

Proposed Agricultural Access and Associated Works – Land at Bishopstone Lane, Ansty, West Sussex, RH17 5AR

Technical Note

October 2025

Introduction

1. This Technical Note has been prepared by Transport Dynamics to provide traffic and transport advice for a planning application to allow the creation of a new agricultural access at land off Bishopstone Lane, Ansty, West Sussex, RH17 5AR.
2. A new agricultural access is sought from Bishopstone Lane to allow direct agricultural access to an existing agricultural field in a wider landholding. A site location plan (**Figure 1**) is provided at **Appendix A**.
3. The application site is located on the east side of Bishopstone Lane, Ansty, The Local Planning Authority is Mid Sussex District Council and the County Highway Authority is West Sussex District Council.
4. This Technical Note sets out the general context, explains the proposal in detail and finally confirms that the proposal is sound in traffic and transport terms.

Site Context & Existing Situation

5. Bishopstone Lane is a two-way public highway running from Job's Lane and the A2300 in the south to the A272 in the north, passing the application site. The A2300 provides access into Burgess Hill to the east and the A23 to the west. To the west the A272 also links to the A23.
6. The highway benefits from the national speed limit, but is narrow. As befits the location no street lighting or footways exist, but the public highway has wide grass verges.
7. A seven day Automatic Traffic Counter Speed Survey was undertaken between Saturday 20th September 2025 and Friday 26th September 2025 inclusive, to understand passing traffic speeds on Bishopstone Lane. The full survey data is provided at **Appendix B**.
8. The following ATC 85th percentile speed survey results were recorded;
 - Southbound 85th % Speed = 35.7mph
 - Northbound 85th % Speed = 35.4mph

9. While Bishopstone Lane has a legal (maximum) speed limit of 60mph the collected ATC traffic survey data details that vehicular traffic at the 85th percentile is travelling at a significantly slower speed than the legal speed limit.
10. The applicant possesses an agricultural landholding in the local area and due to recent changes access arrangements need to be revised.

Proposed Agricultural Access

11. It is proposed to create a new agricultural field access from Bishopstone Lane to the eastern edge of the existing agricultural field.
12. **Drawing PCD752/002 at Appendix C** details the proposed new agricultural access location. As can be seen the drawing details that the access has a width of 6m, with field gates set back from the back of the Bishopstone Lane edge of carriageway.
13. **Drawing PCD752/002** also details the achievable visibility splay as required by the 85th percentile passing vehicle speeds with 55m to the south and 55m to the north, both from a set back of 2.4m.
14. The proposal seeks to provide a modern and fit for purpose agricultural access, with hardstanding, with acceptable visibility splays.

Summary

15. This concise written statement supports a proposal to create a new agricultural vehicular access on the eastern boundary of an existing agricultural field which has constrained agricultural vehicular access.
16. While strict 215m achievable visibility splays for a National Speed Limit highway are not required as evidenced by the seven day speed survey data, Bishopstone Lane has good forward visibility. Based on the speed survey data the required achievable visibility splays can be achieved.
17. In conclusion, and on the basis of the above, the proposed agricultural vehicular access arrangement should not be refused on traffic and transport grounds.
18. The cumulative residual transport impacts of the proposal will not be 'severe' on the local highway network and therefore under the guidance of the NPPF, planning permission should not be resisted or refused on traffic and transport grounds.
19. In summary it is therefore considered that the proposal is acceptable in transport planning terms and as such there are no traffic or transportation reasons why the proposal should not be supported.

Appendix A



Drawing Title		Site Location Plan			
Job Title		Bishopstone Lane, Ansty, West Sussex		Scale: N.T.S	Drawn by: T.W.S
				1st Issued: Sep 2025	Job No: PCD 752
				Org No:	
				Figure 1	

Appendix B

PROJECT	44814 Ansty, West Sussex
SITE CODE	44814-001
LOCATION	Bishopstone Lane
START DATE	Sat 20 Sep, 2025
END DATE	Fri 26 Sep, 2025 (inc.)
SPEED LIMIT	60mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes



ATC SUMMARY REPORT

7-DAY AUTOMATIC TRAFFIC COUNT

A 7-day automatic traffic count on Bishopstone Lane, commencing Sat 20 Sep 2025, recorded a total of 445 vehicles. The posted speed limit of 60mph was exceeded by 0.0% of vehicles, and the seasonally adjusted, combined AADT value is 58 (see 'Equipment & methodology' below).

