

Transport Statement

Church Farm Barn,
Horsemere Green Lane,
Climping,
West Sussex,
BN17 5QX



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Schedule of Appendices

- A Site Plan
- B Site Access Plan
- C Swept Path Analysis

Issue	Issue date	Compiled	Checked	Authorised
1	18/02/2026	TS	LNS	LNS
2	03-03-2026	TS	LNS	LNS

Executive Summary

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

The proposal seeks to extend the existing caravan storage area to the north of the site. The exact number of additional caravans to be accommodated is yet to be confirmed. A Transport Statement was previously prepared in 2021 in support of application CM/14/22, which was approved in June 2022. The current proposal would provide an additional 41 caravan storage spaces, increasing the total provision from the previously approved 47 spaces.

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

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

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

Vehicle access to the site will be provided via the existing entrance from Horsemere Green Lane.

The development will provide:

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

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

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

1 Introduction

- 1.1 This Transport Statement (TS) has been prepared for Mrs Linda Rudd to support the development of Church Farm Barn, Horsemere Green Lane Climping and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 GTA Civils & Transport Ltd has been commissioned by Mrs Linda Rudd to prepare a Transport Statement (TS) in connection with a planning application for the proposed development.

Policy Context

- 1.3 This report has been written in accordance with the following policy frameworks:
 - National Planning Policy Framework (NPPF);
 - National Planning Policy Guidance (NPPG);
 - Manual for Streets (MfS 1 & 2);
 - Arun District Council Local Plan (2011-2031);
 - West Sussex County Council Local Transport Plan (2022-2036);

2 Existing Site Details

- 2.1 The site is currently used for caravan storage and is located in Climping, Arun District, West Sussex. It is bounded by woodland to the east, agricultural land to the north, hardstanding to the south, and an access track to the west. Access is via the existing track connecting to the local road network.
- 2.2 In terms of public transport, the nearest railway station is Ford, approximately 2.1 km from the site, which is around a 26-minute walk or an 8-minute cycle. The closest bus stop is Horsemere Green Lane on Yapton Road, located 950 m from the site access (approximately a 12-minute walk or 4-minute cycle), served by bus routes 500 and 700.
- 2.3 An aerial view of the site is shown below in **Figure 2.1** with an approximate red line boundary highlighting the approximate site area.

Figure 2.1 – Aerial View of Existing Site



3 Local Highway Network

- 3.1 Horsemere Green Lane is a local highway with a 30-mph speed limit and traffic calming measures, including give-way points. The road is of sufficient width to accommodate two-way traffic. A continuous footpath runs along most of the lane, providing safe pedestrian movement, while cycling is possible within the carriageway and via quieter surrounding roads.
- 3.2 The site is accessed from Horsemere Green Lane via an existing vehicular access, approximately 100m west of Church Lane. To the south, Church Lane meets the A259 around 500m from the junction, a key coastal route linking Havant to Folkestone via Worthing, Brighton, Eastbourne, and Hastings. To the north, Church Lane continues into Ford Road, connecting with the A27 at a roundabout about 4.7 km away. The A27 forms part of the strategic South Coast network, providing links to Brighton and Hove, Chichester, Eastbourne, Lewes, Portsmouth, and Worthing.
- 3.3 **Figure 3.1** shows the local highway network in the vicinity of the site.

Figure 3.1 – Local Highway Network



Source: Ordnance Survey

Accident Data

- 3.4 Accident records for Horsemere Green Lane, including the site access, have been reviewed for the five-year period from 2020 to 2024. During this time, there were no recorded accidents along the lane in the vicinity of the site or along the wider road. Overall, the local accident incidence is very low, and it is reasonable to conclude that the proposed development would not give rise to any highway safety concerns.

4 Modal Choices

- 4.1 The nearest railway station is Ford, approximately 2.1 km from the site. Ford is a category B1 station with seating areas, toilets, and heated waiting rooms on both platforms. The station car park provides 12 spaces and there are 14 cycle stands available. Ford station offers regular services to destinations including Littlehampton, Bognor Regis, Chichester, Brighton, and London.
- 4.2 The closest bus stop is Horsemere Green Lane, around 950 m from the site access (approximately a 12-minute walk or 4-minute cycle). It is served by routes 500 and 700, providing connections to Littlehampton, Chichester, Fontwell, Yapton, Tangmere, Barnham, and Bognor Regis.
- 4.3 Pedestrian access is well provided, with a footpath along most of Horsemere Green Lane and a continuous route all the way to Ford station. Low vehicle speeds and traffic calming along Horsemere Green Lane make the bus stop readily accessible on foot. For cyclists, a shared cycle and pedestrian path is located approximately 650 m from the site access, providing a safe route to Felpham and surrounding areas.

