



Members Spa
Chownesmead, Chownes Mead Lane,
Cuckfield

Transport Statement

For

RCM Partnership LLP

Document Control Sheet

Members Spa

Chownesmead, Chownes Mead Lane, Cuckfield

RCM Partnership LLP

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1.0 Introduction

- 1.1 This Transport Statement has been prepared to accompany a planning application by RCM Partnership LLP (the Applicant) to develop complementary facilities, for use also by members, associated with the approved hotel at Chownesmead, Chownes Mead Lane, Cuckfield, West Sussex (the site).
- 1.2 Planning permission was granted by Mid Sussex District Council (MSDC) for conversion of Chownesmead, a residential dwelling, to a small hotel in 2018 (LPA Reference: DM/18/2193), as well as associated listed building consent (LPA Reference: DM/18/2201). Following the discharge of the relevant pre-commencement conditions, a lift shaft was installed within the main building, and a Certificate of Lawfulness (DM/21/2630) was subsequently granted in August 2021. This confirms the previous permissions have been lawfully implemented.
- 1.3 Since this time, the Applicant has sought additional pre-application advice from MSDC as Local Planning Authority on proposals to develop the property into a country house hotel with enhanced complementary facilities. These additional facilities include a new building housing a pool, gym, yoga studio, spa and treatment rooms. It is intended the facilities would also be available on a membership basis and as such the proposals also include a members lounge. Access to the new building would be from a new secondary access off Chownes Mead Lane. These proposals were also subject to pre-application liaison with West Sussex County Council (WSCC) as local Highway Authority in late 2021. In summary, the proposals subject of the current application and this Transport Statement relate to:
- "Amendments to hotel layout approved under DM/18/2193 and DM/18/2201, new single storey extension to main building and erection of new detached two-storey spa building, provision of relocated secondary access to Chownes Mead Lane, new parking area and landscaping of the site".*
- 1.4 This Transport Statement has been prepared having regard to pre-application advice received from WSCC in 2021 and in summary demonstrates that:
- ▶ The proposals accord with national and local policies relevant to transport;
 - ▶ The existing site access serving the approved hotel will be retained;
 - ▶ Safe and suitable access to the new spa building can be achieved from Chownes Mead Lane, having regard to relevant design standards, and has been subject to a Stage 1 Road Safety Audit;
 - ▶ No significant road safety issues associated with the local highway network have been identified that are detrimental to the existing standard of road safety;
 - ▶ Appropriate provision is made for parking and servicing in accordance with local design guidance and standards;
 - ▶ The number of additional vehicle movements associated with the members spa is below the level whereby more detailed assessment is typically required and on this basis it is considered that the proposals would not result in any capacity concerns on the adjacent local highway network; and
 - ▶ A Travel Plan Statement has been prepared to accompany the application, which sets out measures designed to encourage more sustainable travel behaviour particularly among staff.

1.5 Following this introduction, this Transport Statement is split into the following sections:

- ▶ Section 2 outlines the transport planning policies that are considered to be relevant to this application;
- ▶ Section 3 sets out the existing use of the application site, planning background, description of the surrounding area, highway network and accessibility of the site by more sustainable forms of travel;
- ▶ Section 4 provides an overview of the development proposals, pre-application advice and sets out the transport vision for the development as well as details of the proposed access, parking and servicing arrangements;
- ▶ Section 5 provides information on the anticipated number of vehicle movements associated with the members spa and provides an overview of the potential traffic impact of the proposals; and,
- ▶ Section 6 summarises the key findings and conclusions of this report.

2.0 Policy

Overview

- 2.1 The documents that contain the key planning policies relevant to transport that set the context for the development proposals include:
- ▶ National Planning Policy Framework – December 2024 (updated February 2025);
 - ▶ Saved policies of the Mid Sussex Local Plan – May 2004;
 - ▶ The Mid Sussex District Plan 2014-2031 – March 2018;
 - ▶ Cuckfield Neighbourhood Plan 2011-2031 – May 2014 (made October 2014); and
 - ▶ Submission Draft (Regulation 19) Mid Sussex District Plan 2021-2039 – December 2023.

National Policy

- 2.2 The National Planning Policy Framework (NPPF) December 2024 sets out the Government's planning policies for England and how they are expected to be applied. The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 9 of the NPPF indicates that local circumstances should be taken into account in planning policy and decisions.
- 2.3 In promoting sustainable transport, the document identifies how there should be vision-led transport solutions, with paragraph 109 stating:
- "Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places."*
- 2.4 Paragraph 110 illustrates how providing choice for sustainable methods of transport is important. It also recognises that transport solutions will be different depending on local context, stating:
- "The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."*
- 2.5 The NPPF defines sustainable transport modes as:
- "Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport."*
- 2.6 Paragraph 113 relates to parking standards, and outlines that:
- "Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework)."*

2.7 Paragraph 115 addresses the relationship between development and sustainable transport as follows:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*

2.8 Paragraph 116 goes on to state that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

2.9 Paragraph 117 discusses the priority developments should give in preparing for transport, stating:

"Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

2.10 Paragraph 118 goes on to indicate that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."

Draft NPPF Consultation

2.11 A consultation on amendments to the NPPF was published in December 2025, which ended on 10th March 2026. The consultation draft outlines a number of policies of relevance to transport within the 'promoting sustainable transport' chapter and sets the direction of travel of policy at a national level. A summary of the consultation draft transport policies of relevance to the development proposals is provided below:

- ▶ Draft Policy TR1 – Vision-led approach to planning for transport: looks for a vision-led approach to planning for transport, proposing a Connectivity Tool as a method for assessing site connectivity and informing site selection.