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data, plus the Mon-Fri peak periods. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

SUMMARY

COMBINED NORTH & SOUTHBOUND

Total recorded volume	445
Total recorded HGVs	16
% of vehicles that are HGVs	3.6%
Avg daily volume (based on 7 days)	63.6
Average daily speed (7 days)	27.4mph
Average daily 85%ile (7 days)	35.6mph
AADT (annual average daily traffic)	57.6
AAWT (annual average weekday traffic)	61.1
Avg weekday volume (Mon-Fri, 24hrs)	67.8
Avg weekday speed (Mon-Fri, 24hrs)	27.9mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	62.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	27.7mph

NORTHBOUND



Total recorded volume	167
Total recorded HGVs	4
% of vehicles that are HGVs	2.4%
Avg daily volume (based on 7 days)	23.9
Average daily speed (7 days)	26.2mph
Average daily 85%ile (7 days)	35.4mph
% of vehicles exceeding 60mph	0.0%
AADT (annual average daily traffic)	22.0
AAWT (annual average weekday traffic)	23.5

Avg weekday volume (Mon-Fri, 24hrs)	25.6
Avg weekday speed (Mon-Fri, 24hrs)	27.2mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	24.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	27.3mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	36.3mph
AM avg peak vol period (Mon-Fri)	08:30 to 08:45
PM avg peak vol period (Mon-Fri)	15:45 to 16:00

SOUTHBOUND



Total recorded volume	278
Total recorded HGVs	12
% of vehicles that are HGVs	4.3%
Avg daily volume (based on 7 days)	39.7
Average daily speed (7 days)	28.5mph
Average daily 85%ile (7 days)	35.7mph
% of vehicles exceeding 60mph	0.0%
AADT (annual average daily traffic)	35.6
AAWT (annual average weekday traffic)	37.6

Avg weekday volume (Mon-Fri, 24hrs)	42.2
Avg weekday speed (Mon-Fri, 24hrs)	28.6mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	37.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	28.1mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	35.5mph
AM avg peak vol period (Mon-Fri)	07:45 to 08:00
PM avg peak vol period (Mon-Fri)	16:45 to 17:00

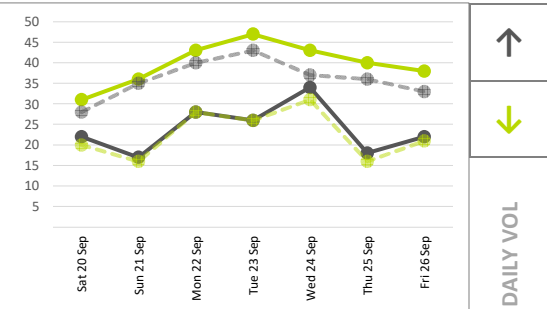
SITE LOCATION



LOCATION	Bishopstone Lane
DATES	Sat 20 Sep to Fri 26 Sep inc.
LAT / LNG	50°58'53.12"N, 0°10'16.61"W
PSL	60mph
DIRECTION 1	↑ Northbound
DIRECTION 2	↓ Southbound

DAILY VOLUMES

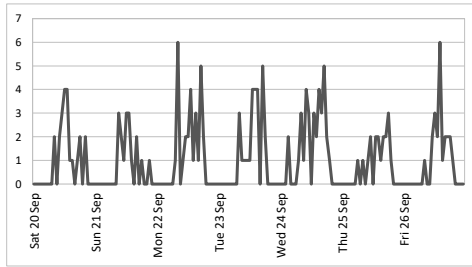
NORTH- & SOUTHBOUND



Total 24hr northbound (solid, dark grey) and southbound (solid, dark green) traffic volumes, with light dashed grey and green representing 12hr volumes (0700-1900), over 7 consecutive days from all available data.