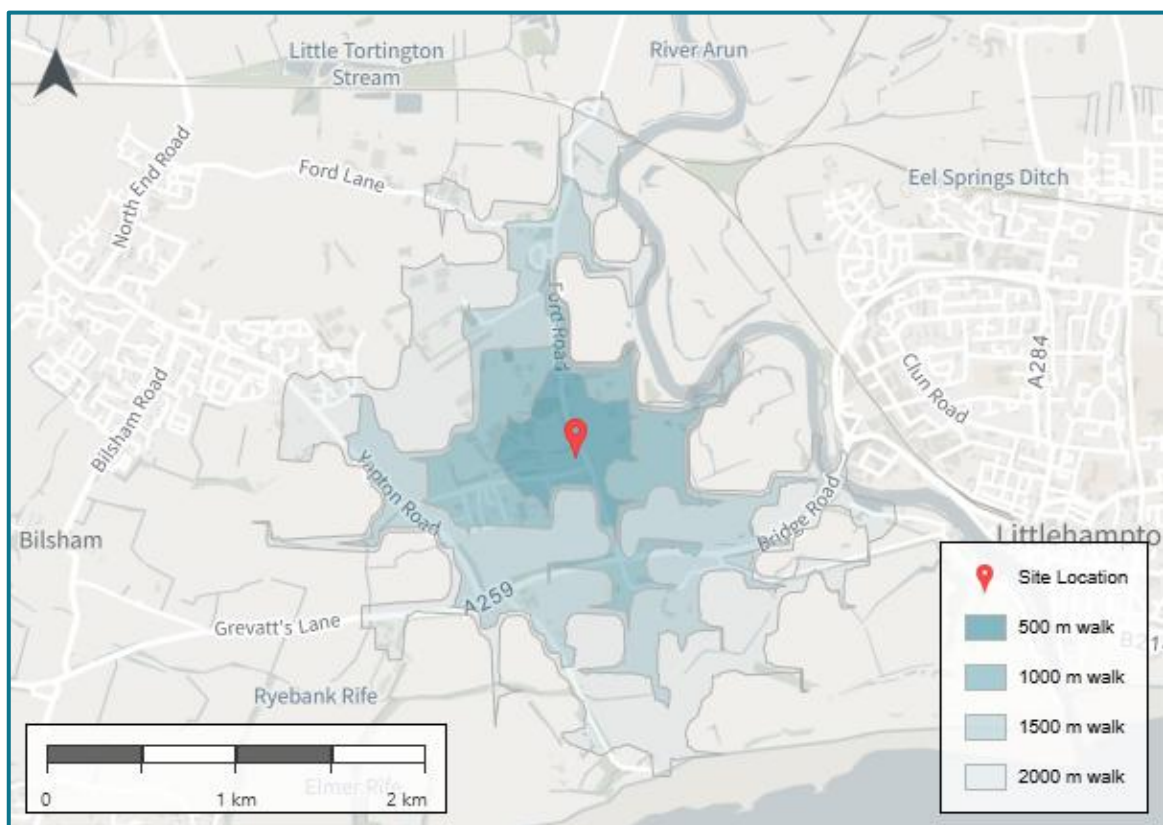
Taxis

- Arrow Taxi Group area
- Castle Cars
- Apollo Taxis
- Adams Airport Cars
- Wortax Cars

Accessibility by Foot

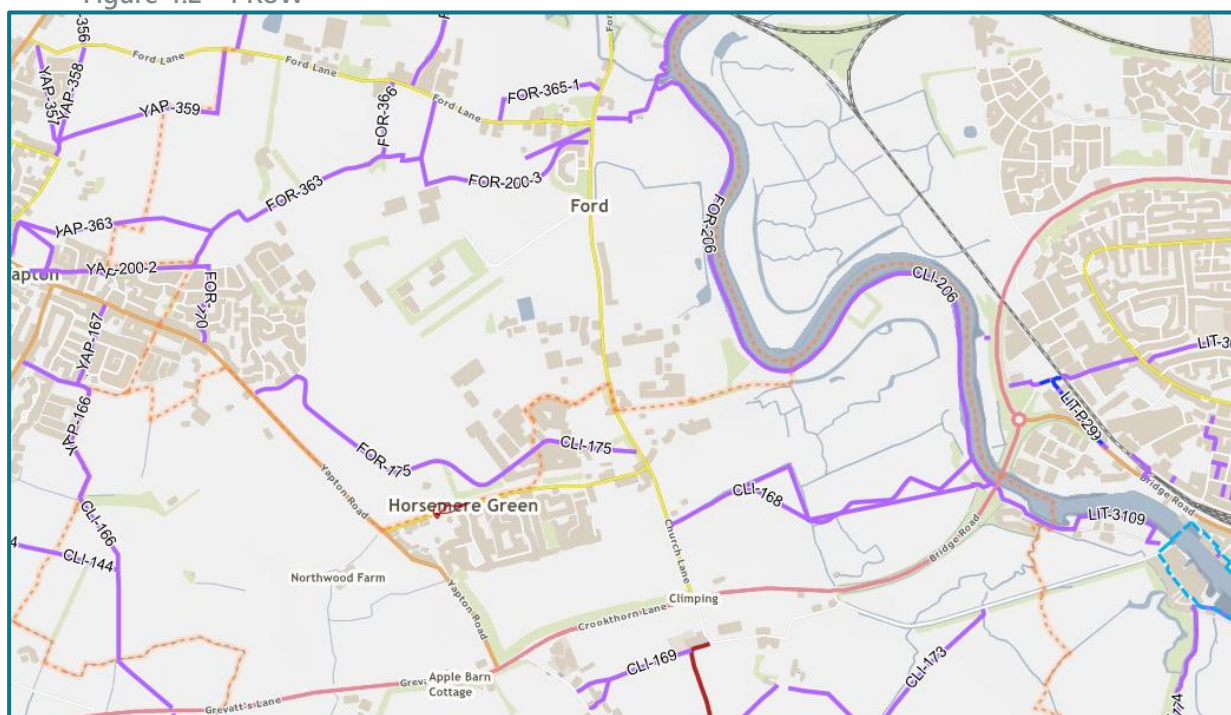
- 4.4 Manual for Streets suggests 800m can be considered a comfortable walking distance (paragraph 4.4.1). MfS also states, however, 800m is not the upper limit, walking offers potential to replace short car trips for journeys up to 2km (with reference to PPG13).
- 4.5 Whilst superseded by NPPF, the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

Figure 4.1 – 2km Walking Isochrone



- 4.7 There is a network of public rights of way that are sited in the site vicinity, as shown in **Figure 4..**

