

Transport Statement

Proposed change of use from disused and redundant agricultural buildings to flexible commercial use (Class B8/E).

Twineham Court Farm

Bob Lane

West Sussex

RH17 5NH



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- C Proposed Access Plan
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Document Control

Issue	Issue date	Compiled	Checked	Authorised
1	August 2026	RW	LNS	LNS

Executive Summary

The site is located on Bob Lane, which lies between the hamlets of Twineham to the east and Wineham to the west, in the county of West Sussex. The town of Burgess Hill lies approximately 4 miles to the east.

The proposed development is for a change of use of three buildings within the site to a light industrial (Class E) and storage & distribution (Class B8). The total ground floor area is 759sqm.

This Transport Statement summarises the existing situation, the local highway network, modal choices available and sets out the likely transport impact of the proposed scheme through a trip forecasting exercise.

The site access is off Bob Lane which provides visibility splays, compliant with the local highway authority requirements and the splays fall either within land owned by the applicant or within the public highway.

Car parking is in accordance with guidance provided by Mid Sussex District Council (Local Planning Authority) and West Sussex County Council (Local Highway Authority).

Up to 25 parking spaces are required on the basis of the whole site being utilised as a light industrial or business use. Sufficient car parking space is available within the site to avoid any overspill parking taking place on Bob Lane and cycle parking is provided within the site.

A trip generation exercise has been undertaken using the nationally recognised TRICS database, the vehicle trips likely to be generated by the proposed commercial scheme would remain low in the context of existing traffic survey data and would easily be accommodated on the local highway network.

There are no unacceptable highway or transport impacts as a result of the proposed development.

1 Introduction

- 1.1 This Transport Statement (TS) report has been prepared for Telbridge Properties to support the 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 and Transport has been commissioned by Telbridge Properties to prepare a Transport Statement to support an application for prior approval under Schedule 2, Part 3, Class R of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) for a change of use to a light industrial (Class E) and storage & distribution (Class B8) use.
- 1.3 Specifically, the report has been prepared to investigate and advise on the impacts of the proposed development on the local transport network.

2 The Site

Site Location

- 2.1 The site is located on Bob Lane, near the village of Twineham, West Sussex.
- 2.2 The existing site is a farm with an existing access from Bob Lane.
- 2.3 The site location is shown below.

Figure 2.1 – Site Location



3 Existing Situation

- 3.1 Bob Lane is a rural road subject to an unrestricted speed limit that connects the villages of Wineham to the west and Twineham to the east. Bob Lane is lightly trafficked with grass verges and no street lighting. An image of the lane fronting the site is shown below.

Figure 3.1 Bob Lane fronting the site



Source: Googlemaps

Traffic Survey (ATC)

- 3.2 An Automatic Traffic Count survey was undertaken for a 7-day period from Friday 26th January 2024 to Thursday 1st February 2024 inclusive on Bob Lane within close proximity of the proposed site access. The results are provided in [Appendix A](#), with a summary below. The ATC remains representative as no significant changes would have impacted the traffic flow in this location. Therefore, traffic speed in relation to visibility splays would remain unchanged.
- 3.3 This survey revealed the following speeds:
- Eastbound = 24mph (average 7-day 85th percentile)
 - Westbound = 23mph (average 7-day 85th percentile).
- 3.4 The following average weekday flows are:
- 80 eastbound
 - 84 westbound

Accident Data

- 3.5 The Department for Transport uses data collected by the police about road traffic accidents occurring on British roads where someone is injured which is then compiled into an accessible format showcasing each incident on a map. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.

- 3.6 There have been no incidents in the search area as illustrated in **Figure 3.2** below.

Figure 3.2 - Recorded Incidents (2022-2024)



Source: Crashmap.co.uk

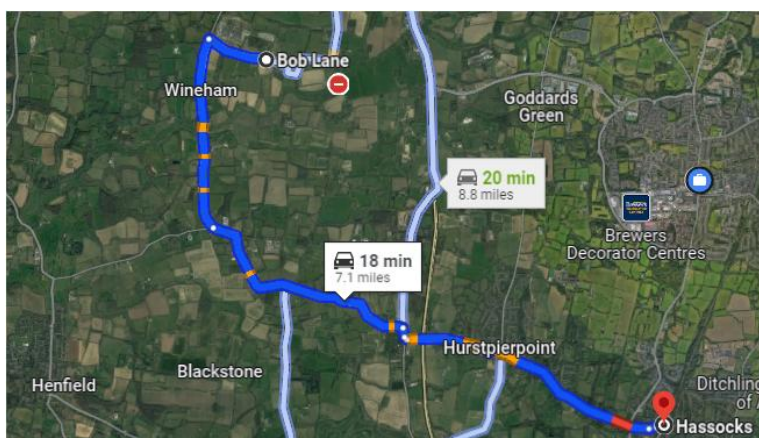
Bus Services

- 3.7 There are no bus services within a reasonable walking distance of the site.

