and modern cladding.

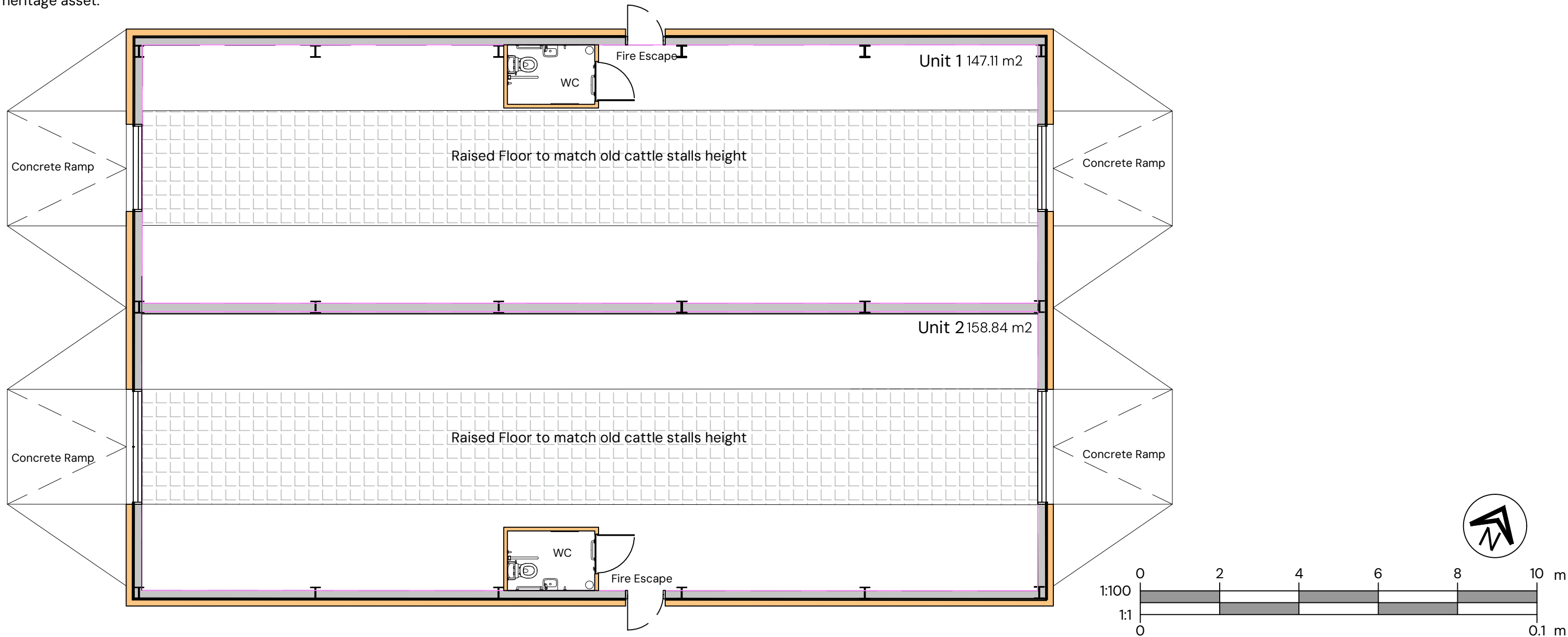
Any concern of impact on the nearby listed property should take into account that the Northern elevation will remain as it currently is, entirely screened by the existing hedgerow and trees. Overall, the works will modernise the building to meet current operational and environmental standards, while safeguarding its contribution to the rural setting and the historic character of the adjacent heritage asset.

FOR COMMENT

General Note(s):

- This document contains confidential and proprietary information that cannot be reproduced or divulged, in whole or in part, without prior written authorisation from Carnegie Group Ltd.
- Carnegie Group Ltd is to be notified immediately of suspected omissions or discrepancies.
- All dimensions in millimetres, unless otherwise stated.

Copyright © CARNEGIE GROUP LTD – Registered in England and Wales No.04820578.



Ground Floor (Proposed)

CARNEGIE
ARCHITECTURE

• Carnegie Group Ltd • Email: architects@carnegiegroup.co.uk Phone: 01959 572501
• Address: Astral Towers, Betts Way, Crawley, RH10 9XA

PROJECT TITLE:

Wick House Farm, Truslers Hill Lane, Albourne, BN6 9DU.

DRAWING TITLE:

Proposed Plans

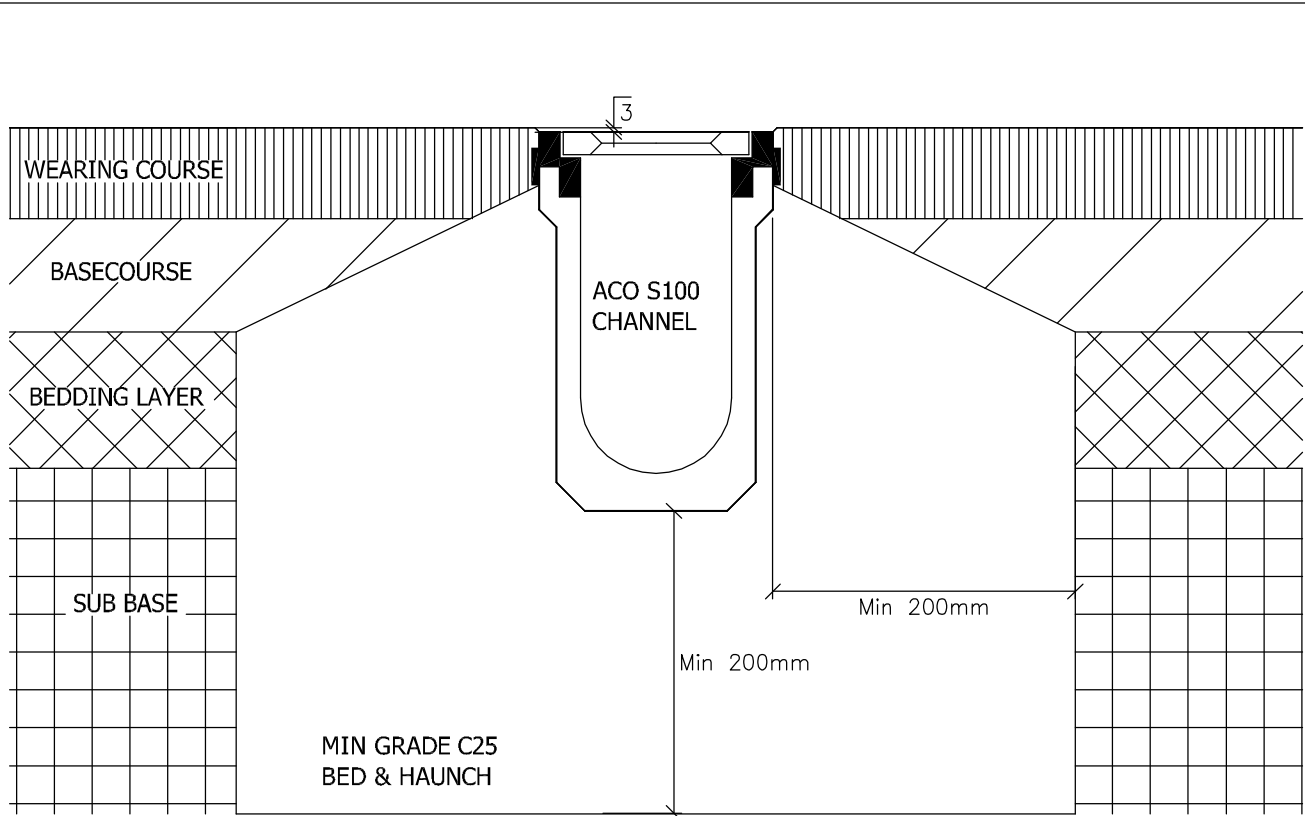
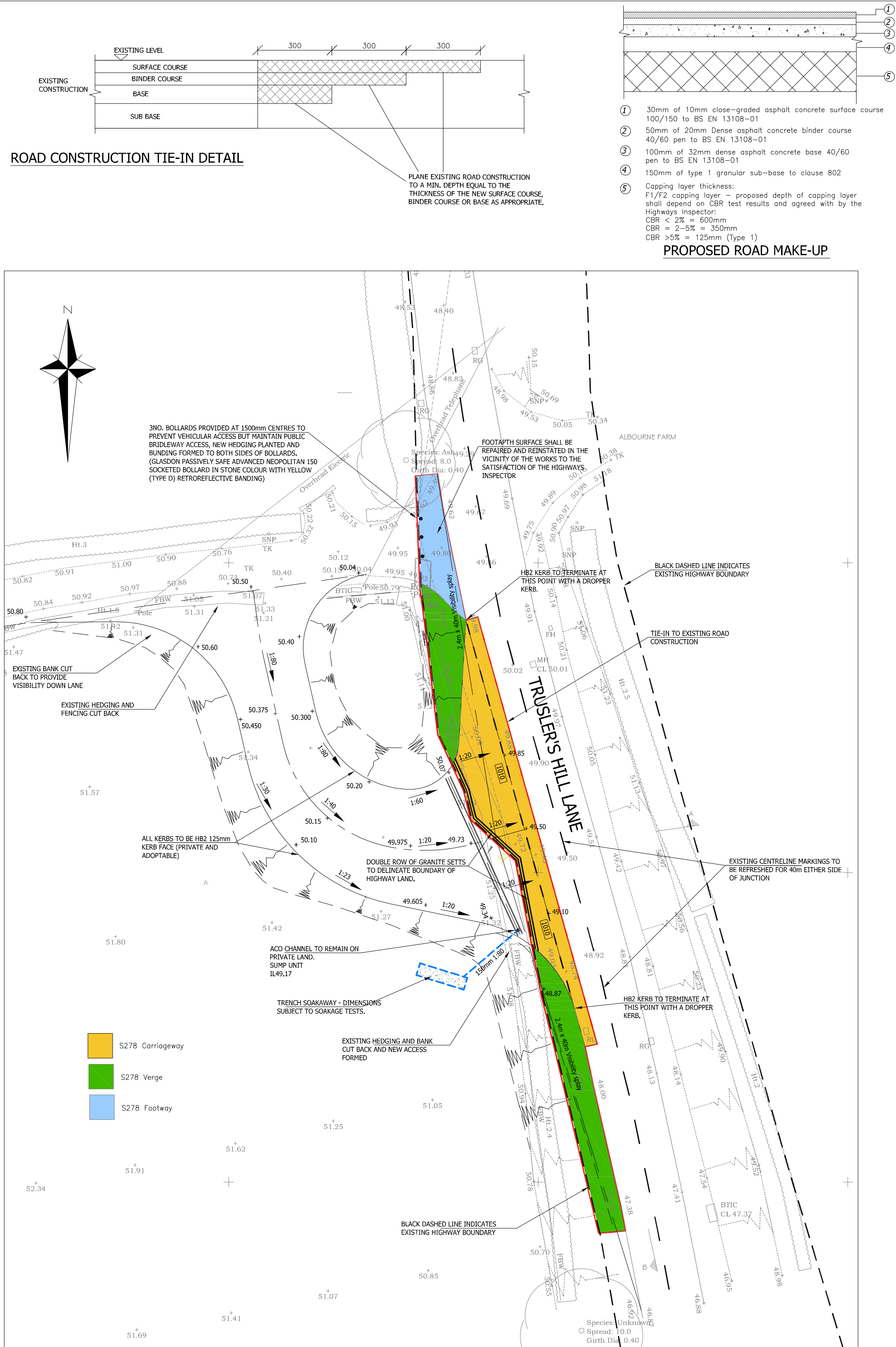
CLIENT:

Mr Fieldwick

DRAWN: JA	CHECKED: FH	DATE: 06.08.25	SCALE: 1:100@A3
PROJECT NO: 1363	DRAWING NO: 006	REV: A	SHEET NO: 1/1

Appendix B

Approved Access & Visibility Plans

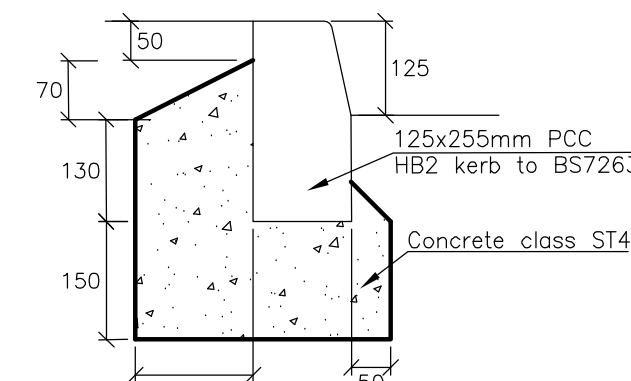


NOTE
ASSEMBLE THE FRAME & GRATING BEFORE INSTALLING & CONCRETING THE CHANNEL.

ACO S100 CHANNEL

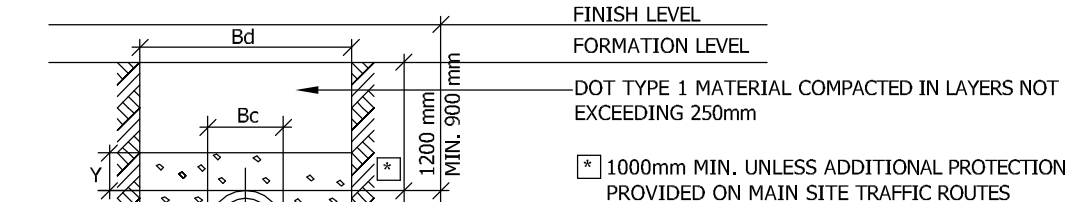
GENERAL NOTES

- The location, size, depth and identification of existing services that may be shown or referred to in this drawing have been assessed from non intrusive observations, record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.
- Tender or billing drawings shall not be used for construction or the ordering of materials.
- Do not scale. All dimensions and levels to be site confirmed.
- This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H85 plan requirements
- Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.
- All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.



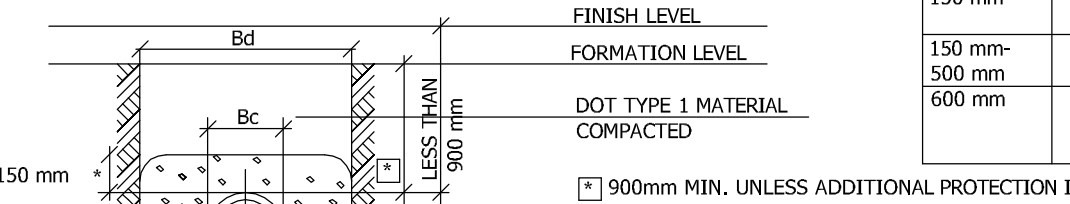
FULL HEIGHT KERB DETAIL

CLASS S GRANULAR SURROUND



Pipe Size	Trench Width
100 mm	0.6 m
150 mm	0.6 m
225 mm	0.7 m
300 mm	0.8 m
375 mm	1.1 m
400 mm	1.1 m
450 mm	1.2 m
500 mm	1.2 m
600 mm	1.4 m

CONCRETE BED & SURROUND (C.B.S.)



PIPE SIZE	AGGREGATE
100 mm	10 mm SINGLE SIZE
150 mm	10 OR 14mm SINGLE SIZE OF 14-5 mm GRADED
150 mm	10,14,20 SINGLE SIZE OR 20-25 mm GRADED
600 mm	10,14,20 OR 40 mm SINGLE CRUSHED ROCK OR 40-45 mm GRADED