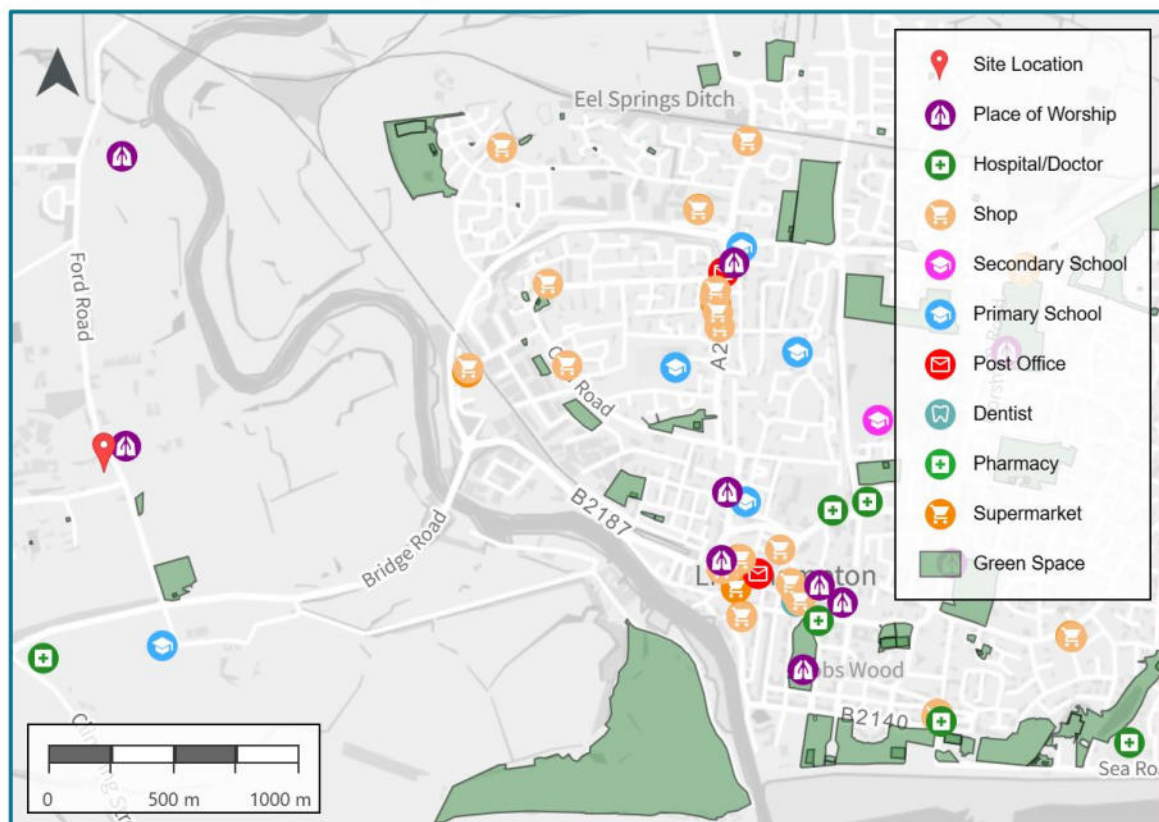
Figure 4.2 – PRow



WSCC PRow iMap extract

- 4.8 Examples of key destinations and their proximity to the site are highlighted in **Figure 4.3** and listed below in **Table 4.1**. Walking times are based on a walk speed of 1.4m/s as referenced in IHT (2000) Guidelines for Providing for Journeys on Foot, and cycle times are based on an average cycle speed of 15.5km/h.

Figure 4.3 – Local Amenities Nearby Site



4.9 There are a number of facilities and services available to staff this including (but is not limited to):

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

Destination	Distance from Site (metres)	Walk Time (minutes)	Cycle Time (minutes)
Clymping C of E Primary School	950m	12	4
Supermarket (Tesco Superstore)	2500m	31	10
Tesco Pharmacy	2600m	32	10
Doctors (Wick Surgery)	3000m	37	12
Littlehampton Post Office	3200m	39	12
The Littlehampton Academy	4100m	50	16

Walking & Cycling Accessibility Description

- 4.10 The site benefits from reasonable walking accessibility. A footpath is provided along most of Horsemere Green Lane, with a continuous pedestrian route available between the site and Ford railway station. Horsemere Green Lane is subject to a low-speed limit and includes traffic calming measures, which help create a safer environment for pedestrians. These features also allow safe pedestrian access to the nearest bus stop on Yapton Road (Horsemere Green Lane).
- 4.11 Cyclists can travel along Horsemere Green Lane and surrounding low-traffic roads. In addition, a shared pedestrian and cycle path is located approximately 650 m from the site access, providing a direct and safe route towards Felpham and nearby settlements. This infrastructure supports cycling as a realistic and sustainable travel option for users of the site.