Unusually, the lowest volumes were NOT recorded on a Sunday but on the Saturday, whilst the highest was on the Wednesday.

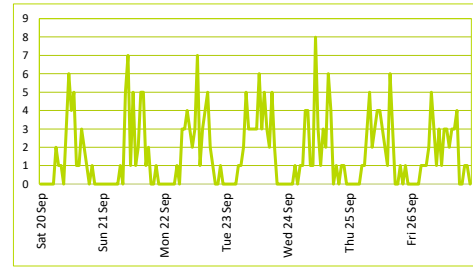
HOURLY VOLUMES



Hourly northbound traffic volumes over each 24hr period for 7 days from all available data



HOURLY VOL

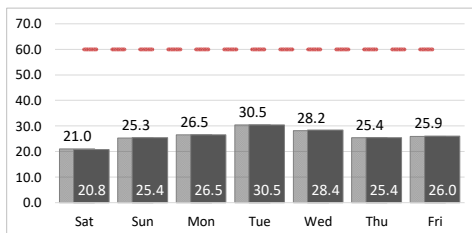


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data



HOURLY VOL

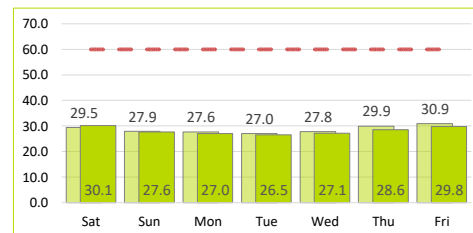
24hr & 12hr AVG SPEEDS



24hr (light) & 12hr daytime (dark grey, 0700-1900) average northbound speeds compared against the posted speed limit of Fri 26 Sep, 2025 (inc.)



AVG SPEEDS

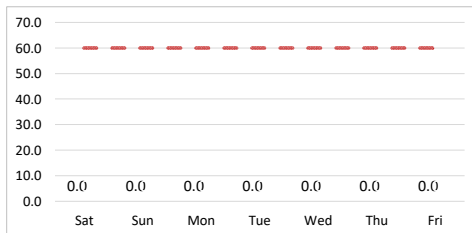


24hr (light) & 12hr daytime (dark green, 0700-1900) average southbound speeds compared against the posted speed limit of Fri 26 Sep, 2025 (inc.)



AVG SPEEDS

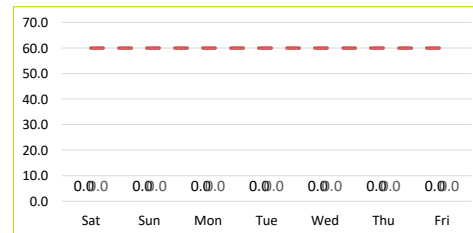
24hr & 12hr 85%ile SPEEDS



24hr (light) & 12hr daytime (dark grey, 0700-1900) average northbound 85%ile speeds compared against the posted speed limit of Fri 26 Sep, 2025 (inc.)



AVG 85%ILES

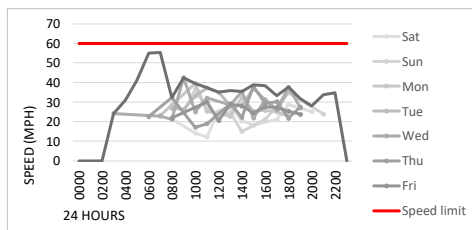


24hr (light) & 12hr daytime (dark green, 0700-1900) average southbound 85%ile speeds compared against the posted speed limit of Fri 26 Sep, 2025 (inc.)



AVG 85%ILES

HOURLY SPEEDS

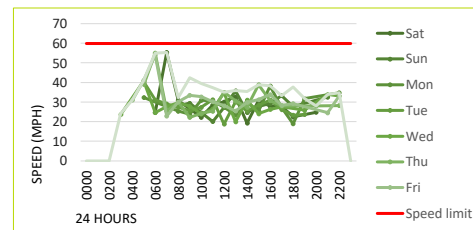


Average hourly speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin are required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak northbound daytime speed was 46.7mph at 18:45 on Wed 24 Sep, whilst the peak southbound speed was 55.4mph at 07:00 on Sat 20 Sep (based on 15min averages between 0700 & 1900).