- ▶ Draft Policy TR2 – Local parking standards: requires development plans to set local standards and removes the current NPPF’s requirement for a “clear and compelling justification” to introducing maximum parking standards, where it is appropriate.
- ▶ Draft Policy TR3 – Locating development in sustainable location: outlines policy for location of development generating a significant amount of movements, seeking to limit the need to travel and offer a genuine choice of transport modes. The policy looks to optimise density in different locations where it can support more active travel. Environmental impacts of traffic and transport should be identified with opportunities taken to avoid or mitigate adverse effects. In rural areas, the policy outlines that, *opportunities to improve wheeling, cycling and public transport and enhance the connectivity of an area should be taken where they exist and can be supported by the development proposed.*
- ▶ Draft Policy TR4 – Street design, access and parking: creates a more cohesive approach to consider transport in the design of schemes. This includes incorporating new facilities that facilitate sustainable transport and makes reference to meeting the needs of the elderly, children and people with disabilities. In respect of parking, the policy refers to the location and nature of development. Proposals should allow for the efficient delivery of goods and ease of access by service and emergency vehicles.
- ▶ Draft Policy TR6 – Assessing transport impacts: references the requirements for Transport Statements or Assessments and Travel Plans, which should reflect the transport vision for the development and how it is intended to be achieved.

Local Policy

Adopted Policies

- 2.12 Local planning policy is provided by saved policies of the 2004 Mid Sussex Local Plan and the 2018 Mid Sussex District Plan. The policies of relevance to the proposals in respect of transport include:
- ▶ Saved Local Plan Policy T4 – New Development: Indicates that development should not cause an unacceptable impact on the local environment in terms of road safety and increased traffic. Development should seek to minimise private car trips and be sufficiently proximate to public transport routes, as well as provide convenient, continuous and safe pedestrian and cycle access. Development must also conform with the District Council’s adopted vehicle and cycle parking standards, which includes the provision of accessible parking spaces.
 - ▶ Saved Local Plan Policy T5 – Parking Standards: States that the Council will base its considerations of the need for on-site car parking on the applicable parking standards as set out in Supplementary Planning Guidance.
 - ▶ Saved Local Plan Policy T6 – Cycle Parking: Pertains to the provision of cycle parking and states that cycle parking will be required in any new public car parks and in, or close to, private car parking areas, in connection with development proposals.
 - ▶ District Plan Policy DP14- Sustainable Rural Development and the Rural Economy: Indicates that small-scale economic development (including tourism) will be permitted within the countryside provided it supports sustainable growth and utilises previously developed sites.
 - ▶ District Plan Policy DP19 - Sustainable Tourism: Similar to policy DP14 indicates that tourism related development in the countryside, including extensions to existing facilities and visitor accommodation will be permitted where it supports sustainable growth and maintains and where possible enhances the quality of the rural and landscape character of the District.

- ▶ District Plan Policy DP21 – Transport: This policy outlines a number of criteria that decisions on development proposals will consider, such as:
 - Whether a scheme is sustainably located, recognising situations where development needs to be located in the countryside (policy DP14);
 - Adoption of appropriate measures to encourage use of more sustainable forms of travel, such as walking, cycling and public transport e.g. through provision of cycle parking, walking routes etc;
 - Proposals include provision for adequate car parking;
 - The development avoids severe additional congestion; and
 - The safety of road users and pedestrians is protected.
- ▶ District Plan Policy DP22 – Rights of Way and Recreational Routes: Access to the countryside will be encouraged and development should provide safe and convenient links to rights of way and recreational routes, for example, as well as support additional routes and links.

2.13 MSDC applies parking guidance published by WSCC, entitled “Guidance on Parking at New Developments” (September 2020). Provision for parking relevant to the application proposals (relating to hotels and assembly and leisure) from these standards are summarised in the table below.

Use Class	Car Parking	Cycle Parking
C1 Hotels	1 space per bedroom	1 cycle space per 8 car parking spaces provided (subject to a minimum of 2 cycle spaces)
E Commercial, Business & Service – Assembly & Leisure	1 space per 22 square metres (1 space per 15 sqm for larger scale assembly serving more than a local catchment)	1 cycle space per 4 staff plus visitor/customer cycle parking

Table 2.1 – Summary of WSCC Parking Standards (September 2020)

2.14 The WSCC parking guidance states:

“...although new guidance has been prepared, it should only be used as an initial guide for developers, who should undertake a site-specific assessment and seek to balance operational needs, space requirements, efficient use of land and cost attributed to providing parking and where relevant, attracting/retaining staff.”

2.15 The guidance goes on to indicate that parking provision should be based on:

- ▶ The land use;
- ▶ Trip rate associated with the development (including base and forecast mode share); and
- ▶ The user group of staff/visitors of the site (including shift patterns).

2.16 A number of characteristics should also be considered in determining parking arrangements, including:

- ▶ Survey or business data to ascertain the peak parking periods and demand;
- ▶ The location of the site along with the levels of accessibility for non-care mode users; and
- ▶ Local data such as Census travel to work data about mode share and information detailed in supporting travel plans.

2.17 The guidance further indicates that ‘active’ provision for electric vehicle charging should be provided for a minimum 20% of all car parking bays, with infrastructure for future provision to the remaining bays. A minimum of 5% of car parking bays should also be provided for disabled persons.

Cuckfield Neighbourhood Plan 2011-2031

- 2.18 The Cuckfield Parish Council Neighbourhood Plan 2011-2031 was made in October 2014 and forms part of Mid Sussex District Council's Local Plan. It is therefore taken into account in the consideration of applications for development.
- 2.19 Policy CNP 16 – 'Transport Impact of Development' suggests that proposals will be permitted where they meet the following criteria:
- a) Safely located vehicular and pedestrian access with adequate visibility exists or could be created;*
 - b) Development proposals would ensure sustainable transport links to the principal village facilities including the village centre, the primary and secondary schools and recreation open spaces are provided;*
 - c) Where adequate transport infrastructure is not available to serve the development, the development would provide, or contribute towards, appropriate measures which will address the identified inadequacy and assist walking, cycling, public transport and other highway improvements;*
 - d) Where development would add to traffic congestion in the village or inappropriate traffic on rural lanes, proposals should be brought forward to mitigate any traffic impact or contribute funding towards local transport schemes;*
 - e) Development proposals for new developments should include secure cycle storage and ideally storage for children's buggies and mobility scooters where appropriate; and*
 - f) Development proposals would maintain or enhance the existing routes of the twittens (public rights of way).*