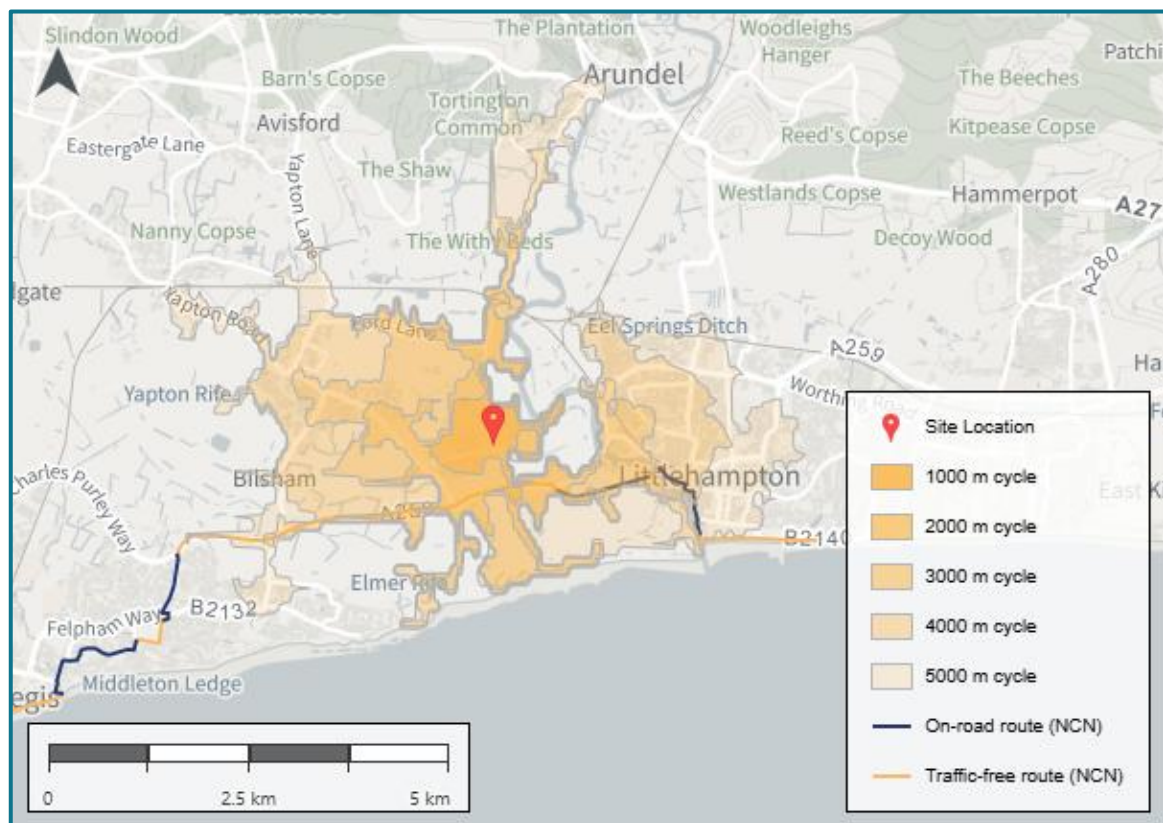
Accessibility by Cycle

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

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

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

Figure 4.4 – 5km Cycle Isochrone



Bus Services

- 4.14 Bus stops are located adjacent to the site as shown in **Figure 4.5**. The nearest bus stop is located on Yapton Road and is bus stop Horsemere Green Lane, approximately 950m from the site, this represents a 12-minute walk. This stop is served by route numbers 700 and 700.