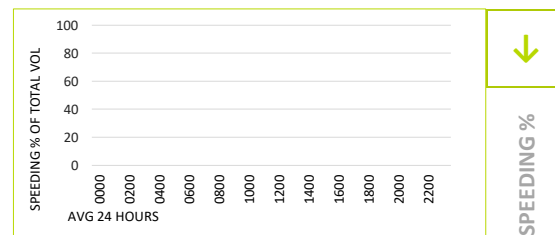
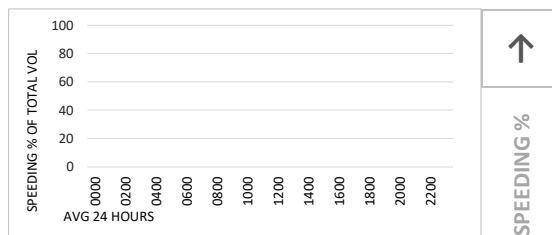


HOURLY SPEED



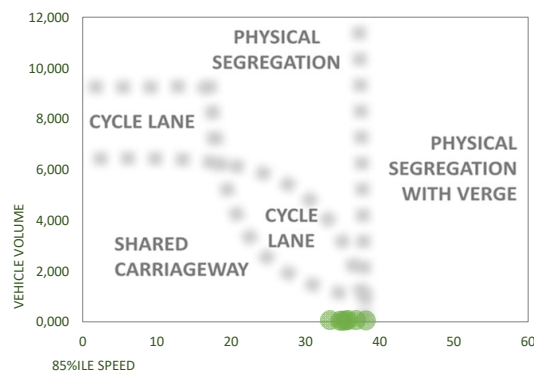
HOURLY SPEED

SPEEDING % EXCEEDING 60mph



7-day average percentages of vehicles exceeding the posted speed limit each hour. The small, darker dots represent the percentage travelling between 60 and 65mph, whilst the larger markers represent those at 66mph and above. A high proportion of larger dots may indicate a potential speeding issue.

CYCLE PROVISION



The cycle provision diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

5-DAY AVERAGE CLASSES

NORTHBOUND WEEKDAY AVG

TIME	MOTOR CYCLES	CAR	LGV	OGV1	OGV2	TOTAL
0000	0.0	0.0	0.0	0.0	0.0	0.0
0100	0.0	0.0	0.0	0.0	0.0	0.0
0200	0.0	0.0	0.0	0.0	0.0	0.0
0300	0.0	0.4	0.0	0.0	0.0	0.4
0400	0.0	0.0	0.0	0.0	0.0	0.0
0500	0.0	0.0	0.0	0.0	0.0	0.0
0600	0.0	0.2	0.0	0.0	0.0	0.2
0700	0.0	0.4	0.0	0.0	0.0	0.4
0800	0.4	2.0	0.4	0.0	0.0	2.8
0900	0.0	0.2	0.2	0.0	0.0	0.4
1000	0.0	1.2	0.2	0.0	0.0	1.4
1100	0.0	1.8	0.2	0.0	0.0	2.0
1200	0.0	1.0	0.2	0.0	0.0	1.2
1300	0.0	2.8	0.2	0.0	0.0	3.0
1400	0.2	2.6	0.2	0.0	0.0	3.0
1500	0.2	2.4	0.0	0.0	0.0	2.6
1600	0.0	1.6	0.0	0.0	0.0	1.6
1700	0.4	3.2	0.0	0.2	0.0	3.6
1800	0.4	1.8	0.0	0.0	0.0	2.2
1900	0.0	0.4	0.2	0.0	0.0	0.6
2000	0.0	0.0	0.0	0.0	0.0	0.0
2100	0.0	0.0	0.0	0.0	0.0	0.0
2200	0.0	0.0	0.0	0.0	0.0	0.0
2300	0.0	0.0	0.0	0.0	0.0	0.0
12hr TTL	1.6	21.0	1.6	0.2	0.0	24.4
24hr TTL	1.6	22.0	1.8	0.2	0.0	25.6
	6%	86%	7%	1%	0%	

