

Transport Statement

Proposed Commercial Storage Building

Holmsted Farm,

Cuckfield,

West Sussex



Contents

1	Introduction	2
	Policy Context	2
2	Existing Situation	3
	The Site	3
	Local Highway Network	3
	Personal Injury Accidents	3
	Walking and Cycling	4
	Public Transport	4
3	Proposed Development	5
	Access	5
	Proposed Car Parking	5
	Cycle Parking	5
	Service & Emergency Vehicles	6
4	Trip Generation	7
	Methodology	7
	TRICS Data	7
5	Conclusion	8

Schedule of Appendices

- A Personal Injury Accident Reports
- B Proposed Layout Plan
- C TRICS Output File – Storage Use

Document Control

Issue	Issue date	Compiled	Checked	Authorised
1	January 2025	RW	RS	LS

1 Introduction

- 1.1 This report has been prepared for Mr Hayward in connection 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 Mr Hayward to prepare a Transport Statement in connection with the proposed development at Holmsted Farm, on Holmsted Hill, Cuckfield.
- 1.3 Specifically, the report has been prepared to support a planning application for a proposed storage building of 277.29sqm under a B8 use class.

Policy Context

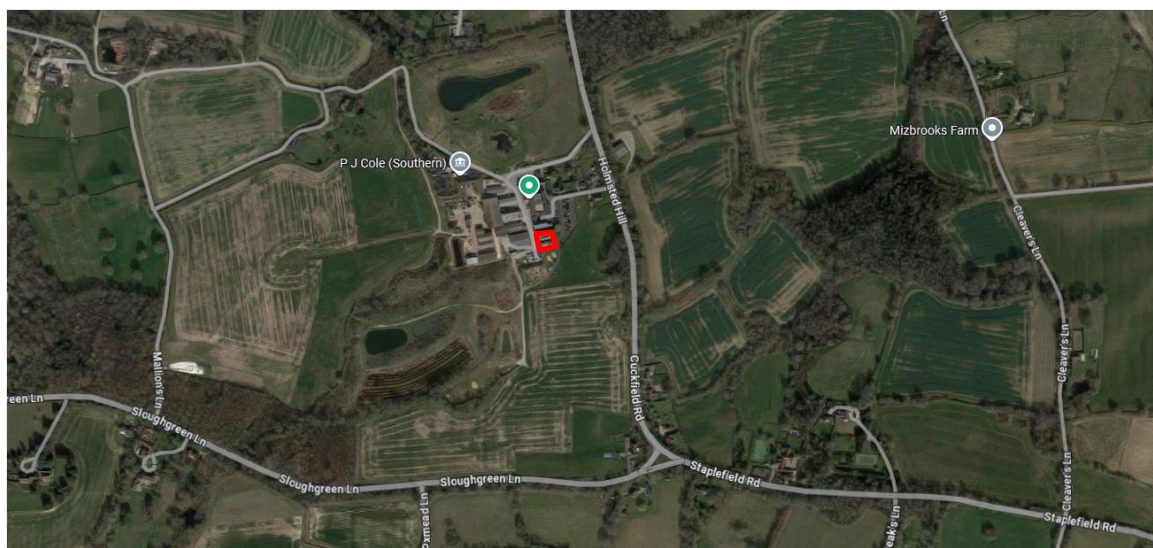
- 1.4 This Transport Statement has been written in accordance with the following frameworks:
 - 2024 National Planning Policy Framework (NPPF);
 - Manual for Streets (MfS 1 & 2);
 - West Sussex County Council Local Transport Plan (2011-2026);
 - West Sussex Parking Guidance for New Developments (2020);
 - Mid Sussex District Plan (2014-2031).
- 1.5 The site falls within the jurisdiction of Mid Sussex District Council (MSDC) and West Sussex County Council (WSCC), the Local Planning and Highway Authorities, respectively.

2 Existing Situation

The Site

- 2.1 The existing site is currently a vacant space in Holmsted Farm business park. Vehicular access to the business park is provided from an access onto the B2114 Holmsted Hill, which leads to a parking area shared between the adjacent uses. A separate entrance further north along Holmsted Hill provides vehicular access to the site via the farm road network.
- 2.2 The area surrounding the site is mixed in character, with commercial, farm and residential uses situated in the local vicinity.
- 2.3 The approximate development site location is indicated in red below.