Figure 4.5 – Nearest Bus Stops to Site

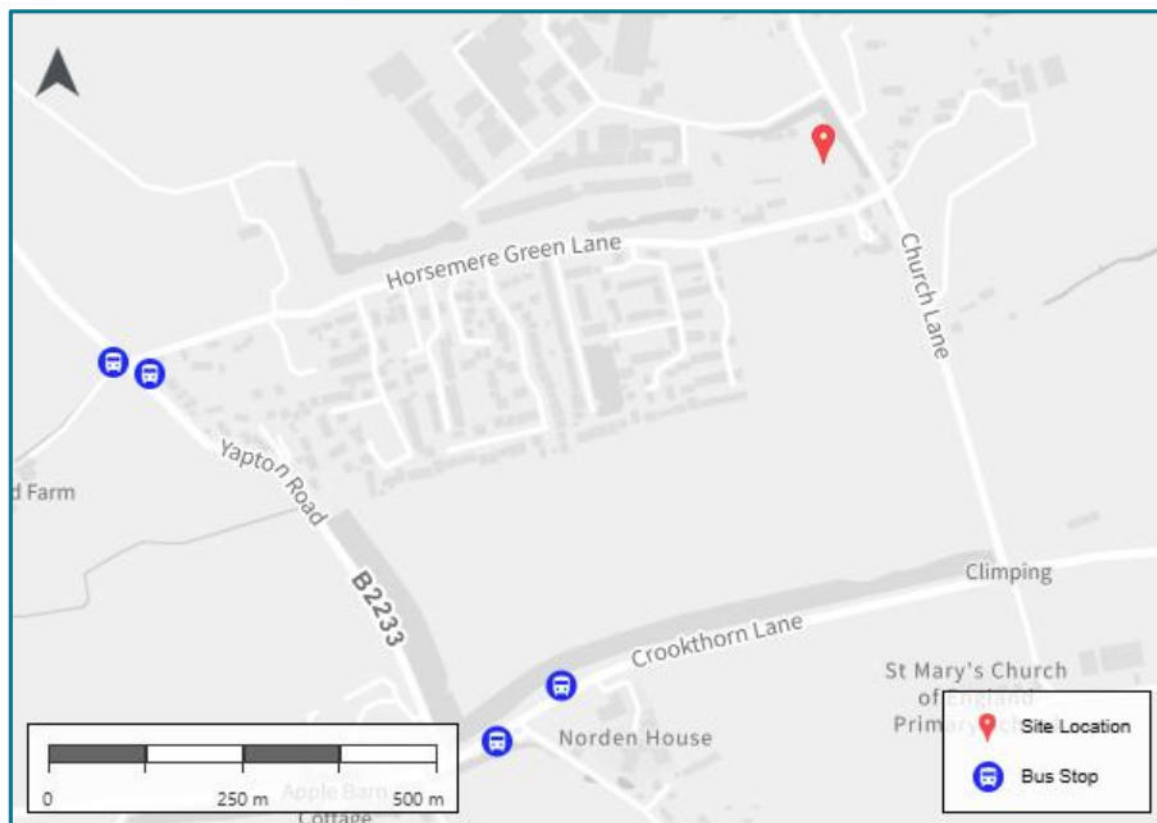


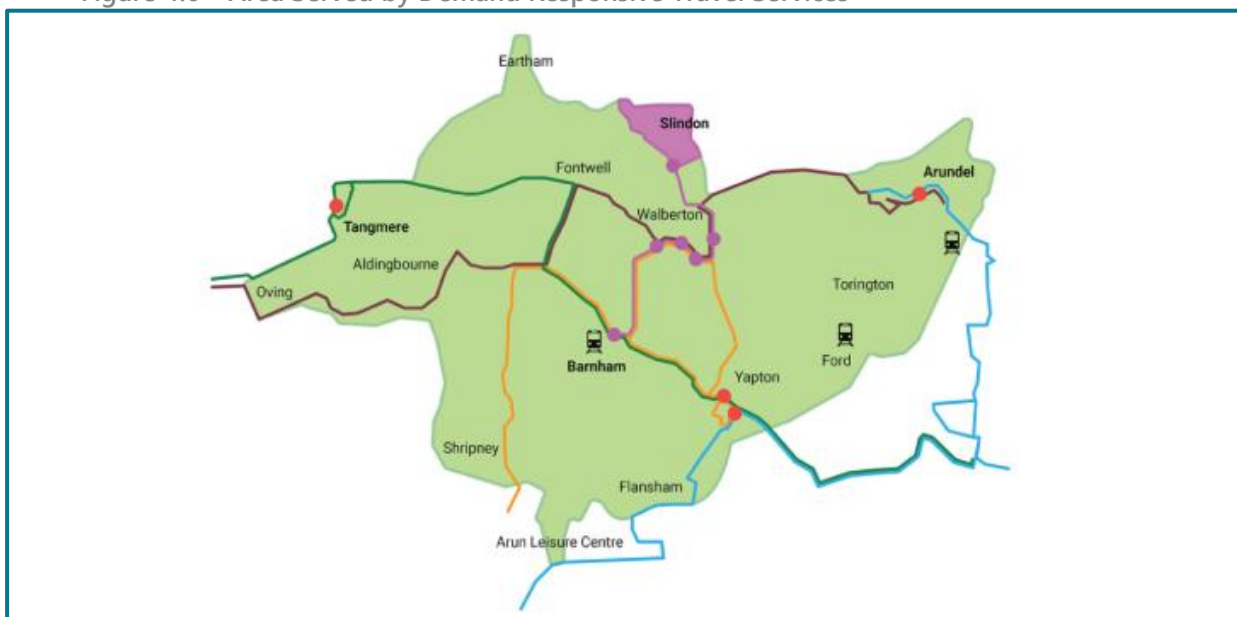
Table 4.2 – Local Bus Service Frequencies

Stop	Service	Destination	Monday-Friday Frequency	Saturday Frequency	Sunday Frequency
Horsemere Green Lane	500	Littlehampton - Chichester	2 per hour	2 per hour	1 per hour
Horsemere Green Lane	700	Chichester - Yapton	1 per hour	2 per hour	2 per hour

- 4.15 As **Table 4.2** demonstrates, there is a moderate frequency of bus services to key destinations throughout the day. The short walking distance between the nearby bus stops and the site means that travel by bus is a convenient sustainable modal choice for residents and visitors of the proposed development.

- 4.16 The area around Yapton, Ford and Climping is served by West Sussex County Council's flexible Book-a-Bus Demand Responsive Transport (DRT) service. This on-demand service operates in rural areas with limited conventional public transport and allows passengers to book journeys to key local destinations, such as towns, train stations, and other transport interchanges, using an app or by phone.
- 4.17 The 97 Flex Book-a-Bus service operates in the Barnham zone and can be booked up to 48 hours in advance via the Book-a-Bus app or by telephone on 01243 858854. It runs Monday–Saturday, excluding public holidays, with fully flexible routing outside commuter peak times and semi-flexible routing during peak hours (connecting places such as Slindon, Walberton and Barnham Station).
- 4.18 The Book-a-Bus service complements traditional bus routes and rail travel, helping residents in rural locations to access local towns, healthcare, shopping and public transport connections where fixed bus services are limited or less frequent.

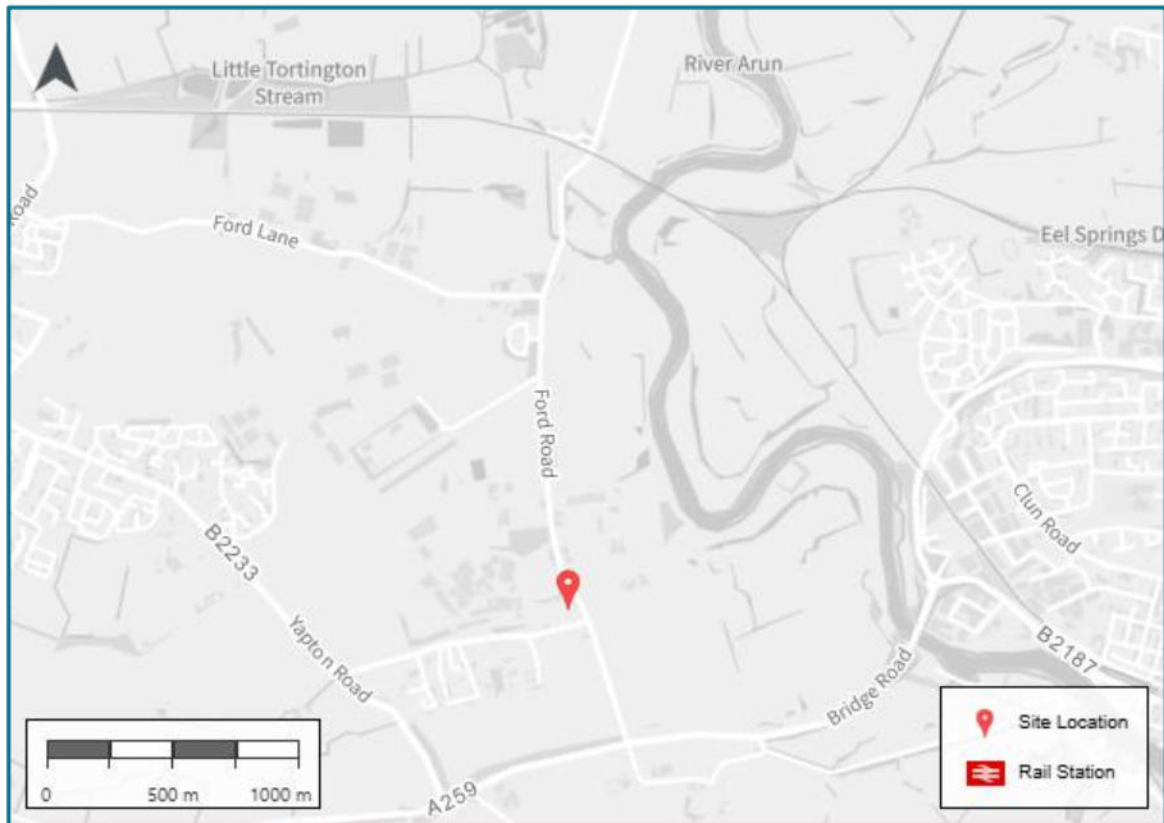
Figure 4.6 – Area Served by Demand Responsive Travel Services



Rail Services

- 4.19 The nearest railway station is Ford, located approximately 2.1 km from the site, as shown in **Figure 4.7**.