SOUTHBOUND WEEKDAY AVG

TIME	MOTOR CYCLES	CAR	LGV	OGV1	OGV2	TOTAL
0000	0.0	0.0	0.0	0.0	0.0	0.0
0100	0.0	0.0	0.0	0.0	0.0	0.0
0200	0.0	0.0	0.0	0.0	0.0	0.0
0300	0.0	0.2	0.0	0.0	0.0	0.2
0400	0.0	0.2	0.0	0.0	0.0	0.2
0500	0.0	1.0	0.0	0.0	0.0	1.0
0600	0.0	0.6	0.2	0.0	0.0	0.8
0700	0.4	2.2	0.2	0.0	0.0	2.8
0800	0.0	3.2	0.6	0.6	0.0	4.4
0900	0.2	2.2	0.2	0.0	0.0	2.6
1000	0.0	1.6	0.6	0.0	0.0	2.2
1100	0.6	2.8	0.4	0.2	0.0	4.0
1200	0.4	1.4	0.8	0.0	0.2	2.8
1300	0.0	2.8	0.8	0.2	0.2	4.0
1400	0.0	2.0	0.2	0.2	0.0	2.4
1500	0.0	1.8	0.8	0.0	0.0	2.6
1600	0.2	3.6	0.2	0.2	0.2	4.4
1700	0.0	2.8	0.6	0.0	0.0	3.4
1800	0.2	1.6	0.4	0.0	0.0	2.2
1900	0.4	0.4	0.0	0.0	0.0	0.8
2000	0.0	0.2	0.0	0.0	0.0	0.2
2100	0.0	0.4	0.0	0.0	0.0	0.4
2200	0.0	0.6	0.2	0.0	0.0	0.8
2300	0.0	0.0	0.0	0.0	0.0	0.0
12hr TTL	2.0	28.0	5.8	1.4	0.6	37.8
24hr TTL	2.4	31.6	6.2	1.4	0.6	42.2
	6%	75%	15%	3%	1%	

Average weekday northbound and southbound volumes by class, including 12hr totals for 0700-1900 and overall average percentages. Figures are calculated from all available data over 5 weekdays. See 'Equipment & Methodology' below for accuracy details.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment may reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, Advanced Transport Research cannot be held responsible for the forecast accuracy.

CLASS	ABBREV.	DESCRIPTION	AXLES	LENGTH
1	MC	Motorcycle	2	Up to 1.7m
2	Cars	Cars, taxis, 4WD	2	1.7 to 3.2m
3	LGV	Light goods vehicles	2 or 3	2.1 to 3.2m
4	OGV1	Other goods vehicles class 1	2 or 3	3.2m+
5	OGV2	Other goods vehicles class 2	4	3.2m+
6	PSV	Public service vehicles	2 or 3	3.2m+

Equipment damage, failure & calculations

Although checked intermittently the equipment remains unmanned for much of the duration of the survey. Therefore, equipment can potentially be interfered with, vandalised, damaged or stolen and Advanced Transport Research cannot be held responsible for any periods where data has not been captured.

16hr AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4: Traffic Flow Input To COBA.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

Vehicle classifications

Vehicles recorded by the ATC are placed into one of six classes (bins) based on axle spacing and pattern. This scheme is based on the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, Advanced Transport Research may not be held liable for errors of fact or interpretation.