Rail

- 3.8 The nearest railway station is Burgess Hill which is 5.8 miles away while Hassocks station is 6.7 miles from the site.
- 3.9 The stations are operated by Southern Rail and provide services to London, Brighton, Worthing, and Gatwick.

Figure 3.3 Route to Hassocks Station



Source: Googlemaps

4 Proposed Development

Proposed Layout and Access

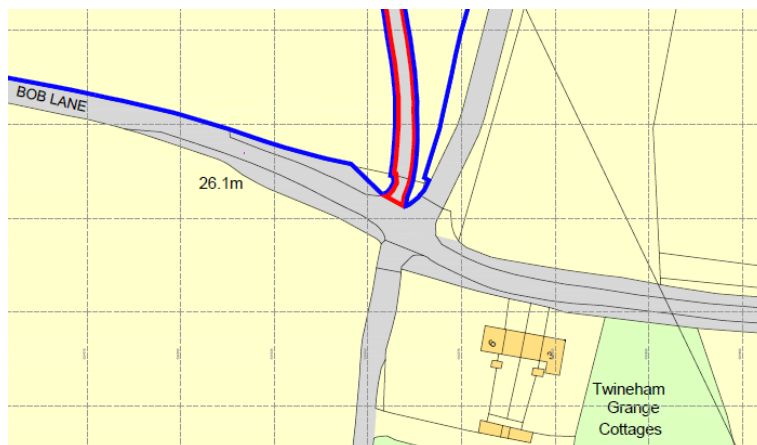
- 4.1 The proposed development is for a change of use of three buildings within the site to a light industrial (Class E) and storage & distribution (Class B8). The total ground floor area is 759sqm.
- 4.2 The scale of the barns are as follows:
- Barn 1 = 166 m²
 - Barn 2 = 354 m²
 - Barn 5 = 239 m²
- 4.3 A sketch plan I shown below and a scaled location plan is provided in **Appendix B**, with the three buildings shown.

Figure 4.1 Proposed Layout



- 4.4 Within the layout there is plenty of space to enable vehicles to turn and exit the site in a forward gear.
- 4.5 Vehicles will access the site using the existing access in Bob Lane. This is shown below as a sketch plan.

Figure 4.2 Proposed Access



- 4.6 Visibility splays of 2.4metres x 32metres are available, either within land under the applicant's ownership or the public highway. The 32metres 'y' distance along the carriageway relates to the surveyed 85thile speed of 24mph and determined by the stopping sight distance calculation provided by Manual for Streets. A visibility splay plan is provided as [Appendix C](#).
- 4.7 The access is at least 4.1metres wide to allow two-way movements. The majority of vehicle use will be cars and light vans and therefore this width is sufficient.

Proposed Cycle Parking

- 4.8 Cycle parking standards for 'E Commercial, Business and Service – Business (office, research and development and light industrial process)' is within the WSCC guidance for parking at non-residential institutions – 1 space per 150sqm for staff and 1 space per 500sqm for visitors.
- 4.9 Therefore, provision for a 5 cycle parking spaces for staff and 2 spaces for visitors is required and provided within the layout.

Proposed Car Parking

- 4.10 The site is required to provides car parking on the basis of 1 space 30sqm as per *Class E Commercial, Business and Service – Business (office, research and development and light industrial process)*. For the proposal of 759sqm, 25 parking spaces are required and these are provided within the layout in an informal arrangement.

- 4.11 Space is available to enable at least one space to be an accessible parking space which is considered appropriate on the basis of a 5% typical provision level.
- 4.12 Principle B: Electronic Charging Infrastructure of the WSCC parking guidance requires 20% of spaces to be fitted with EV charging infrastructure, therefore 5 spaces.