Figure 4.7 – Nearest Rail Stations to Site



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

Table 4.3 – Local Rail Services

Station	Destination	Frequency	Journey Time
Ford	Littlehampton	2 / hour	5 mins
Ford	Chichester	3 / hour	12 mins
Ford	London Victoria	2 / hour	1 hour 27 mins
Ford	Barnham	5 / hour	4 mins
Ford	Brighton	3 / hour	36 mins
Ford	Bognor Regis	2 / hour	11 mins
Ford	Worthing	3 / hour	14 mins
Ford	Gatwick Airport	2 / hour	53 mins
Ford	Angmering	3 / hour	6 mins

Rail Accessibility Summary

- 4.21 Rail accessibility is provided via Ford railway station, located approximately 2.1 km from the site. The station offers frequent services to a wide range of local, regional, and national destinations. Nearby settlements including Littlehampton, Arundel, Barnham, Angmering, Worthing, Chichester, Brighton, and Bognor Regis can be reached within relatively short journey times, with longer-distance connections available to London Victoria and Gatwick Airport. As previously noted, Ford station is a Category B1 station and provides passenger facilities including seating, toilets, heated waiting rooms on both platforms, cycle parking, and a small car park. The station is accessible from the site via a continuous footpath, with an approximate walking time of 26 minutes or a cycle journey of around 8 minutes, offering convenient access for both every day and longer-distance trips.

5 Proposed Development

- 5.1 The proposal seeks to extend the existing caravan storage facility into land to the north of the current site. The extension would provide 41 additional caravan storage spaces, increasing the overall capacity from 47 to 88 caravans.
- 5.2 A Transport Statement was previously prepared in 2021 in support of planning application CM/14/22, which was approved in June 2022.
- 5.3 The proposed site layout plan is shown in **Appendix A**.

Proposed Access

- 5.4 The site is accessed via the existing entrance from Horsemere Green Lane, as shown in **Figure 5.1**. The existing access has previously been approved and provides adequate visibility for the proposed use.
- 5.5 Therefore, adequate visibility to meet the Manual for Streets standards is achievable as shown in **Appendix B**.

Figure 5.1 – Site Access



Car Parking

- 5.6 As approved under the previous application for the caravan storage use, a total of four car parking spaces is provided on site, including one designated accessible space. This provision remains appropriate for the proposed development, as car parking demand will continue to be limited to staff and caravan owners. The site is expected to be operated by one to two staff members at any time, with the parking spaces also available for owners when tending to their caravans. The proposed increase in the number of caravan storage spaces is not expected to result in a significant increase in staff or vehicle trips and therefore does not necessitate any additional parking provision.

Servicing and Emergency Vehicle Access

- 5.7 The proposed layout is set out to comply with the provisions in paragraph 6.8.9 of Manual for Streets 1 that requires refuse vehicles to be able to reach within 25metres of the storage point for collection. Refuse collection vehicles should not be required to reverse more than 12metres. The layout complies with these requirements.

Development Impact

- 5.8 Vehicle movements associated with the proposed development have been derived from the results of a traffic survey undertaken in July 2016 in support of a planning application for the expansion of a caravan storage facility at a site in Steyning (approved on 28 July 2016, Ref: DC/16/1649).
- 5.9 The survey data relates to the site when it accommodated 47 caravan storage units. This information has been used to forecast vehicle movements for the proposed development, which would increase the total number of units to 88, representing an increase of 41 caravan storage spaces.
- 5.10 **Table 5.1** presents the recorded survey results for the site based on the 47-unit arrangement, while **Table 5.2** sets out the corresponding forecast vehicle movements for the proposed development of 88 units.

Table 5.1 Survey Vehicle Movements in 2015 per Day by Month (290 caravans/motorhomes)

Month	Vehicle Movements (Average per Day)		
	Arrivals	Departures	Total
January	10	11	21
February	9	10	19
March	16	16	32
April	20	21	41
May	21	22	43
June	20	21	42
July	22	23	44
August	22	22	44
September	17	17	34
October	11	12	23
November	11	11	22
December	8	8	16
Monthly Average	16	16	32

Table 5.2 Calculated Vehicle Movements per Day by Month (41 caravans/motorhomes)

Month	Vehicle Movements (Average per Day)		
	Arrivals	Departures	Total
January	1	2	3
February	1	1	3
March	2	2	4
April	3	3	6
May	3	3	6

June	3	3	6
July	3	3	6
August	3	3	6
September	2	2	5
October	2	2	3
November	2	2	3
December	1	1	2
Monthly Average	2	2	5

*Discrepancies in totals due to rounding errors

- 5.11 In terms of additional trips generated by the proposed development, the 41 additional caravan spaces would produce, on average over the year, approximately 2 additional arrivals per month (see **Table 5.2**).
- 5.12 During the busiest months in terms of arrivals (April–August), there would be around 3 additional arrivals per month, equating to just under one additional arrival per week during these peak months.
- 5.13 The very low volumes of additional traffic associated with the 41 extra caravan spaces would have no noticeable effect on the use of the access or on parking demand and would not have any material impact on the general operation of the local or strategic highway network.