Advanced Transport Research_COBA

Globals

Report Id	CustomList-335
Descriptor	Advanced Transport Research_COBA
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2025-10-01T09:28:26
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.8.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	44814-001
Site Attribute	TRANSPORT DYAMICS
File Name	Q:\44814 Ansty, West Sussex\44814-001 0 2025-09-30 2232.EC0
File Type	Plus
Algorithm	Factory default axle
Description	BISHOPSTONE LN[60M]
Lane	0
Direction	5
Direction Text	5 - South bound A]B, North bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2025-09-17T13:40:51
Start Time	2025-09-17T13:40:51
Finish Time	2025-09-30T22:32:51
Operator	ATR
Configuration	80 00 14 6a 6a 00 00 00 00 00

Profile

Name	Advanced Transport Research - COBA
Title	Advanced Transport Research
Graphic Logo	C:\and Settings\Documents\3.21_on_us_logo_cmyk 50.BMP
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2025-09-20T00:00:00
Filter End	2025-09-27T00:00:00
Class Scheme	ATR-COBA 2
F	Cls(1-6) Dir(S) Sp(0,120) Headway(J0) Span(0 - 328.084) Lane(0-16)
Low Speed	0
High Speed	120
Posted Limit	60
Speed Limits	68 75 60 60 60 0 0 0 0 60
Separation	0.000

Separation Type	Headway
Direction	South
Encoded Direction	4

Advanced Transport Research_COBA

Globals

Report Id	CustomList-335
Descriptor	Advanced Transport Research_COBA
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2025-10-01T09:23:15
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.8.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	44814-001
Site Attribute	TRANSPORT DYAMICS
File Name	Q:\44814 Ansty, West Sussex\44814-001 0 2025-09-30 2232.EC0
File Type	Plus
Algorithm	Factory default axle
Description	BISHOPSTONE LN[60M]
Lane	0
Direction	5
Direction Text	5 - South bound A]B, North bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2025-09-17T13:40:51
Start Time	2025-09-17T13:40:51
Finish Time	2025-09-30T22:32:51
Operator	ATR
Configuration	80 00 14 6a 6a 00 00 00 00 00

Profile

Name	Advanced Transport Research - COBA
Title	Advanced Transport Research
Graphic Logo	C:\and Settings\Documents\3.21_on_us_logo_cmyk 50.BMP
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2025-09-20T00:00:00
Filter End	2025-09-27T00:00:00
Class Scheme	ATR-COBA 2
F	Cls(1-6) Dir(N) Sp(0,120) Headway(J0) Span(0 - 328.084) Lane(0-16)
Low Speed	0
High Speed	120
Posted Limit	60
Speed Limits	68 75 60 60 60 0 0 0 0 60
Separation	0.000

Separation Type	Headway
Direction	North
Encoded Direction	1

Stopping Sight Distance Calculator

Formula for calculating SSD (from Manual for Streets 2): $SSD = vt + v^2/2(d+0.1a)$

v = Speed of vehicle (m/s)

d = deceleration rate (m/s)

t = driver perception-reaction time (seconds)

a = longitudinal gradient (%)

Fill in the white boxes only

Enter the vehicle 85%ile speed below

35.7 mph

15.959 m/s

v = 15.959 m/s

t = 1.5 taken from MfS2 table 10.1

d = 4.415 Vehicle type Light vehicles only

a = 0 +ve for upgrades and -ve for downgrades

Based on Table 10.1 MfS2

Design speed	Vehicle Type	Reaction Time t (s)	Deceleration rate d (m/s) (ie factor x 9.81)	Standard
60kph and below	Light vehicles only	1.5	0.450 g	MfS2
	Buses and/or HGV's greater than 5% of the traffic	1.5	0.375 g	MfS2
Above 60kph	All vehicles (≤ 64 kph)	2	0.375 g (Absolute minimum)	CD 109
	All vehicles (> 64 kph)	2	0.250 g (Desirable minimum)	CD 109

SSD = 53 m

SSD adjusted for bonnet length (MfS only) = 55 m (SSD + 2.4m)

NOTE: The adjustment for the bonnet length is only required on the MfS SSD as the MfS formula is calculated from drivers eye. To avoid a collision, the bonnet length must be added.