Servicing & Emergency Access

- 4.13 Servicing and emergency vehicles will access the site using the existing access. There is plenty of space available within the site to turn and exit in a forward gear. Servicing would be scheduled to take place outside the times of an event for operational reasons.
- 4.14 In accordance with Manual for Streets, a fire appliance is able to access the development and reach within 45metres of entrances (MfS1 - p75 – paragraph 6.7.2).

5 Trip Generation and Impact

- 5.1 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.
- 5.2 The proposed development is for a change of use of three buildings within the site to a light industrial (Class E) and storage & distribution (Class B8). The total ground floor area is 759sqm.
- 5.3 The TRICS database has been interrogated for appropriate matches under office uses, with the following main parameters being applied:
- Survey Year: Post 2015 surveys;
 - Days: Weekdays only;
 - Location: Edge of Town location types (3 surveys available);
 - Range: 118 to 1400 sqm;
 - Car Ownership: From 0.6 to 1.
- 5.4 Table 5.1 below provides the TRICS trip rate data and vehicle trips generated.

Table 5.1 – TRICS Trip Rates per 100sqm & Vehicle Trips

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
Vehicle Trip Rate Per 100sqm	2.613	0.238	2.851	0.000	1.940	1.940	7.916	8.257	16.173
Vehicle Trips 759sqm	20	2	22	0	15	15	60	63	123

- 5.5 In summary, the development is forecast to generate 123 two way 12-hour daily vehicle flows. The traffic survey identified two-way vehicle flows of around 160 daily movements.
- 5.6 Therefore, assuming an even distribution at the site, based on the traffic survey, the forecast two-way flows will increase from 160 to up to around 220 daily flows. This would still remain a low total daily flow and only 22 and 15 vehicle trips in the AM and PM peak hours respectively.

6 Conclusion

- 6.1 The site is located on Bob Lane, which lies between the hamlets of Twineham to the east and Wineham to the west, in the county of West Sussex. The town of Burgess Hill lies approximately 4 miles to the east.
- 6.2 The proposed development is for a change of use of three buildings within the site to a light industrial (Class E) and storage & distribution (Class B8). The total ground floor area is 759sqm.
- 6.3 The site access is off Bob Lane which provides visibility splays, compliant with the local highway authority requirements and the splays fall either within land owned by the applicant or within the public highway.
- 6.4 Car parking is in accordance with guidance provided by Mid Sussex District Council (Local Planning Authority) and West Sussex County Council (Local Highway Authority). Up to 25 parking spaces are required on the basis of the whole site being utilised as a light industrial or business use. Sufficient car parking space is available within the site to avoid any overspill parking taking place on Bob Lane and cycle parking is provided within the site
- 6.5 A trip generation exercise has been undertaken using the nationally recognised TRICS database, the vehicle trips likely to be generated by the proposed commercial scheme would remain low in the context of existing traffic survey data and would easily be accommodated on the local highway network.
- 6.6 In conclusion, there are no unacceptable highway or transport impacts as a result of the proposed development.