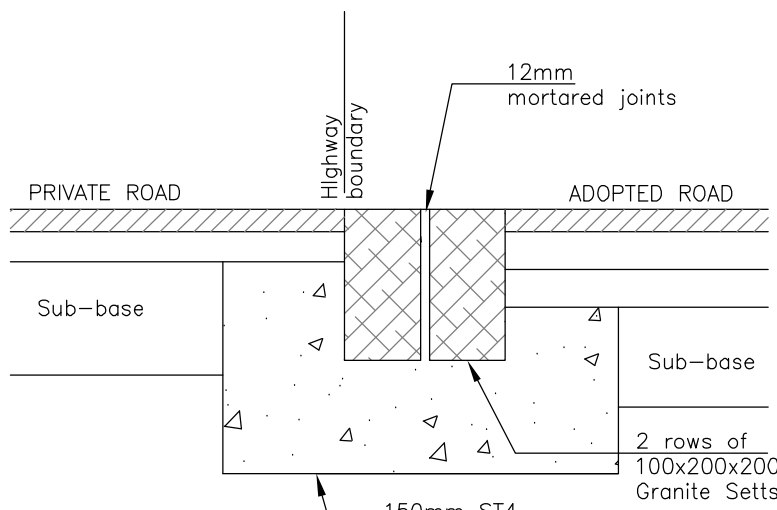
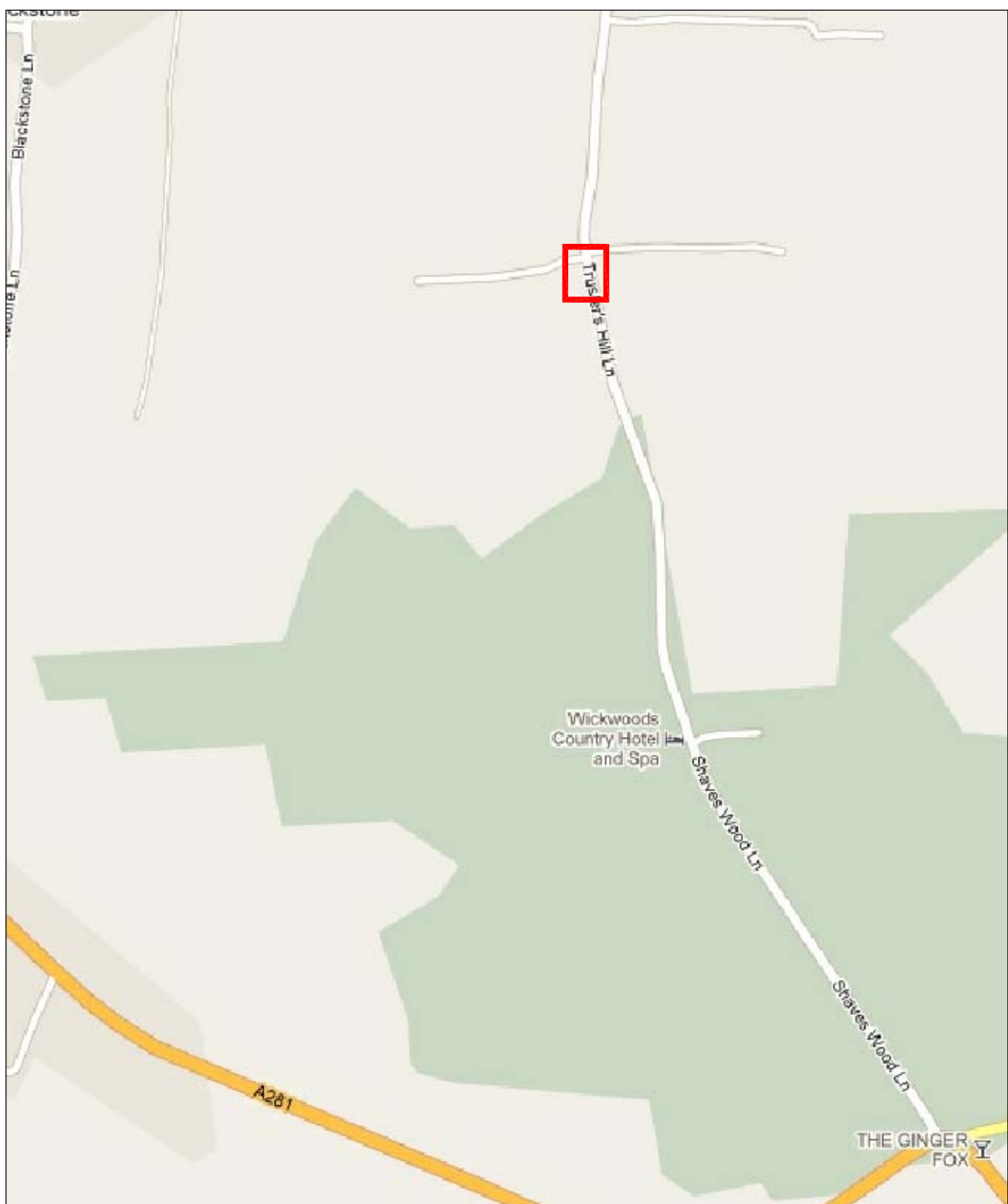
150 mm SURROUNDED UP TO 300 mm DIA PIPE (*200mm SURROUND ON 375 mm AND ABOVE) OF C20/25 CONCRETE. SHAPED FORMERS OF 25 mm POLYSTYRENE OF PITCH IMPREGNATED FIBRE BOARD TO BE INSTALLED ON EACH JOINT ON ROCKER PIPES AT MANHOLES ETC. AND EVERY THIRD JOINT (NOT EXCEEDING 5 METRES) ON RUNS OF DRAIN

NOTES

- IN ROCK, CONCRETE OR MIXED SOILS CONTAINING ROCK BANDS, BOULDERS, LARGE FLINTS OR STONES OR OTHER IRREGULAR HARD SPOTS THAT RESULT IN UNEVEN TRENCH BOTTOM $\gamma=1/6$ Bc OR 200 mm WHICH EVER IS THE GREATER, BUT NOT LESS THAN 50mm UNDER COLLARS
- IN SOILS THAT PERMIT AN EVEN TRENCH BOTTOM TO BE EXCAVATED $\gamma=1/6$ Bc OR 150 mm WHICH EVER IS GREATER, BUT NOT LESS THAN 50 mm UNDER COLLARS