Conversions

mph 35.7

to kph 57.5

kph

to mph 0.0

Stopping Sight Distance Calculator

Formula for calculating SSD (from Manual for Streets 2): $SSD = vt + v^2/2(d+0.1a)$

v = Speed of vehicle (m/s)

t = driver perception-reaction time (seconds)

d = deceleration rate (m/s)

a = longitudinal gradient (%)

Fill in the white boxes only

Enter the vehicle 85%ile speed below

35.4 mph

15.825 m/s

v = 15.825 m/s

t = 1.5 taken from MfS2 table 10.1

d = 4.415 Vehicle type Light vehicles only

a = 0 +ve for upgrades and -ve for downgrades

SSD = 52 m

SSD adjusted for bonnet length (MfS only) = 55 m (SSD + 2.4m)

Conversions

mph 35.4

to kph 57.0

kph

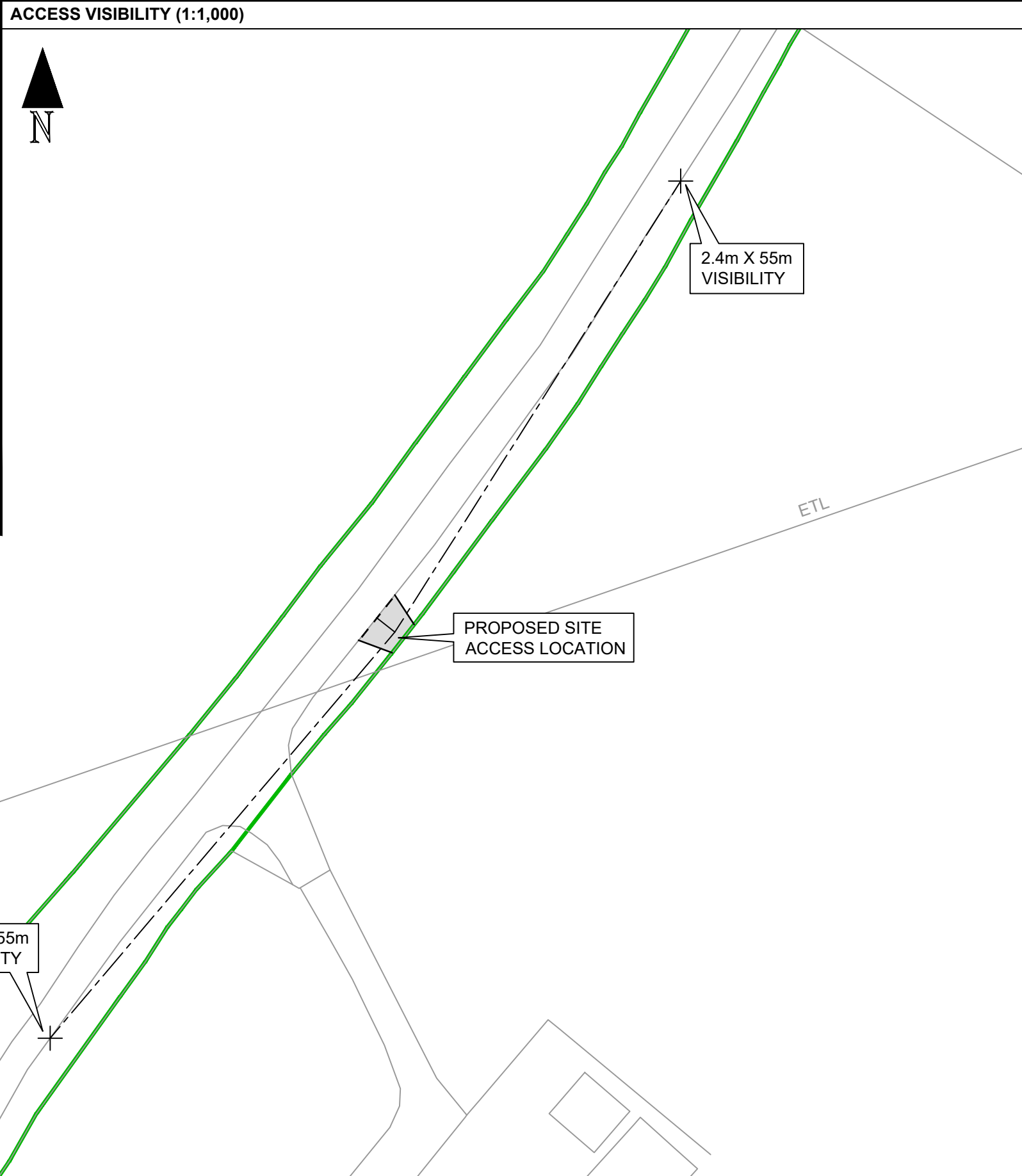
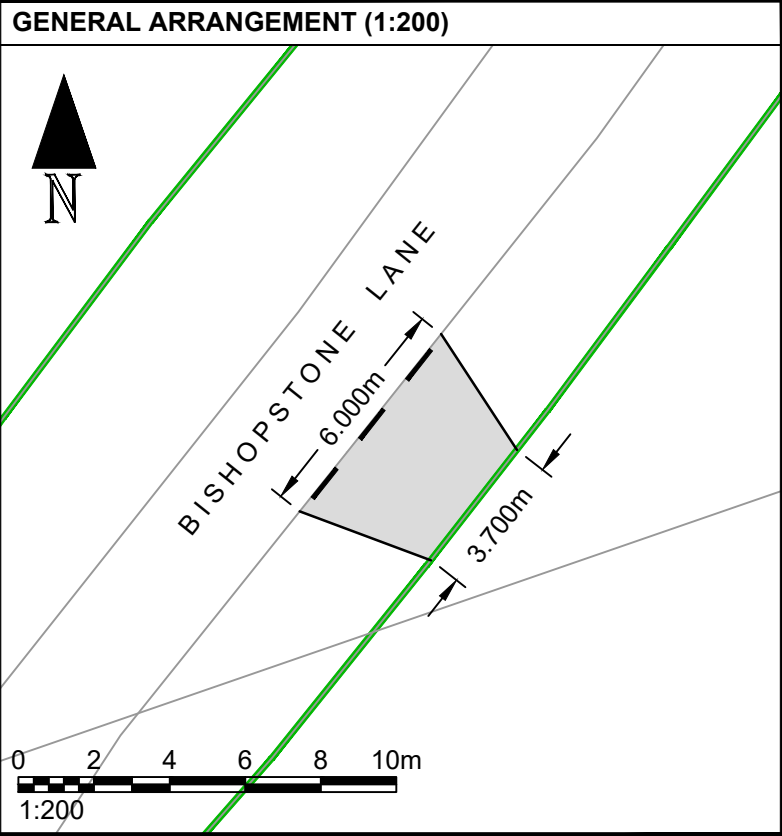
to mph 0.0