6 Conclusion

- 6.1 This Transport Statement has summarised the existing transport conditions at the site and has provided an overview of the proposed development from a transport perspective.
- 6.2 Key transport-related elements of the development, including access arrangements, parking provision, trip generation and the potential effects on the surrounding transport network, have been considered.
- 6.3 The proposal for an additional 41 caravan storage spaces, increasing the total provision on site to 88 spaces, represents a modest and low-intensity extension of the existing facility. Given the very limited additional vehicle movements generated, the development would not materially alter the operational characteristics of the site, nor would it have any adverse effect on parking provision, site access, or the operation of the local highway network. Overall, the proposal is considered to have a negligible transport impact.
- 6.4 The site is accessible by sustainable modes of transport, including bus services that operate with a moderate frequency throughout the day to nearby settlements and key destinations.
- 6.5 Vehicular access to the site is provided via Horsemere Green Lane, using an existing access arrangement that is suitable for the proposed use.
- 6.6 Based on survey data, the development is anticipated to generate a very low level of vehicle trips during the weekday AM (08:00–09:00) and PM (17:00–18:00) peak periods.
- 6.7 The limited number of vehicle movements associated with the development can be safely and comfortably accommodated on the surrounding highway network.
- 6.8 In conclusion, the proposed development would not result in any unacceptable highway safety or transport impacts and is therefore considered acceptable in transport terms.

- End of Report -

Appendix A

Site Layout Plan

NOTES:

All dimensions must be checked on site and not scaled from this drawing

Schedule of Spaces:

- 45 Standard Caravan Spaces
- 1 Disabled Caravan Space
- 3 Car Spaces
- 1 Disabled Car Space

D	25/08/21	Swept path added	
C	24/07/21	Additional landscaping added	
B	16/07/21	Client amendments added	
A	16/05/21	Layout amendments added	
Date		Revisions	

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PLANS

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Email: plansservices@gmail.com

Client
Ms L Rudd

Job Title
PROPOSED CARAVAN STORAGE
LAYOUT
Horsmere Green Lane, Clymping
BN17 5QX

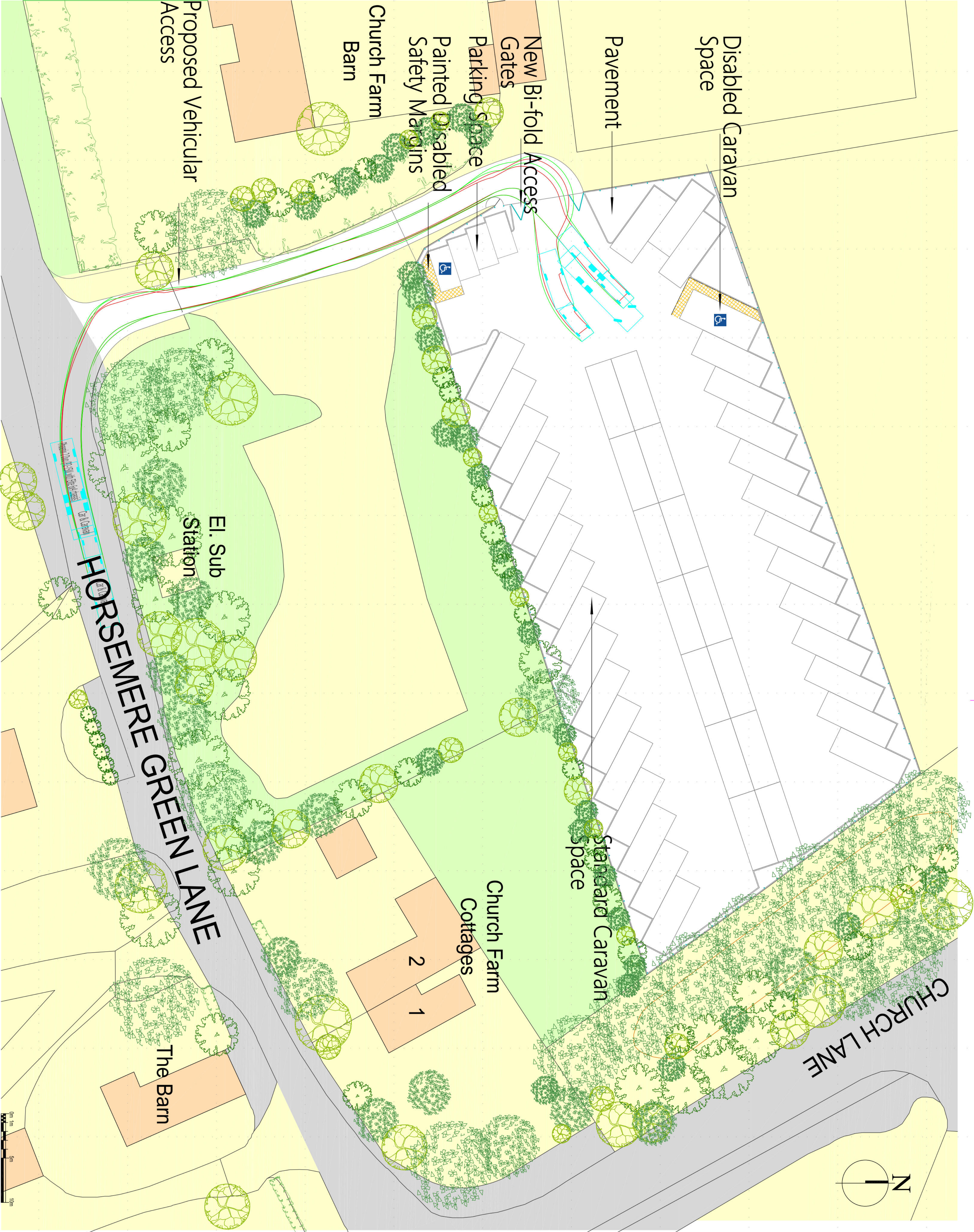
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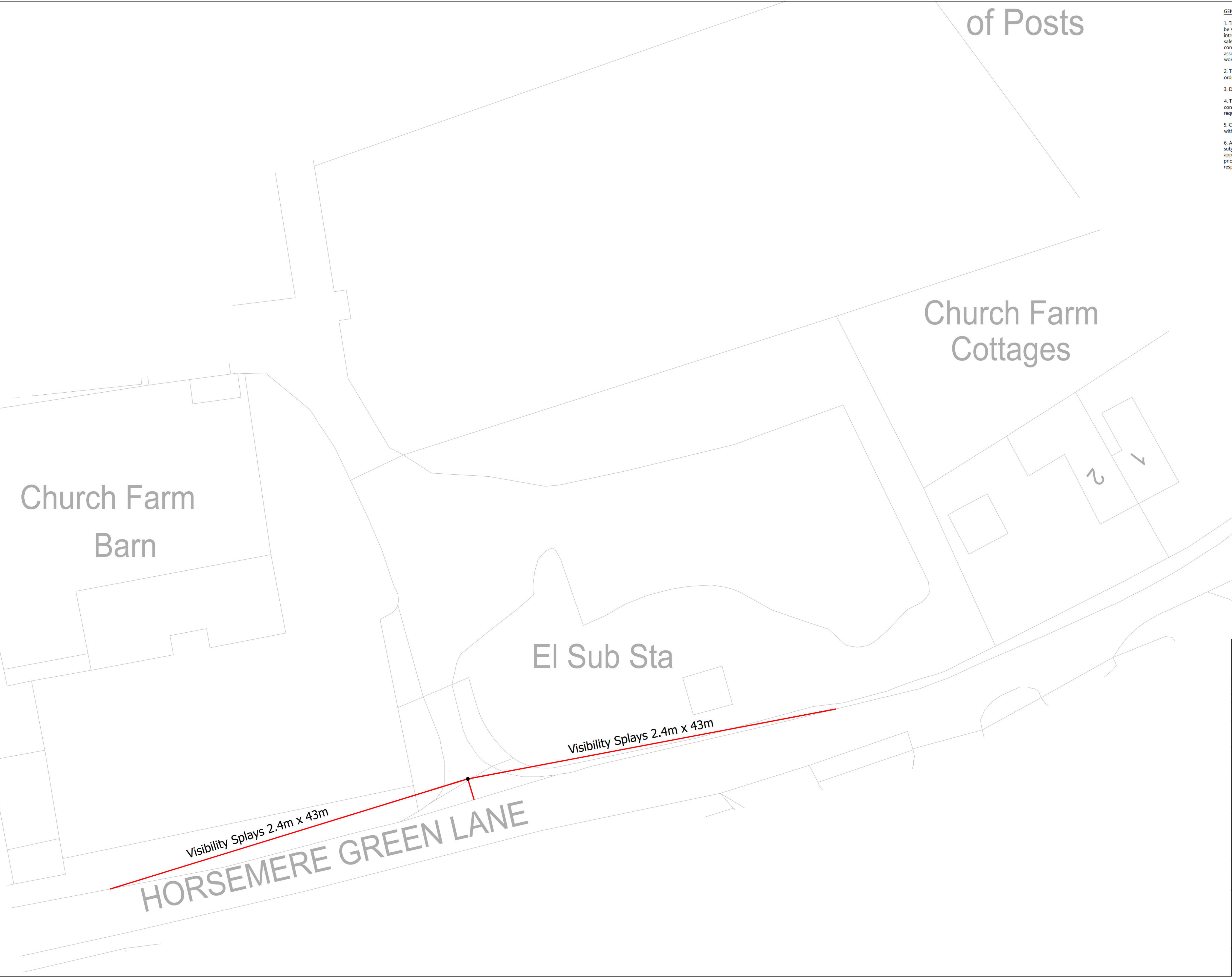
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Appendix B