- FOR PIPES EXCEEDING 600 mm DIA REFER TO ENGINEER
- IN WET OR SOFT GROUND SEEK GUIDANCE FROM ENGINEER
- THE BEDDINGS MAY BE MODIFIED FOR CERTAIN SUB-SOIL CONDITIONS AT THE ENGINEERS DISCRETION
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ADDITIONAL PROTECTION IN AREAS SUBJECT TO LOADS FROM SITE TRAFFIC. THE CONTRACTOR SHALL IDENTIFY THESE ZONES AND RESTRICT TRAFFIC ELSEWHERE
- SEE ALSO BS 8301
- FOR GREATER TRENCH WIDTHS SEEK GUIDANCE FROM ENGINEER

PIPE BEDDING DETAIL

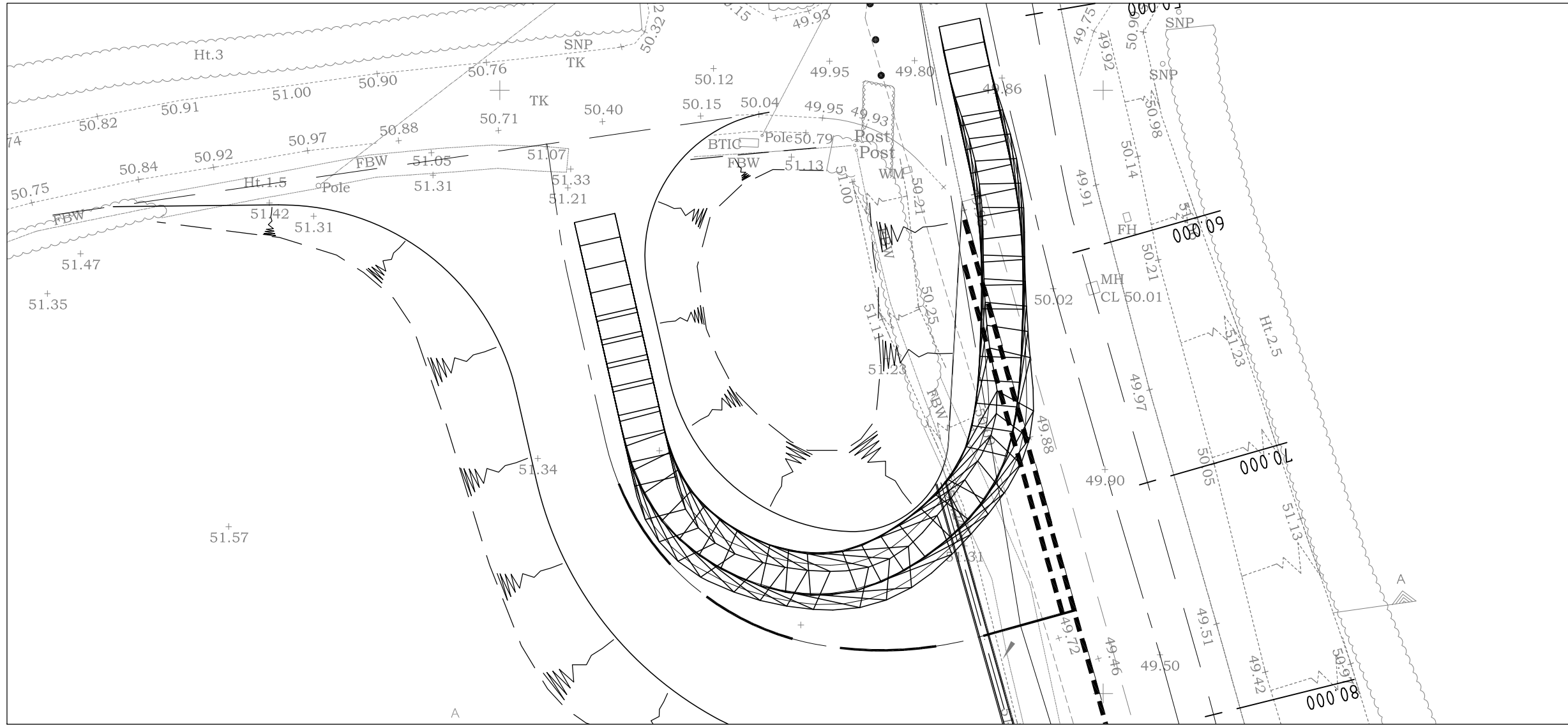


GRANITE SETT DETAIL

Additional Notes

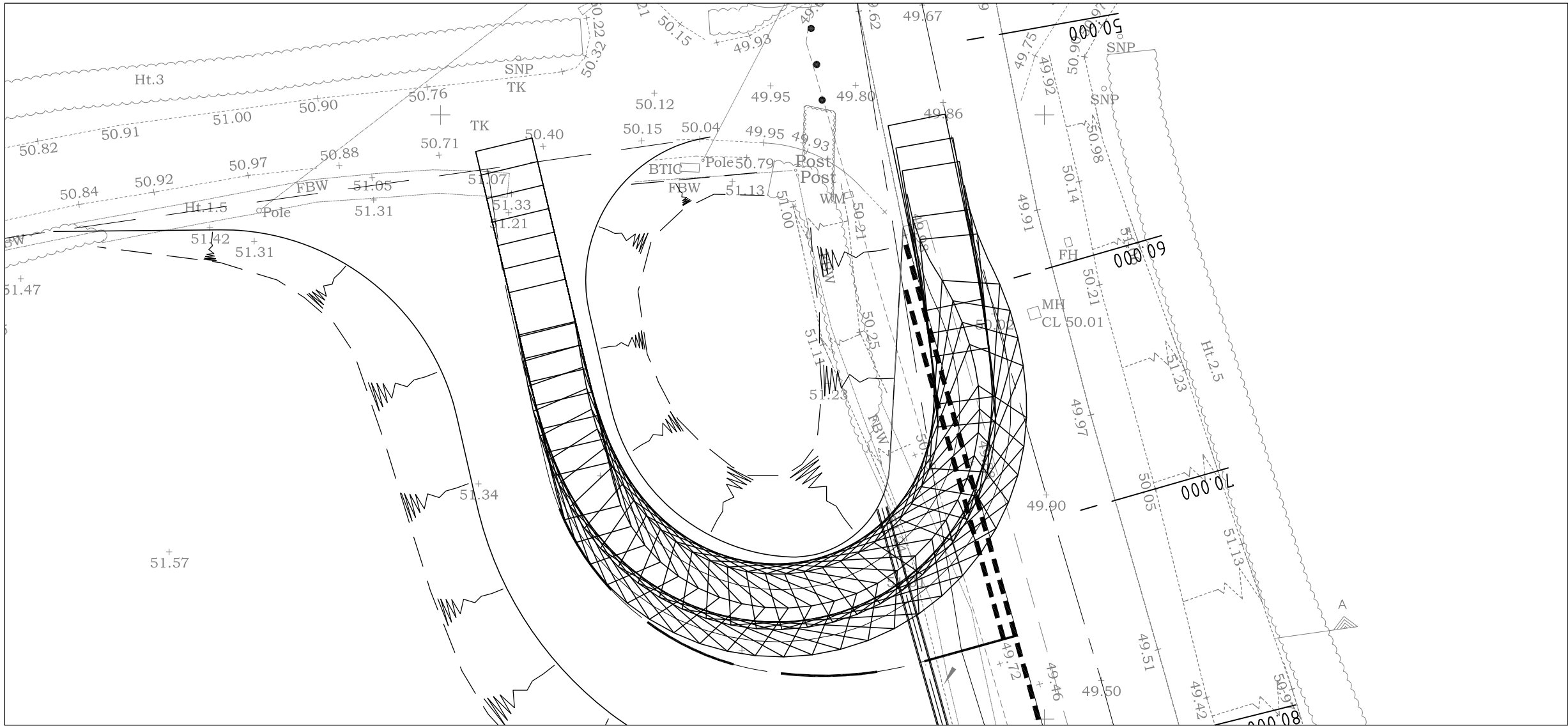
- No works shall commence within the existing public highway until the Agreement is signed.
- No works shall commence within the existing public highway until the Traffic Management Scheme has been approved in writing.
- Any soft spots within the proposed highway shall be dug out and the void backfilled in layers up to formation level with selected granular material as directed and to the satisfaction of the Highways Inspector.
- All fill material up to foundation level of the proposed highways to be approved and compacted in layers as directed and to the satisfaction of the Highways Inspector.
- Any damage caused to the existing Highway during the course of the works to be repaired as directed and to the satisfaction of the Highways Inspector and/or Area Engineer.
- Continuity of access to occupied areas to be maintained to satisfaction of Highways Inspector, Area Office Engineer and/or Local Authority.
- No private surface water runoff shall be permitted to discharge onto the adoptable highway, or vice versa. Cut-off drains, channels and/or gullies shall be used to intercept any conflicting water.
- Any existing trees to be removed within/adjacent to the proposed highway shall have their roots grubbed up and loose soil removed and void backfilled in layers up to formation level with selected material as directed and to the satisfaction of the Highways Inspector.
- Any new trees within 3.0m of the proposed highway shall have their roots restrained by root barriers as directed and to the satisfaction of the Highways Inspector.