Figure 2.1 – Site Location



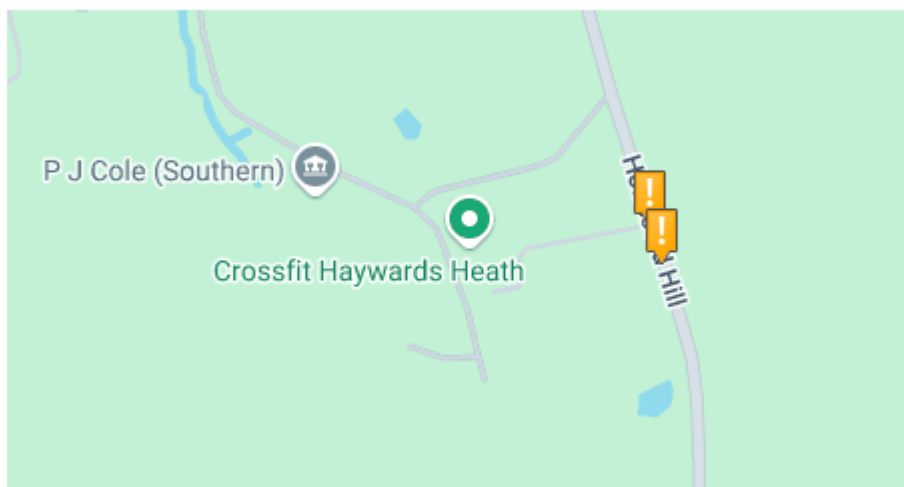
Local Highway Network

- 2.4 As noted previously, the site is accessed from the B2114 Holmsted Hill, which is a rural road subject to the national speed limit. The B2114 connects the site to Cuckfield village to the south-east and Staplefield village to the north. The A23 connects the site to the wider highway network, which can be accessed via the B2114 then the B2115 to the south-west.

Personal Injury Accidents

- 2.5 Personal Injury Collision data from crashmap.co.uk for the most recent three years up to 2022 near the site as shown on the map below. CrashMap compiles data collected by the police, of traffic collision on British roads resulting in injury and plots each collision on a map. Figure 2.2 shows the recorded incidents nearby.

Figure 2.2 Location of Personal Injury Accidents (2020-2022)



Source: crashmap.co.uk

- 2.6 As can be seen in Figure 2.2, two 'slight' PICs were recorded near the site over a three-year period – an average of one 'slight' PIC every 18 months. Having reviewed the contributing factors to the PICs included in CrashMap ([Appendix A](#)), there are no common causation factors and the two incidents are insufficient to justify any highway interventions.

Walking and Cycling

- 2.7 Reflecting the rural setting, pedestrian and cycling facilities within the vicinity of the site are limited. There are no footways or cycleways provided along either side of the B2114 Holmsted Hill and the proposed scheme will result in no reasonable requirements to provide any facility or infrastructure of this kind.

Public Transport

- 2.8 The nearest bus stops to the site are located approximately 350metres to the south along the B2114. The bus stops are served by route 271, which runs between Kemp Town and Crawley with services once every two hours in both directions.

3 Proposed Development

- 3.1 The proposed scheme is for a new building of 277.29sqm for storage under a B8 use class, Storage & Distribution. The proposed layout plans are included in [Appendix B](#).

Access

- 3.2 The scheme will retain the existing vehicular and pedestrian access arrangements.

Proposed Car Parking

- 3.3 Car Parking for staff and visitors will be accommodated within the existing shared car park, accessed from the southern entrance onto the B2114 Holmsted Hill.
- 3.4 The proposed storage space will not generate a significant demand for car parking and there is reserve capacity in the existing car park to accommodate such demand. However, the scheme is providing 4 parking spaces in accordance with the parking guidance and therefore parking on the public highway would not arise.
- 3.5 Based on the WSCC Parking Standards for use Class B8 Storage, the proposed development of 277.29m² of B8 use, requires the following parking provision below:
- 1 space per 100m² at 277.29m² = 3 spaces
 - Disabled parking spaces = Min. 5 % of total number of parking spaces.
- 3.6 Accessible spaces for Blue Badge Holders, are available within the existing car which would remain sufficient and no further provision is necessary.
- 3.7 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, at least one electric vehicle charging point will be provided.

Cycle Parking

- 3.8 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.
- 3.9 Therefore, in relation to the 277.29m² space, cycle parking will be provided to accommodate up to 2 cycles. Space for cycle parking is already available within the courtyard area within the complex, covered, secure and near the building entrance.

Service & Emergency Vehicles

- 3.10 Servicing and refuse collection will take place from the farm access adjacent to the building, as per the existing arrangement for the site.
- 3.11 There is plenty of space for these larger vehicle types to enter the site, turn and exit onto the public highway in a forward gear. This happens now and will continue to happen after the building is constructed.