Appendix A

Bob Lane Traffic Survey



AUTOMATIC TRAFFIC COUNT REPORT

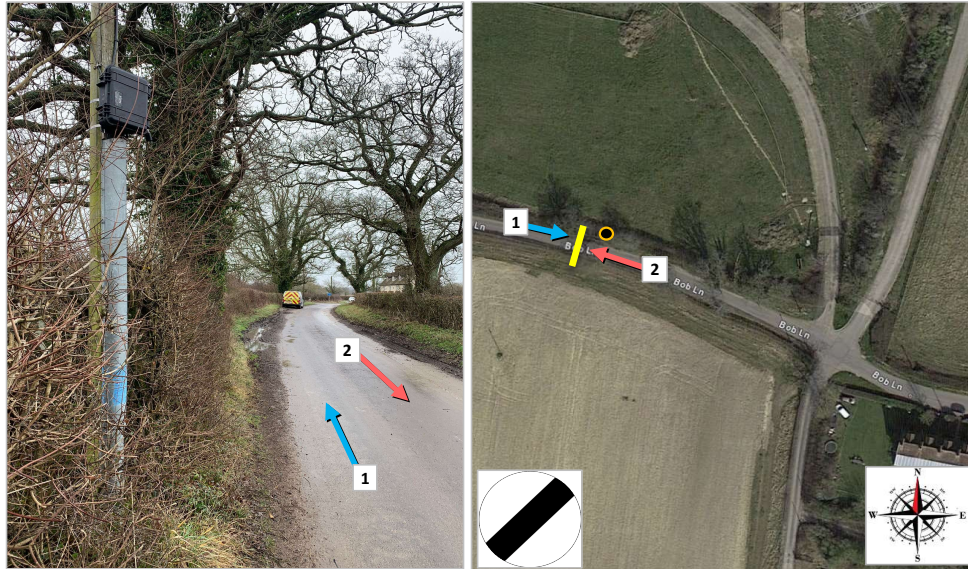
REF: Site No: 25012401

SITE LOCATION: Bob Lane, Haywards Heath, RH17 5NH
[Coordinates - \(50.972104, -0.228431\)](#)

Client: GTA Civils

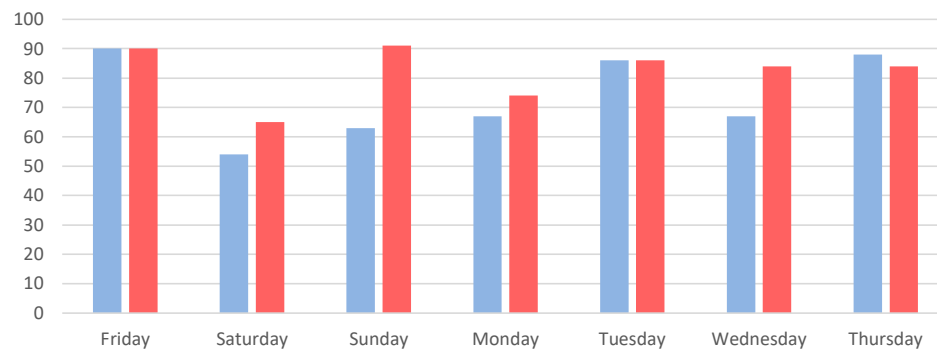
DATE: Friday 26th January - Thursday 1st February 2024

Requester: Richard Wells



		Summary	Direction 1			Direction 2		
			East Bound			West Bound		
			Total Vehicles	Mean Average	85%ile Speed	Total Vehicles	Mean Average	85%ile Speed
Day 1	Friday	26/01/2024	90	20	24	90	18	21
Day 2	Saturday	27/01/2024	54	22	25	65	20	23
Day 3	Sunday	28/01/2024	63	21	23	91	17	22
Day 4	Monday	29/01/2024	67	21	23	74	20	22
Day 5	Tuesday	30/01/2024	86	22	25	86	20	23
Day 6	Wednesday	31/01/2024	67	22	24	84	22	25
Day 7	Thursday	01/02/2024	88	22	25	84	21	24
Week Total			515	22	24	574	20	23