- Any abandoned/redundant pipes and chambers that fall within the proposed adoptable highway shall be grubbed up and the void backfilled in layers up to formation level of the carriageway with selected granular material or permanently filled with concrete (or similar filler).
- All redundant connections in existing manholes/chambers shall be sealed and the benching made good as directed and to the satisfaction of the Highways Inspector and/or utility company involved.
- Any existing live drains, sewers, ducts, cables, etc. that will pass under the proposed adoptable highway shall be surveyed, probed, traced, rodged, jetted, CCTV, etc. to ascertain their structural condition and suitability to fall within the new highway. If deemed necessary, special protection and/or replacement may be required as directed and to the satisfaction of the Highways Inspector, Area Engineer and/or Utility Company involved.
- Any existing live manholes, chambers, boxes, etc. that will be located within the proposed adoptable highway shall be surveyed to ascertain their structural condition and suitability to fall within the new highway. If deemed necessary, special protection and/or replacement may be required as directed and to the satisfaction of the Highways Inspector, Area Engineer and/or Utility Company involved.
- Developer/Contractor to provide suitable and effective wheel washing facilities to prevent mud from being conveyed onto the public highway and to provide the means to clean the highway to the satisfaction of the Highways Inspector, Area Engineer and/or Local Authority.
- No concrete to be poured or laid in temperatures below 2deg C on a falling max/min thermometer or before the temperature reaches 2deg C on a rising max/min thermometer (to be provided by the Contractor and displayed in a position agreed by the Highways Inspector).
- All road signs and markings to comply with the Traffic Signs Manual.
- All road markings to be thermoplastic.
- Contractor to comply with Chapter 8 of the Traffic Signs Manual 2009.