Emerging Policies

- 2.20 MSDC is in the process of reviewing and updating the existing District Plan. The submission Draft (Regulation 19) Mid Sussex District Plan 2021-2039 was submitted for examination in July 2024 and will replace the current District Plan, once adopted.
- 2.21 The draft policies of relevance to the proposals in respect of transport include:
- ▶ Draft District Plan Policy DPS1 – Climate Change: States that development should prioritise walking and cycling and public transport to help reduce dependency on private transport in order to facilitate active lifestyles and reduce transport-related carbon emissions.
 - ▶ Draft District Plan Policy DPT1 – Placemaking & Connectivity: States that development that is likely to generate significant amount of movement or have a significant impact on the transport network shall provide a Transport Assessment/Statement and a Travel Plan to identify mitigation and demonstrate how development will be accompanied by necessary sustainable infrastructure;
 - ▶ DPT2 – Rights of Way & Other Recreational Routes: States that development should protect existing national cycle and recreational routes by taking into account existing provisions at the early design stage, so that there is no net loss of routes, and if a loss is incurred, then a new one of equivalent value should be provided.
 - ▶ Draft District Plan Policy DPT3 – Active & Sustainable Travel: States that development must demonstrate that the proposals accord with the movement hierarchy and provide links to existing networks. The policy also states that high quality facilities that will encourage and enable active travel, such as cycle-hubs, bike hire, workplace showers, lockers and changing facilities should be provided. Development must also provide appropriate levels of cycle parking facilities that are well designed and laid out to be under cover, secure, conveniently located and easily accessible;

- ▶ DPT3: Active Travel: States that development must help to remove barriers to sustainable travel, creating a healthy environment so people can walk, wheel and use sustainable transport. It states to consider embedding principles of 20-minute neighbourhoods, exploiting opportunities to improve active travel connections between settlements, design and construct new infrastructure to an appropriate standard, provide appropriate levels of cycle parking facilities, and provide or contribute towards delivery of service and infrastructure improvements.
- ▶ DPT4: Parking & Electric Vehicle Charging Infrastructure: States that development must provide adequate and well-integrated car parking, taking into account parking standards guidance, including requirements on provision of Electric Vehicle Charging points.
- ▶ DP11 – Infrastructure Provision: States that development will be permitted when it is supported by, and coordinated with, the delivery and maintenance of infrastructure to meet the proposal's additional need.
- ▶ Draft District Plan Policy DEP08 – Sustainable Rural Development & the Rural Economy: States that development outside built-up area boundaries will be permitted when there is a small-scale economic development, diversification of activities on existing farm units and other land-based rural businesses, re-use and adaptation of agricultural or forestry buildings for business or sustainable rural tourism.
- ▶ Draft District Plan Policy DEP09 – Sustainable Tourism and the Visitor Economy: States that development for new tourism accommodation will be supported when they are not in conflict with other policies in the local plan, there is no harm on highway safety or severe impact on the road network, and it encourages sustainable travel opportunities.

Summary

- 2.22 Having regard to national and local policies relevant to the development proposals set out within this section, it is evident that whilst site location in terms of opportunities to travel by more sustainable forms of transport is important, policies seek to support sustainable growth. In this regard, proposals should seek to integrate with existing walking and cycling routes and provide appropriate provision for parking and servicing, with safe and suitable access.
- 2.23 The next section of this Transport Statement provides information on the application site and the nearby highway network and opportunities to travel by more active and sustainable transport modes. Section 4 provides information on the development proposals subject of this report and the impact of these proposals on the highway network is considered in section 5.

3.0 Baseline Conditions

Overview

- 3.1 This section provides information on the application site, and surrounding area, planning background, highway network, access to more sustainable forms of travel and a review of road safety.

Site & Surrounding Area

- 3.2 The site is located approximately 1.8 kilometre to the south-east of Cuckfield and 1.6 kilometres to the west of Haywards Heath. The application site falls within the administrative boundaries of Mid Sussex District Council (Local Planning Authority) and West Sussex County Council (Local Highways Authority). The surrounding uses are residential in nature and Chownes Mead Lane is rural in character. The site is located outside the built-up area of Cuckfield and Chownes Mead Lane operates as a shared surface/no through road. The plan below identifies the location of the site in relation to Cuckfield, Haywards Heath and the surrounding local area.