Total Vehicles



Appendix B

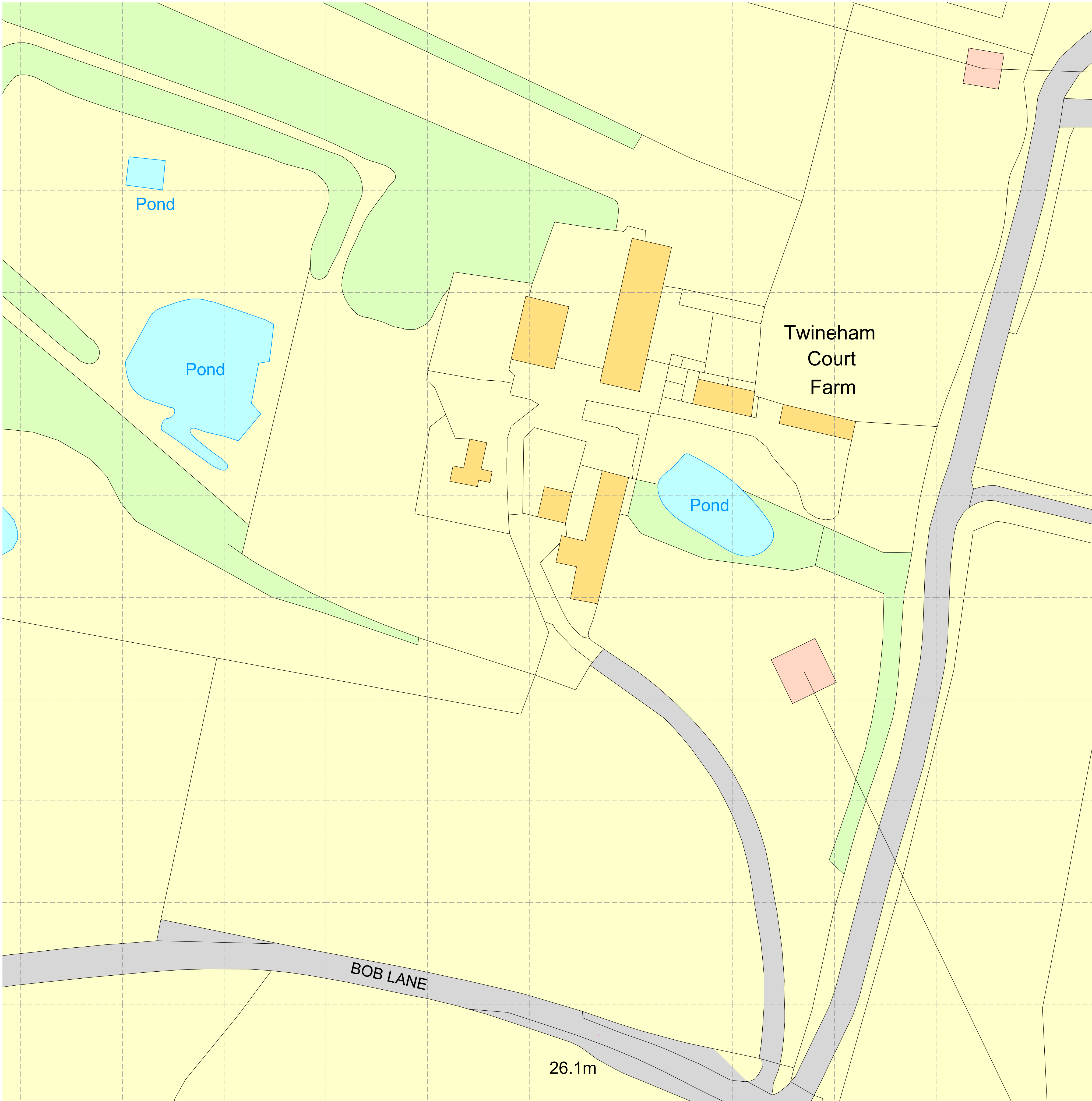
Proposed Layout Plan



site location plan (1:1250)

0m 10m 20m 30m 40m 50m

notes + revisions					



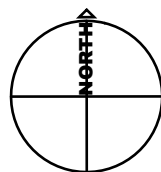
block plan (1:500)

0m 5m 10m 20m 30m 40m 50m

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client + project Telbridge Properties	title Location + Block Plans	scale As Noted - A1	dwg ref x-drawings/2026/43/Twineham Court Farm
Twineham Court Farm Bob Lane, Twineham		date 31.07.2026	number 2643.LP01
		status	

Appendix C

Proposed Access Plan

IAL NOTES

cation, size, depth and identification of existing services that may be shown or referred to
rawing have been assessed from non intrusive observations , record drawings or the like.
ractor shall safely carry out intrusive investigations, trial holes or soundings prior to
icing work to satisfy himself that it is safe to proceed and that the assessments are accurate.
repancies shall be notified to gta prior to works commencing.

r or billing drawings shall not be used for construction or the ordering of materials.

t scale. All dimensions and levels to be site confirmed.

rawing shall be read in conjunction with all relevant architects, consultants drawings and
tions, together with H&S plan requirements.

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ing prior to these approvals is considered wholly at the Clients risk. gta hold no
bility for resulting abortive works or costs.

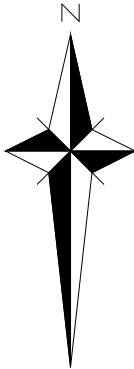
ving this drawing as an Autocad file (.dwg) in digital format then it is done so with this
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entirely at your own risk. Modification includes (but is not limited to) turning layers on and
seizing layers and reloading, turning on and off print functions and unloading x-refs.

attention is also drawn to the fact that the information contained within this file may be
o alteration at any time, pending technical approval from an approving authority or at the
nstruction. It is therefore strongly recommended that multiple and regular cross checks are
ainst the current contract drawings.