A	Revised to comments from WSCC	13.02.11	SFC	NS
-	FIRST ISSUE	13.08.10	SFC	NS
Rev	Amendments	Date	Dsn	Chk
Status	FOR APPROVAL			
Client	Mr JIM BANTING			
Architect				
Project	WICK FARM ALBOURNE			
Title	SECTION 278 AGREEMENT PLAN & CONSTRUCTION DETAILS			
Date	AUG '10	Scale @ A1	1:200	
Base Layout Ref.		CAD File ref.		
Clients Ref.		Project Ref.	3650	
				
CONSULTING ENGINEERS gloucester house, 66a church walk, burgess Hill, west sussex, rh15 9as tel.01444 871444 fax.01444 871401 web: www.gtacivils.co.uk				
Drawing Number	3650/101			Rev.
				A



CAR - LEFT TURN OUT

Normal family car turns left out of junction with no difficulty and does not encroach the southbound lane.

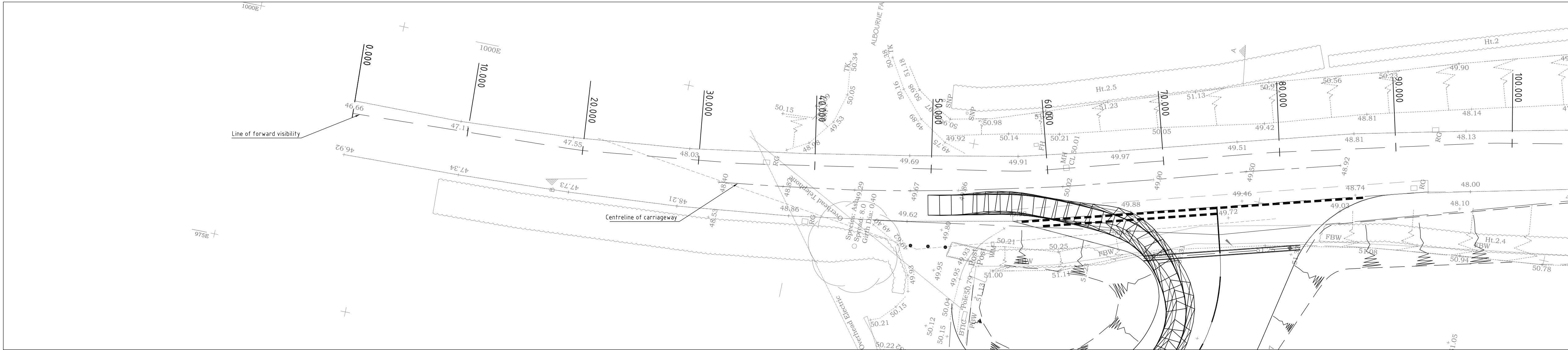


LARGE REFUSE VEHICLE - LEFT TURN OUT

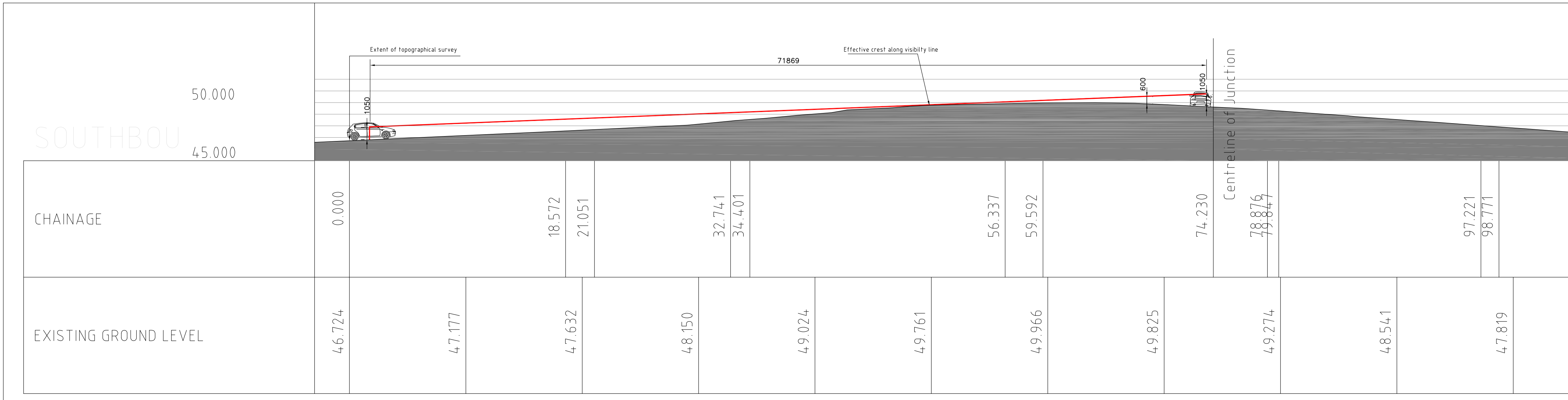
A large refuse vehicle turning left out of this junction will encroach slightly onto the southbound lane.

GENERAL NOTES

1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non-intrusive observations, record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. Any discrepancies shall be notified to gta prior to works commencing.
2. Tender or billing drawings shall not be used for construction or the ordering of materials.
3. Do not scale. All dimensions and levels to be site confirmed.
4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements
5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.
6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.



PLAN SHOWING JUNCTION AND CHAINAGES ALONG VISIBILITY LINE



LONGITUDINAL SECTION ALONG VISIBILITY LINE

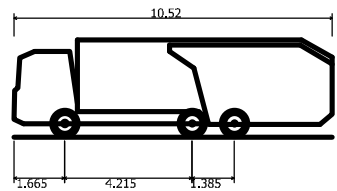
-	FIRST ISSUE	03.11.10	SFC	NS
Rev	Amendments	Date	Dsn	Chk
Status	FOR APPROVAL			
Client	Mr JIM BANTING			
Architect				
Project	WICK FARM ALBOURNE			
Title	FORWARD VISIBILITY			
Date	SEP '10	Scale @ A1	1:200	
Base Layout Ref.			CAD File ref.	
Clients Ref.			Project Ref.	3650
 gta civils ltd CONSULTING ENGINEERS gloucester house, 66a church walk, burgess hill, west sussex, rh15 9as tel.01444 871444 fax.01444 871401 web: www.gtacivils.co.uk				
Drawing Number	3650/103			Rev.