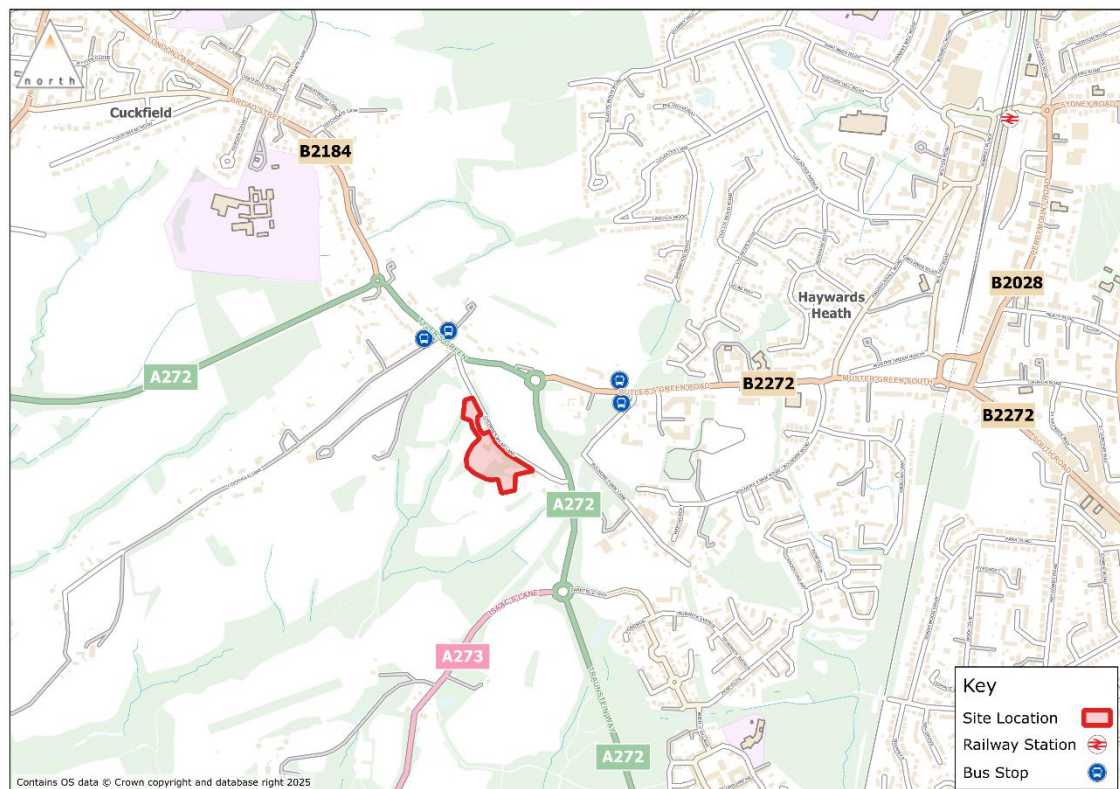


Figure 3.1 - Site Location

Planning Background

- 3.3 The Grade II listed former country house was granted planning permission in 2018 (LPA Reference: DM/18/2193) to convert the property from a private residential dwelling (Land Use Class C3) to a country house hotel with 12 hotel bedrooms and staff accommodation (a staff flat and two three-bedroom cottages). Listed building consent was also granted at this time (LPA Reference: DM/18/2201). The proposals included provision of a yoga studio and pool complex for use by residents of the hotel. Following the discharge of the relevant pre-commencement conditions, a lift shaft was installed within the main building, and a Certificate of Lawfulness (DM/21/2630) was subsequently granted in August 2021. This confirms the previous permissions have been lawfully implemented. As such, this permitted scheme can be completed at any time in the future.

- 3.4 Access to the property is via an existing private drive off Chownes Mead Lane, a no through road subject to a 30 mile per hour (mph) speed limit. Historically this lane connected with the A272 to the north.

Highway Network

Overview

- 3.5 Chownes Mead Lane meets the A272 approximately 300 metres to the south-east of the site in the form of a simple priority junction. The junction is on the outside of a bend and the adjoining verge to the north and south of the junction provide reasonable visibility in both directions.
- 3.6 The A272 is subject to a speed limit of 40 mph in this location and leads north-west towards Cuckfield and meets the B2272 at a roundabout junction, which leads east into Haywards Heath. The A272 leads south-west around Haywards Heath towards Scaynes Hill. The A272 provides the core route between the A23 to the west and A22 and A26 to the east. The site in relation to this wider highway network is identified on the plan below.

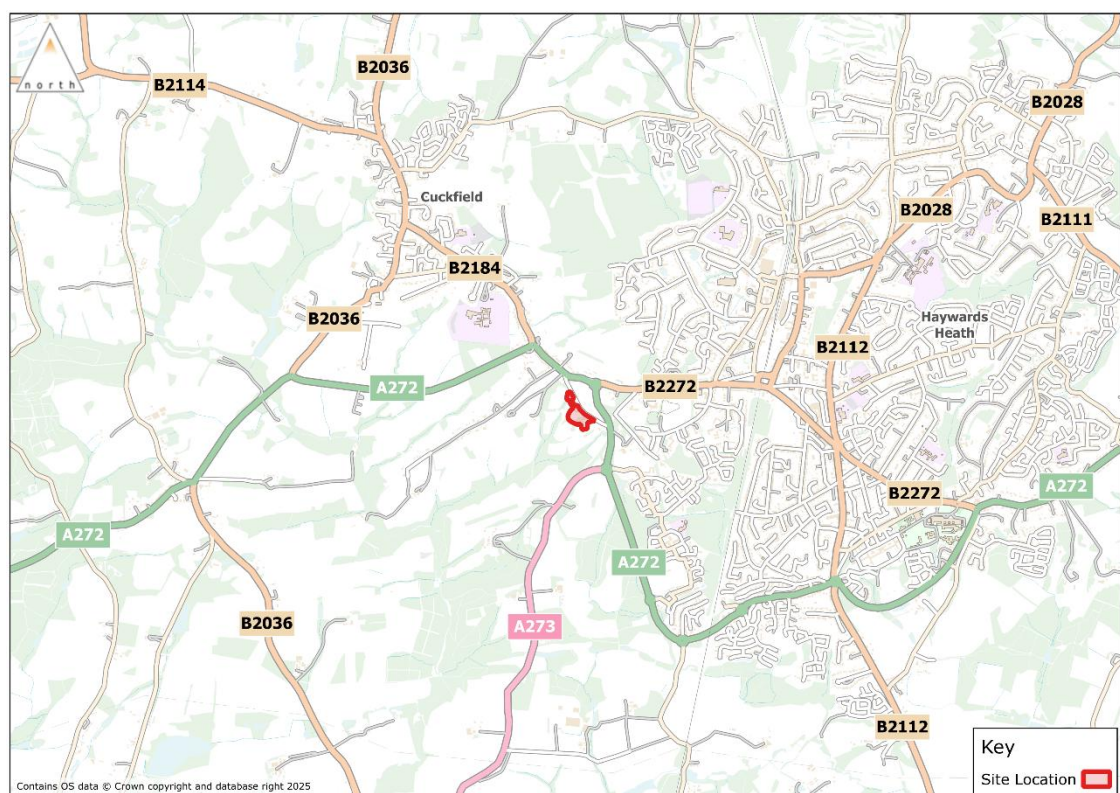


Figure 3.2 - Site in Relation to Wider Highway Network

Traffic Data

- 3.7 To ascertain the existing speed and volume of traffic on Chownes Mead Lane, two Automated Traffic Counters (ATCs) were installed for a seven-day period between the 12th and 19th January 2026. The table below provides a summary of survey results. Full results are provided in [Appendix A](#).