Based on Table 10.1 MfS2

Design speed	Vehicle Type	Reaction Time t (s)	Deceleration rate d (m/s) (ie factor x 9.81)	Standard
60kph and below	Light vehicles only	1.5	0.450 g	MfS2
	Buses and/or HGV's greater than 5% of the traffic	1.5	0.375 g	MfS2
Above 60kph	All vehicles (≤ 64 kph)	2	0.375 g (Absolute minimum)	CD 109
	All vehicles (> 64 kph)	2	0.250 g (Desirable minimum)	CD 109

NOTE: The adjustment for the bonnet length is only required on the MfS SSD as the MfS formula is calculated from drivers eye. To avoid a collision, the bonnet length must be added.

Appendix C



REV	DESCRIPTION	DRWN	CHKD	DATE
A	Visibility updated.	DW	TS	02.10.2025

- NOTES :**
1. Do not scale from this drawing.
 2. This drawing to be read & printed in colour.
 3. This drawing is for illustrative purposes only, and not for construction.

KEY :

	HIGHWAY BOUNDARY
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 www.tdynamics.co.uk	Transport Planning Specialists tom.swift@tdynamics.co.uk	Client: Mr Anthony Smith	Drawing Title: Proposed Agricultural Access		Revision: A	Drawn by: DW	Checked by: TS
		Project: Bishopstone Lane, Ansty, West Sussex	Scale: 1:200 / 1:500	Size: A3	Date: 09.09.2025	Drawing No: PCD752 / 002	