'responsibility to ensure that the correct issue or revision of the DWG data file is being used
ests for updated information made accordingly.

d any apparent discrepancies between the data contained within the DWG file and the
contract drawings become evident, it must be reported back to GTA Civils & Transport as
reasonably practicable. Precedence should be given to the current contract drawings (PDF)
vised otherwise.

Rev	Amendments	Date	Dsn	Chk
P1	INITIAL ISSUE	20-08-26	TS	RW



GRANITE SETTS LINE

Visibility Splays 2.4m x 32m

Visibility Splays 2.4m x 32m

	Client TELBRIDGE PROPERTIES	Architect	Project	Title WINEHAM COURT FARMHOUSE, BOB LANE, TWINEHAM	Status FOR PLANNING	
					Date AUG 2026	Scale @ A3 1:250

Appendix D

TRICS Output File

Audit Code: 86a6b6df-6622-45da-b8a2-407b2e26be96

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: A - OFFICE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

04	EAST ANGLIA	
	NF	NORFOLK
		1 day
06	WEST MIDLANDS	
	WK	WARWICKSHIRE
		1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK	WAKEFIELD
		1 day

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



Audit Code: 86a6b6df-6622-45da-b8a2-407b2e26be96

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:	GFA
Actual Range:	118 to 1400 (units:sqm)
Range Selected by User:	118 to 1500 (units:sqm)
Parking Spaces Range:	1 - 1471

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	18/09/15 to 24/09/25

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:

Tuesday	1 days
Wednesday	2 days

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

Selected survey types:

Manual count	3
Direction ATC Count	0

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	3 days
--------------	--------

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:

Commercial Zone	1 days
Industrial Zone	1 days
No Sub Category	1 days

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 Vehicle Counts:

Servicing vehicles Included	2 days
Servicing vehicles Unknown	1 days

Audit Code: 86a6b6df-6622-45da-b8a2-407b2e26be96

Secondary Filtering Selection:

Use Class:

Not Known	3 surveys
-----------	-----------

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®.

Population within 500m Range:

500 - 4555

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	2 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	3 surveys
------------	-----------

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.



Audit Code: 86a6b6df-6622-45da-b8a2-407b2e26be96

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 3 surveys

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 3 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No



Audit Code: 86a6b6df-6622-45da-b8a2-407b2e26be96

1 PIONEER WAY CASTLEFORD WHITWOOD Edge of Town No Sub Category Gross floor area: 1230.00 sqm Survey date: Tuesday 23/05/2017	AK-02-A-01	OFFICES	WAKEFIELD	Survey Type: Manual
2 WHITING ROAD NORWICH Edge of Town Commercial Zone Gross floor area: 500.00 sqm Survey date: Wednesday 13/11/2019	NF-02-A-04	BUILDING CONSULTANT	NORFOLK	Survey Type: Manual
3 BUDBROOKE ROAD WARWICK Edge of Town Industrial Zone Gross floor area: 796.00 sqm Survey date: Wednesday 23/11/2022	WK-02-A-03	ENGINEERING CONSULTANTS	WARWICKSHIRE	Survey Type: Manual

Audit Code: 86a6b6df-6622-45da-b8a2-407b2e26be96

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	842	1.386	0.040	1.426
08:00-09:00	3	842	2.613	0.238	2.851
09:00-10:00	3	842	0.871	0.277	1.148
10:00-11:00	3	842	0.435	0.079	0.514
11:00-12:00	3	842	0.238	0.475	0.713
12:00-13:00	3	842	0.673	1.188	1.861
13:00-14:00	3	842	0.831	0.317	1.148
14:00-15:00	3	842	0.198	0.198	0.396
15:00-16:00	3	842	0.317	0.594	0.911
16:00-17:00	3	842	0.277	2.217	2.494
17:00-18:00	3	842	0.000	1.940	1.940
18:00-19:00	2	648	0.077	0.694	0.771
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			7.916	8.257	16.173

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.

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Audit Code: 86a6b6df-6622-45da-b8a2-407b2e26be96

Parameter Summary:

Trip rate parameter range selected:	118 - 1500 (units: sqm)
Survey date date range:	23/05/2017 - 23/11/2022
Number of weekdays (Monday-Friday):	3
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

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