ATC	Number of Vehicles		85 th Percentile Speed	
	Eastbound	Westbound	Eastbound	Westbound
1	318	305	22.1 miles per hour	22.8 miles per hour
2	251	253	22.4 miles per hour	23.5 miles per hour

Table 3.1 – Traffic Survey Data (12th to 19th January 2026)

Road Safety

- 3.8 To consider the existing standard of road safety on the local highway network in the vicinity of the site, Personal Injury Collision (PIC) information has been obtained from Sussex Police's Road Safety Data portal and Collision Plot for the latest available 5-year period ending 28th February 2025. The study area included Chownes Mead Lane and the section of the A272 circa 150 metres to the north and south of the junction with this lane.
- 3.9 One collision was recorded within the study area during the defined period. The collision occurred on 10th November 2023 during the hours of daylight in wet weather conditions and was classified as 'slight' in terms of severity. The collision occurred within close proximity to the junction formed between Chownes Mead Lane and the A272 and involved a northbound car in the act of overtaking on the nearside colliding with the rear of a northbound car. The Collision Plot output report is included in **Appendix B**.
- 3.10 On the basis of this review of road safety, it appears that the recorded incident occurred as a result of driver/human error rather than defects associated with the highway. It is therefore considered that there are no significant road safety issues associated with the local highway network that are detrimental to the existing standard of road safety.

Site Accessibility

Overview

- 3.11 It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. The Chartered Institution of Highways and Transportation (CIHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is noted that:
- ▶ Across Britain about 80% of journeys shorter than one mile (1.6 kilometres) are made wholly on foot – Planning for Walking, 2015;
 - ▶ The majority of cycling trips are for short distances, with 80% being less than five miles (8 kilometres) and with 40% being less than two miles (3.2 kilometres). However, the majority of trips by all modes are also short distances. Therefore, the bicycle is a potential mode for many of these trips – Planning for Cycling, 2014; and,
 - ▶ Walking distances to bus stops should not exceed 400 metres, whilst people are prepared to walk twice as far to rail stations - Planning for Walking, 2015.
- 3.12 The site is accessible by the more sustainable modes of transport and there are a number of local amenities within circa 2 kilometres of the site. The following paragraphs provide further information on access to the site on-foot, by cycle and public transport as well as further information on local services and facilities.

Walking and Cycling

- 3.13 There are no footways along Chownes Mead Lane, which operates as a shared surface. It is acknowledged within Manual for Streets (MfS, March 2007) that shared surfaces work well in the following situations:
- ▶ In short lengths, or where they form cul-de-sacs;
 - ▶ Where the volume of motor traffic is below 100 vehicles per hour (peak); and,
 - ▶ Where parking is controlled or takes place in designated areas.

- 3.14 Chownes Mead Lane is a no through road and currently serves a number of dwellings, with parking generally taking place off-street. The survey data presented previously in this section indicates that observed vehicle speeds are typically below the posted speeds limit and closer to 20 mph, with average daily flows of circa 40 to 50 vehicles.
- 3.15 The lane connects to a shared pedestrian/cycleway located circa 30 metres south of the Chownes Mead Lane/Isaac's junction and links to Bolnore Farm Lane to the north-east. Bolnore Farm Lane provides access to Haywards Heath town centre to the north-east via Butler's Green Road and Musters Green Road. In addition, Chownes Mead Lane connects to a shared pedestrian/cycleway along Tylers Green Lane to the north. There are bus stops located on Tylers Green Lane and this road also provides access to Cuckfield village centre to the north-west via Broad Street.
- 3.16 Chownes Mead Lane leads to Isaac's Lane to the south. There are no footways located along Isaac's Lane, however, Public Footpath 26aCU is located circa 30 metres south of the Chownes Mead Lane/Isaac's Lane junction. This footpath leads to Ashenground and Bolnore Woods and terminates at Keymer Road, thus providing access to the surrounding residential areas. Public Footpath 26aCU also connects to Public Footpath 27CU, which leads to footways on Bolnore Road. Bolnore Road connects to Butler's Green Road to the north, which provides access the bus stops located on this road and to Haywards Heath town centre to the east via Muster Green Road. A plan illustrating the Public Rights of Way local to the site is shown in the below figure.

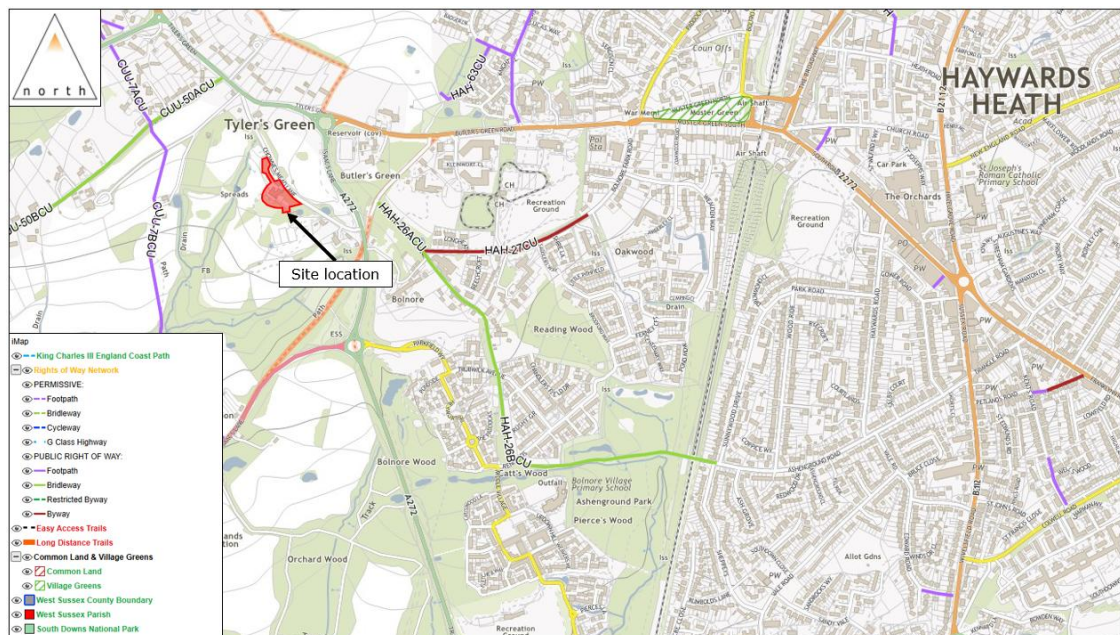


Figure 3.3 – Public Rights of Way Within the Vicinity of the Site

Accessibility by Bus

- 3.17 The closest bus stops to the site are located on Tyler's Green (A272) approximately 375 metres north-west of the existing site access. The bus stops (known as 'Cophyold Lane' bus stops) comprise simple 'flag and pole' bus stops. Additional bus stops (known as 'Isaac's Lane' bus stops) are located on Butler's Green Road (B2272) approximately 600 metres north-east of the proposed secondary site access, which also comprise simple 'flag and pole' bus stops. A summary of bus services available from the aforementioned bus stops, based on a review of information available online (WSCC website and bustimes.org) is provided in the table below.