4 Trip Generation

Methodology

- 4.1 To determine an approximation of trips associated with the proposed use, the 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;
- 4.2 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.

TRICS Data

- 4.3 A summary of the likely trip rates and resultant trips are included in **Table 4.1** below. Full TRICS output is included at [Appendix C](#).

Table 4.1 – 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 (277.29m²)	1	0	1	0	1	1	8	7	15

- 4.4 The warehouse use is likely to lead to around 1 two-way vehicle trips in the weekday peak periods which will not be of any consequence on the local highway network or the operation of the site.

5 Conclusion

- 5.1 The site is currently a vacant space in Holmsted Farm business park. Vehicular access to the business park is provided from an access onto the B2114 Holmsted Hill, which leads to a parking area shared between the adjacent uses.
- 5.2 From a transport perspective, the proposed storage building of 277.29sqm will result in minimal changes, with the existing access arrangements being retained under the proposals.
- 5.3 Car parking for staff and visitors will be accommodated within the existing shared car park and an additional 4 parking spaces are provided. Cycle parking is available within the complex.
- 5.4 The additional trip generation as a result of the development is negligible; such small generations can be accommodated on the local highway network with no unacceptable highway impacts.
- 5.5 Overall, there are no unacceptable highway or transport impacts as a result of the proposed development.

- End of Report -

Appendix A

Personal Injury Accident Reports



crashmap.co.uk

Validated Data

Crash Date: Monday, October 18, 2021 **Time of Crash:** 9:00:00 AM **Crash Reference:** 2021471100995

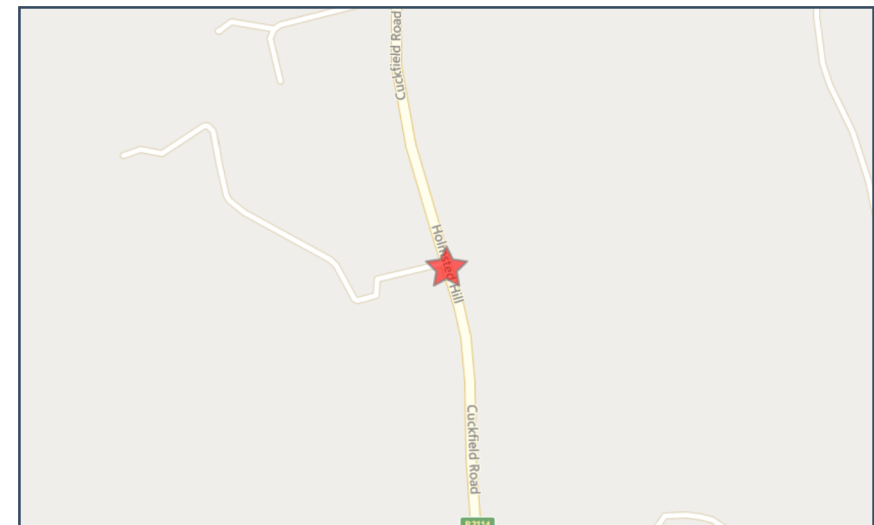
Highest Injury Severity: Slight
Highway Authority: West Sussex
Local Authority: Mid Sussex District
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 60
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: B2114

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 528370 126465



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	4	Female	16 - 20	Vehicle is in the act of turning left	Offside	Unknown	None	None
2	Pedal cycle	-1	Male	66 - 75	Vehicle is slowing down or stopping	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	2	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Crash Date: Sunday, June 28, 2020 **Time of Crash:** 11:54:00 AM **Crash Reference:** 2020470960392

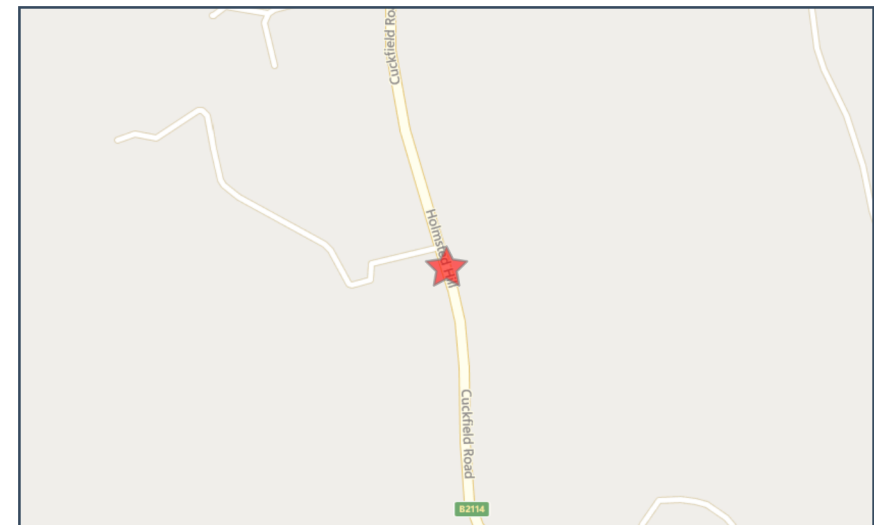
Highest Injury Severity: Slight
Highway Authority: West Sussex
Local Authority: Mid Sussex District
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 60
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: B2114