Site Access Plan



of Posts

- 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.

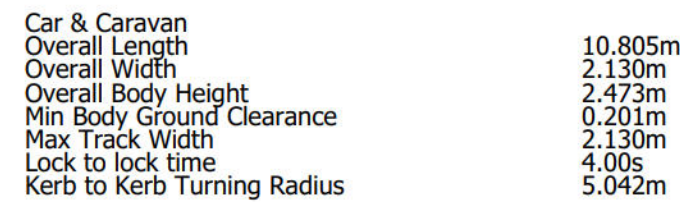
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-	INITIAL ISSUE		10.08.2021	SH	LS
Rev	Amendments		Date	Dsn	Chk
Status					
FOR PLANNING					
Client					
MRS L RUDD					
Architect					
Project					
HORSEMERE GREEN LANE					
Title					
VISIBILITY SPLAYS					
Date			Scale @ A1		
10-08-2021			1:200		
Clients Ref.			Project Ref.		
			11455		
 Civils & Transport Gloucester House, 66a Church Walk, Burgess Hill, West Sussex, RH15 9AS Tel.01444 871444 Web: www.gtacivils.co.uk					
Drawing Number				Rev.	
11455/100				P1	

Appendix C

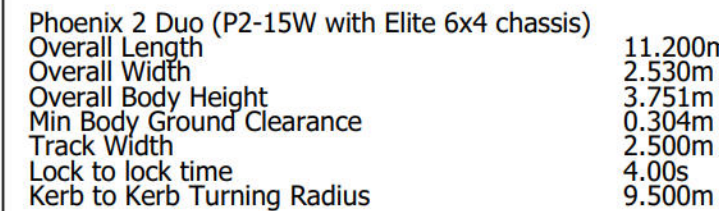
Swept Path Analysis



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 construction and 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.
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Vehicle Body envelope



Vehicle Body envelope

P1	LAYOUT REVISED	17.09.2021	SH	LS
-	INITIAL ISSUE	10.08.2021	SH	LS
Rev	Amendments	Date	Dsn	Chn

Client **MRS L RUDD**

Architect	
Project	HORSEMERE GREEN LANE

Title	VEHICLE TRACKING
-------	------------------

Date	17-09-2021	Scale @ A1	1:200
Clients Ref.		Project Ref.	11455

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11455/1950	P1



Civil Engineering - Transport Planning - Flood Risk

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