Service	Destinations	Approximate Service Frequency	
		Monday - Saturday	Sunday
31/31B	Lindfield – Haywards Heath – Uckfield	Every hour	No service
33/33A	Hurstpierpoint – Burgess Hill – Haywards Heath – Crawley	Every 1-2 hours	No service
39	Haywards Heath – Bolnere Village – Haywards Heath	Hourly	No service
62	Walstead – Haywards Heath – Bolnere – Cuckfield – Whitemans – Balcombe – Crawley	Twice daily	No service
89	Horsham – Haywards Heath	2 services per day	No service
166	Lewes – Offham – Plumpton – Haywards Heath	Every 2-3 hours	No service
271	Brighton – Burgess Hill – Haywards Heath – Crawley	Every 1-2 hours	Every 2-3 hours
STP1	Haywards Heath – Lindfield – Burgess Hill	Twice daily (school service)	No service
STP2	Haywards Heath – Cuckfield – St Paul's Catholic College	Twice daily (school service)	No service

Table 3.2 – Summary of Local Bus Services

Accessibility by Rail

- 3.18 The closest railway station is located in Haywards Heath situated approximately 2 kilometres north-east of the site, equivalent to a 25-minute walk or a seven-minute cycle. It is noted that the aforementioned 31, 33, 39, 62, 89, 166 and 271 bus services all provide direct access towards bus stops within the immediate vicinity of Haywards Heath railway station. The station is managed by Southern Railways and benefits from 1,069 car parking spaces, 10 of which are accessible, and 312 sheltered cycle parking spaces monitored by CCTV surveillance. A summary of the local rail services is provided in the table below.

Destination	Route	Approximate Service Frequency		
		Monday-Friday	Saturday	Sunday
Bedford	Haywards Heath – Balcombe – Three Bridges – Gatwick Airport – East Croydon – London Bridge – London Blackfriars – City Thameslink – Farringdon – London St. Pancras – St. Albans City – Harpenden – Luton – Flitwick – Bedford	1 service every half hour	1 service every half hour	No direct services
Brighton	Haywards Heath – Burgess Hill – Hassocks – Brighton	1 service every 10-15 minutes	1 service every 10-15 minutes	1 service every 10-15 minutes
Cambridge	Haywards Heath – Balcombe – Three Bridges – Gatwick Airport – East Croydon – London Bridge – London Blackfriars – City Thameslink – Farringdon – London St. Pancras – Finsbury Park – Stevenage – Hitchin – Letchworth Garden City – Baldock – Ashwell & Morden – Royston – Cambridge	1 service every half hour	1 service every half hour	No direct services
Eastbourne	Haywards Heath – Wivelsfield – Cooksbridge – Lewes – Polegate – Hampden Park – Eastbourne	1 service every half hour	1 service every half hour	1 service every hour
Littlehampton	Haywards Heath – Burgess Hill – Hassocks – Preston Park – Hove – Portslade – Shoreham – Lancing – Worthing – West Worthing – Durrington – Goring – Angmering – Littlehampton	1 service every half hour	1 service every half hour	No direct services
London Victoria	Haywards Heath – Three Bridges – Gatwick Airport – Redhill – East Croydon – Clapham Junction – London Victoria	1 service every 10-15 minutes	1 service every hour	1 service every hour
Ore	Haywards Heath – Wivelsfield – Plumpton – Cooksbridge – Lewes – Polegate – Eastbourne – Hampden Park – Pevensey & Westham – Normans Bay – Cooden Beach – Collington – Bexhill – St. Leonards Warrior Square – Hastings – Ore	1 service every hour	1 service every hour	1 service every hour

Table 3.3 – Summary of Local Rail Services

Census Data

- 3.19 In order to assess the relative attractiveness of sustainable transport that the site has access to, the 2011 census data associated with the workday population has been interrogated. Details of the data extracted from the 2011 census is summarised in the table below.

Mode	Output Layer E02006614	Haywards Heath
Rail	4%	19%
Bus	4%	1%
Car/van driver	58%	48%
Car/van passenger	5%	4%
Motorcycle	1%	1%
Pedal cycle	1%	1%
On foot	12%	14%
Work mainly at or from home	15%	10%
Total	100%	100%

Table 3.4 – Method of Travel to Work (2011 Census)

- 3.20 The data in the table above indicates that the predominant mode of transport for people travelling to work in the area is the car/van, although circa 40% of trips are made by more sustainable means (public transport, walking, cycling and car sharing).

Access to Local Amenities

- 3.21 There are a number of local services and facilities available in Haywards Heath and Cuckfield. Haywards Heath town centre is located circa 2 kilometres north-east of the site and Cuckfield village centre is located circa 3 kilometres north-west of the site. Haywards Heath town centre contains food and non-food retail outlets including large supermarkets, banks, restaurants, pharmacies, a leisure centre, a post office, a large recreational playing field and a doctor's surgery. As identified earlier in this section, Haywards Heath is accessible by regular bus services. Cuckfield village centre contains a number of food and non-food retail outlets, restaurants, a pharmacy, a dental practice and a village hall.

Summary

- 3.22 The site is located within 2 kilometres of a range of amenities in Haywards Heath and is accessible by more sustainable form of travel, such as walking, cycling and public transport. A review of road safety records indicates that there are no significant road safety issues associated with the highway network in the vicinity of the site. The next section of this report provides information on the development proposals subject of this Transport Statement.

4.0 Development Details

Overview

- 4.1 The proposals subject of this Transport Statement seeks to provide additional, enhanced complementary facilities for the approved hotel, including a new building housing a pool, gym, yoga studio, spa and treatment rooms. It is intended the facilities would also be available on a membership basis and as such the proposals also include a members lounge. In summary, the proposals subject of the current application and this Transport Statement relate to:

"Amendments to hotel layout approved under DM/18/2193 and DM/18/2201, new single storey extension to main building and erection of new detached two-storey spa building, provision of relocated secondary access to Chownes Mead Lane, new parking area and landscaping of the site".