Number of Casualties: 3

Number of Vehicles: 2

OS Grid Reference: 528380 126437



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		9 Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None
2	Car (excluding private hire)		6 Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	Road sign/Traffic signal

Casualties

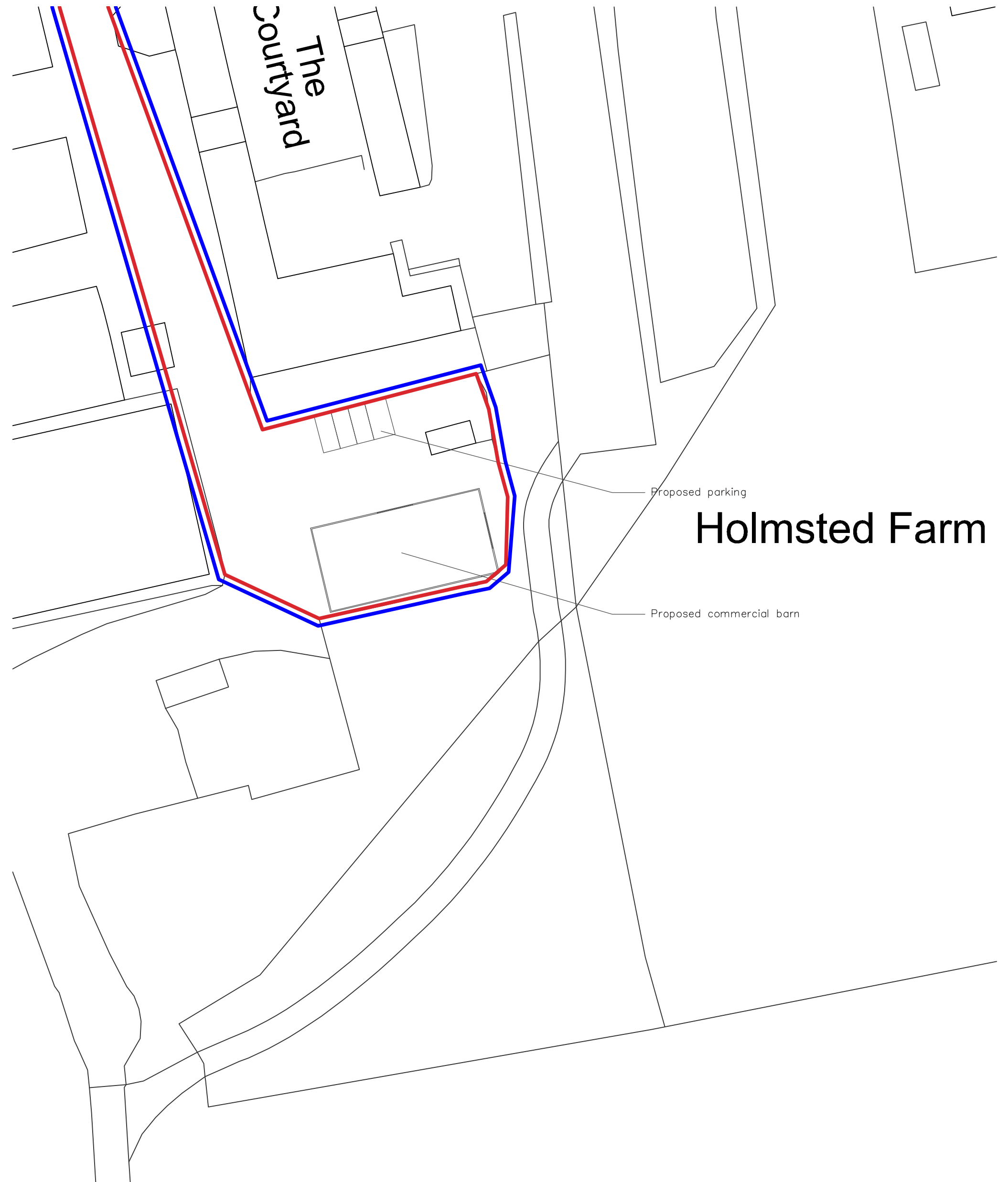
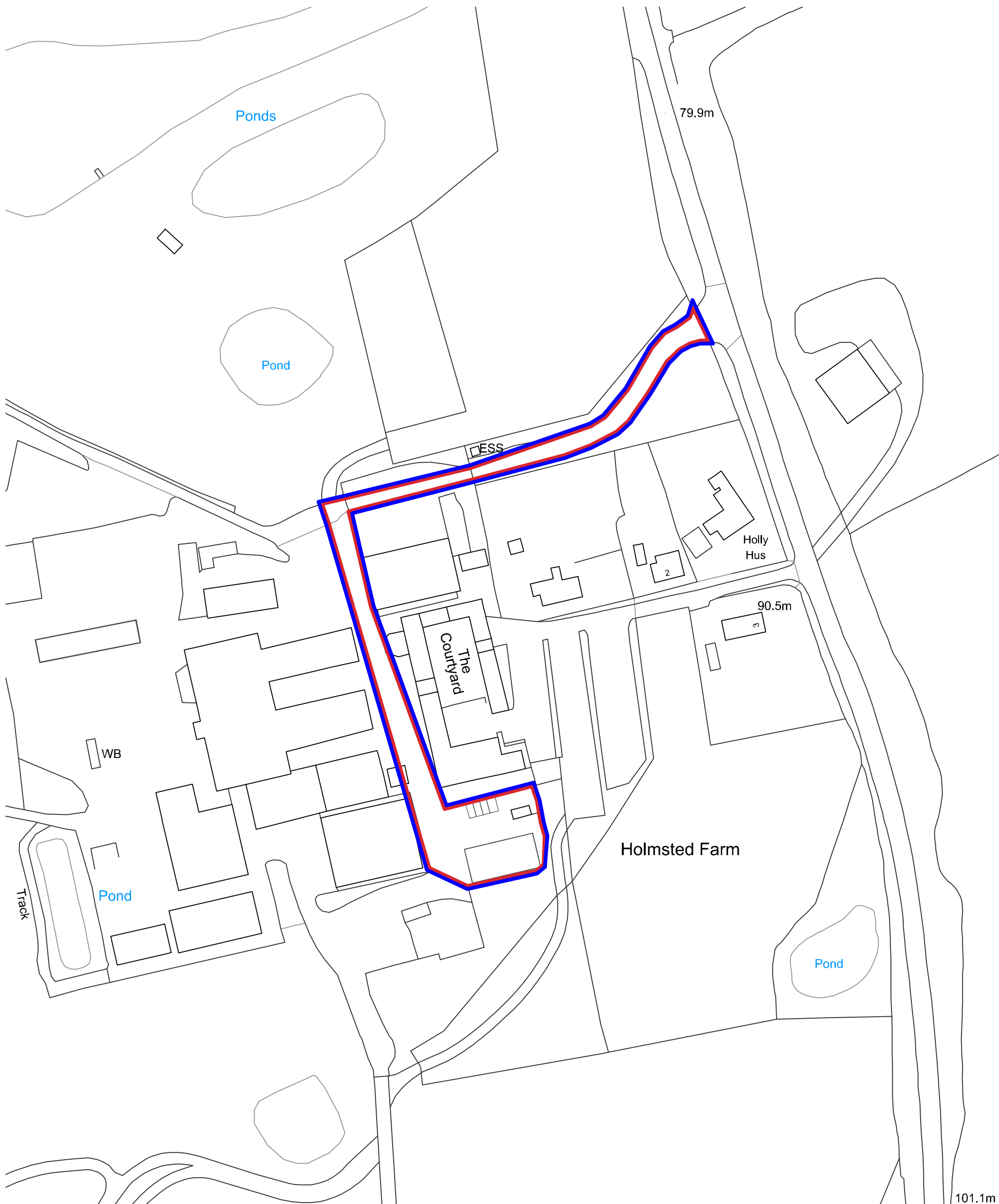
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	21 - 25	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Female	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

Appendix B

Proposed Layout Plan



Holmsted Farm

Copyright Notice
© 2024 Work by Here Ltd, all rights reserved.

Material published by Work by Here Ltd is copyright of Work by Here Ltd and may not be reproduced without permission.



60m

25m

1:1,250 / 500 © A2 October 2024

Holmsted Farm, RH17 5JT

WBH 0468.3 Location and block plan

Appendix C

TRICS Output File – Storage 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 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 shown. 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