Appendix C

Vehicle Tracking Plans

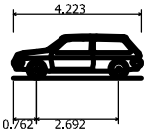


- GENERAL NOTES
1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations, record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.
 2. Tender or billing drawings shall not be used for construction or the ordering of materials.
 3. Do not scale. All dimensions and levels to be site confirmed.
 4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.
 5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.
 6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.



Phoenix 2-23W (with Elite 2 6x4 chassis)

Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.90s
Kerb to Kerb Turning Radius	9.950m



DB32 Private Car

Overall Length	4.223m
Overall Width	1.715m
Overall Body Height	1.392m
Min Body Ground Clearance	0.233m
Max Track Width	1.629m
Lock to lock time	4.90s
Kerb to Kerb Turning Radius	5.780m

- Vehicle wheels outline
- Vehicle Body envelope

P2	Updated vis	20.02.2023	JMW	RW
P1	INITIAL ISSUE	10.02.2023	JMW	RW
Rev	Amendments	Date	Dsn	Chk

Status	FOR PLANNING			
Client	FIDDLE LIMITED			
Architect				
Project	WICK FARM HOUSE TRUSLERS HILL LANE			
Title	ACCESS PLAN AND TRACKING			
Date	FEB 2023	Scale @ A1	1:500	
Clients Ref.		Project Ref.	12450	

gta Civils & Transport
Gloucester House, 66a Church Walk,
Burgess Hill, West Sussex, RH15 9AS
Tel:01444 871444 Web: www.gtacivils.co.uk

Drawing Number	12450/2100	Rev.	P2
----------------	------------	------	----

Appendix D

TRICS – Warehouse Use

Calculation Reference: AUDIT-349901-230223-0216

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	TB TORBAY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 190 to 6560 (units: sqm)
Range Selected by User: 190 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 27/09/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Thursday	1 days
Friday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	5
--------------	---

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	5
-----------------	---

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

n/a	2 days
B8	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	4 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	5 days
------------	--------

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	5 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	BO-02-F-01 CAMBRIDGE ROAD BEDFORD	DRINKS WHOLESALER	BEDFORD
	Edge of Town Industrial Zone Total Gross floor area: 3500 sqm Survey date: THURSDAY 15/10/20		Survey Type: MANUAL
2	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK	SPORTS SUPPLEMENTS	ESSEX
	Edge of Town Industrial Zone Total Gross floor area: 6560 sqm Survey date: FRIDAY 18/05/18		Survey Type: MANUAL
3	HC-02-F-03 WARSASH ROAD PARK GATE	PPE DISTRIBUTION	HAMPSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 3665 sqm Survey date: MONDAY 27/09/21		Survey Type: MANUAL
4	SF-02-F-03 CENTRAL AVENUE IPSWICH WARREN HEATH	ROAD HAULAGE	SUFFOLK
	Edge of Town Industrial Zone Total Gross floor area: 4700 sqm Survey date: FRIDAY 18/09/15		Survey Type: MANUAL
5	TB-02-F-01 ALDERS WAY PAIGNTON	OPTICS WAREHOUSE	TORBAY
	Edge of Town Industrial Zone Total Gross floor area: 190 sqm Survey date: FRIDAY 29/03/19		Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	1845	0.217	2	1845	0.027	2	1845	0.244
06:00 - 07:00	2	1845	0.190	2	1845	0.108	2	1845	0.298
07:00 - 08:00	5	3723	0.140	5	3723	0.091	5	3723	0.231
08:00 - 09:00	5	3723	0.258	5	3723	0.102	5	3723	0.360
09:00 - 10:00	5	3723	0.247	5	3723	0.064	5	3723	0.311
10:00 - 11:00	5	3723	0.231	5	3723	0.156	5	3723	0.387
11:00 - 12:00	5	3723	0.242	5	3723	0.236	5	3723	0.478
12:00 - 13:00	5	3723	0.252	5	3723	0.210	5	3723	0.462
13:00 - 14:00	5	3723	0.263	5	3723	0.193	5	3723	0.456
14:00 - 15:00	5	3723	0.226	5	3723	0.285	5	3723	0.511
15:00 - 16:00	5	3723	0.145	5	3723	0.387	5	3723	0.532
16:00 - 17:00	5	3723	0.097	5	3723	0.204	5	3723	0.301
17:00 - 18:00	5	3723	0.054	5	3723	0.231	5	3723	0.285
18:00 - 19:00	5	3723	0.043	5	3723	0.156	5	3723	0.199
19:00 - 20:00	2	1845	0.000	2	1845	0.027	2	1845	0.027
20:00 - 21:00	2	1845	0.000	2	1845	0.000	2	1845	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.605			2.477			5.082

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	190 - 6560 (units: sqm)
Survey date date range:	01/01/10 - 27/09/21
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



Civil Engineering - Transport Planning - Flood Risk

GTA Civils & Transport, Maple House, 192-198 London Road, Burgess Hill, West Sussex, RH15 9RD

T: 01444 871444 E: enquiries@gtacivils.co.uk www: gtacivils.co.uk

GTA Civils & Transport Limited, Registered in England No. 11917461. VAT Registration No. 319 2609 02