- 4.2 As part of the proposed amendments to the hotel layout, this includes creation of an additional guest bedroom, and the previously approved manager's flat (proposed on the second floor of the listed building) no longer forms part of the scheme. As such the overall total quantum of accommodation (in term of total staff/guest rooms) remains in line with the approved development.
- 4.3 The new spa/leisure building is circa 1,405 square metres (gross internal area) and includes six treatment rooms, a manicure/pedicure room, a swimming pool and thermal suite with changing facilities and a bar, linked by a circulation core to a gym, yoga studio and members lounge with server. It is intended that the facilities within the new building will be open to non-residents of the hotel on a membership basis, as well as guests staying at the hotel. The spa is planned to be operational between 07:00 and 22:00 during the week and at weekends, providing a high-end spa/gym facility with capacity for in the order of 50 members visiting the site per day, supported by around 20 members of staff. It is estimated that members will typically stay at the site for one to three hours and staff will work in shifts, with around 8-10 employees on site at any one time. In terms of membership, the facility is expected to support around 500 members.
- 4.4 It is proposed that the new spa building would operate in a similar manner to Ockenden Manor, Ockendon Lane, Cuckfield, granted planning permission in April 2009 (planning reference: 07/03316/FUL) for development of leisure and additional hotel facilities (including a spa) for use by hotel guests and members.
- 4.5 The remainder of this section provides information on pre-application highway advice received from WSCC in late 2021 and outlines the transport vision for the development, as well as the proposed arrangements for access, parking and servicing. The site layout plan is included in **Appendix C**.

Pre-Application Advice

- 4.6 Since approval of the change of use of the existing dwelling to a hotel in 2018, pre-application advice was sought from WSCC as the local highway authority in respect of transport and highway matters in late 2021, in relation to the proposals described in this section. In summary, the feedback from WSCC noted that:
- ▶ A planning application would be supported by a Transport Statement and Travel Plan Statement, to include an assessment of site accessibility.
 - ▶ A new access of circa 5.5 metres in width would be created to Chownes Mead Lane to the west of an existing gated access near Crabtree Cottages.
 - ▶ It was suggested that a speed survey be completed to ascertain 85th percentile vehicle speeds for the purpose of identifying appropriate visibility splays.
 - ▶ A Stage 1 Road Safety Audit (RSA) should be commissioned once the access requirements are finalised.

- ▶ Acknowledgement that the proposals would generate in the order of 150 daily vehicle movements.
 - ▶ No capacity concerns would be raised with the number of vehicular movements on local junctions including Chownes Mead Lane with the A272.
 - ▶ Internal access arrangements would be finalised as part of a future planning application, including swept path diagrams, reference to local parking standards, with the internal dimensions designed in accordance with Manual for Streets parameters.
- 4.7 A copy of pre-application correspondence is included in **Appendix D**.
- 4.8 Pursuant to this advice, a traffic speed survey was commissioned to establish vehicle speeds on Chownes Mead Lane and a Stage 1 RSA was completed of the proposed site access arrangement to serve the members spa. The survey results, access design and Stage 1 RSA were submitted to WSCC following the initial feedback. The local highway authority confirmed in March 2022 that the additional information fulfilled the points outlined in its original response. It further expressed acceptance of the illustrated visibility splays and Stage 1 RSA, with no concerns raised by the local highway authority.
- 4.9 Separate pre-application planning advice from MSDC as Local Planning Authority was also sought in the intervening period. The proposals presented within this report, seek to respond to points raised at pre-application stage. In respect of transport/highway matters, and to take account of feedback relating to Ancient Woodland from the local planning authority, a minor amendment has been made to the site access arrangement. Further, given the elapse of time since the WSCC pre-application feedback, updated surveys were completed in January 2026 (presented in Section 3) and an updated Stage 1 RSA was commissioned to reflect the amended design. The proposed access arrangements and RSA are described later in this section. The next section of this report considers the level of vehicle movements associated with the proposals in line with advice received from the Highway Authority.

Transport Vision

- 4.10 The proposed spa and fitness facilities support healthy and active lifestyles. In line with this, the vision for the proposals seeks to promote sustainable, inclusive and well-designed development. Central to this vision is the creation of an accessible facility that enables and encourages active travel, reduces car dependency and supports use of 'cleaner' fuel (e.g. electric and hybrid) vehicles.
- 4.11 Pursuant to this vision, this Transport Statement adopts a vision-led approach, including an access strategy to enable active travel (walking, cycling and wheeling) and access by public transport, as well as measures to support such travel. The Travel Plan Statement that accompanies the planning application includes the following objectives to support this vision:
- ▶ Promote the health benefits of active travel i.e. walking, running and cycling, in order to increase the use of these active and sustainable modes.
 - ▶ Promote more efficient and 'cleaner' forms of car travel i.e. 'cleaner' fuel vehicles (electric and hybrid vehicles) and sharing resources through, for instance, carpools, car clubs, lift-sharing and provision of a minibus to transport staff to and from the site from local towns such as Burgess Hill and Haywards Heath.
 - ▶ Raise staff and members' awareness of opportunities to adopt active and/or sustainable travel i.e. through provision of information.
- 4.12 The transport vision for the development therefore aims to ensure:
- ▶ Staff and members have the opportunity to walk or cycle to the spa, by connecting into provision for pedestrians and cyclists, via the existing shared surface lane;

- ▶ A site layout that prioritises walking and cycling through provision of internal access routes designed to encourage low vehicle speeds and prioritise pedestrians and cyclists using these shared spaces; and
- ▶ Appropriate infrastructure is provided within the development to support more active and sustainable travel choices, such as provision of secure cycle parking, charging facilities for electric vehicles, showers/changing and locker facilities.

4.13 In addition to the transport vision of the site, there are a number of objectives pertaining to the development which are further discussed in the Travel Plan Statement. These include increasing the occupancy rate of cars travelling to/from the site, and supporting/promoting the use of active and/or sustainable travel modes for staff.

Access Arrangements

- 4.14 The existing access drive will be retained to serve the hotel, as permitted. It is understood that the access gate piers are included in the listing of the building. The access is circa 5.5 metres in width and benefits from good visibility onto Chownes Mead Lane.
- 4.15 The new spa building/leisure facilities will be accessed from a new secondary access off Chownes Mead Lane, including a new access drive of circa 5.5 metres in width, leading to a parking area. An existing gated access located in the vicinity of Crabtree Cottages will be closed. The drawing in **Appendix E** illustrates visibility splays of 2.4 metres by 29.5 metres to the north-west and 28.8 metres to the south-east from the proposed access, measured to the vehicle track (circa 0.5 metres from the kerbline/carriageway edge). As described in the previous section, Chownes Mead Lane is a no through road and so all vehicles will arrive at the site via the A272 to the south-east. The illustrated visibility splays are based on the 85th percentile speed of vehicles travelling along Chownes Mead Lane, recorded on the approach to this proposed secondary access, as presented in Section 3 (full survey results are available in **Appendix A**) and MfS parameters. The illustrated sightlines are achievable within land forming the site and public highway and the position of the access has been informed by feedback from the local planning authority relating to Ancient Woodland.
- 4.16 Access for pedestrians and cyclists to the approved hotel and proposed spa will be via these two points off Chownes Mead Lane. As identified in Section 3, the lane is subject to a 30 mph speed limit and operates as a shared surface. The speed survey results indicate that vehicles speeds on the lane in the vicinity of the proposed access are travelling below the posted speed limit and closer to 20 mph.
- 4.17 A Stage 1 RSA was commissioned of the site access arrangement, completed by Gateway RSE, which raised no issues. The Stage 1 RSA is included in **Appendix F**.

Parking Arrangements

- 4.18 In view of the proposed spa/leisure facilities being complementary to the approved hotel and also serving members, a coordinated approach to parking has been adopted within the site. A total of 79 car parking bays are proposed to serve the hotel and spa, including six accessible bays. A secure, covered cycle store is also proposed accommodating 20 cycles.
- 4.19 Having regard to WSCC guidance introduced in Section 2, provision should be made for a total of 82 car parking spaces for the site, comprising:
- ▶ 19 car parking bays associated with the hotel, on the basis of 13 guest and six staff bedrooms; and
 - ▶ 63 spaces for the proposed 1,405 square metre (gross internal area) spa facility.
- 4.20 As identified above, a total of 79 car parking bays are proposed to serve the site, which is considered to be appropriate in view of the proposals, and taking account of the spa facility being ancillary to the hotel. Provision is considered to be ample to cater for members as well as staff.

- 4.21 To this end, the site layout plan in **Appendix C** illustrates seven car parking bays close to the listed building (approved hotel), 42 bays to serve the proposed spa building, and 30 shared car parking spaces located to the north of the existing (northern) access to the site.
- 4.22 Provision for blue badge parking is situated close to the listed building and within the new parking area close to the spa building (three bays in each location).
- 4.23 It is intended that provision for charging electric vehicles will be provided in accordance with relevant Building Regulations (Part S4 and S5), which indicates that one active charging space would be appropriate for each the hotel and spa (a total of two active bays) with cable routes to 20% of the remaining parking bays.
- 4.24 In respect of cycle parking, WSCC guidance indicates that provision should be made on the basis of 1 cycle space per 8 car parking bays for hotels, with 1 cycle space per 4 staff, plus visitors/customer provision for uses within assembly and leisure (within Class E). This would require circa 2 to 3 cycle spaces for the hotel and 5 spaces for staff of the spa, plus provision for visitors. As outlined above, a secure, covered cycle store is proposed close to the new spa parking area, convenient to the entrance to the new building. It is intended the store will be available for staff, hotel guests and spa members.
- 4.25 On this basis it is considered appropriate provision is made for car and cycle parking to serve the approved hotel and proposed members spa, having regard to local guidance.

Servicing Arrangements

- 4.26 Access to the site by various servicing and delivery vehicles is likely to be necessary, including by refuse, emergency and delivery vehicles. It is anticipated that refuse/recycling would be completed by private company and a bin store is located off the proposed secondary site access, near the proposed car parking area. Swept path analysis of a refuse vehicle, fire appliance, delivery van and 8 metre rigid accessing the site and turning to exit in a forward gear is provided in **Appendix G**. As the layout close to the listed building (approved hotel) will be amended as part of this planning application, the swept path of the fire appliance accompanying the 2018 application has also been updated for completeness.

Encouraging Active & Sustainable Travel Choices

- 4.27 A Travel Plan Statement has been prepared in support of the application proposals, in line with feedback received from WSCC at pre-application stage. The Travel Plan Statement brings together a range of measures to encourage more active and sustainable travel among staff and members. This includes, for example, provision of travel information, secure cycle and electric vehicle charging, as well as a minibus to transport staff to and from the site from local towns such as Burgess Hill and Haywards Heath. The Travel Plan Statement supports delivery of the transport vision for the proposals and seeks to raise awareness of opportunities to reduce the number of vehicle movements to/from the site.

Summary

- 4.28 This section:
 - ▶ Identifies that the proposals have been developed having regard to pre-application feedback from WSCC as the local highway authority;
 - ▶ Outlines the transport vision for the proposed development;
 - ▶ Clarifies that the existing site access serving the approved hotel will be retained;
 - ▶ Demonstrates that safe and suitable access to the new spa building can be achieved from Chownes Mead Lane, having regard to relevant design standards, and has been subject to a Stage 1 Road Safety Audit;

- ▶ Indicates that provision is made for car and cycle parking having regard to local design guidance and standards; and
- ▶ Outlines appropriate arrangements for servicing and deliveries.

4.29 The next section of this Transport Statement considers the anticipated vehicle movements associated with the ancillary hotel/members spa facility.

5.0 Trip Generation, Impact & Mitigation

Overview

- 5.1 This section focuses on trips to and from the proposed new spa/leisure building associated with members and staff. It is considered the amendments to the approved hotel are unlikely to result in any material change in trips associated with guests or staff linked with the hotel.
- 5.2 Given the unique nature of the development proposals, a first principles approach has been applied to estimate trips associated with the spa facility, focusing on vehicle movements, with reference to survey data presented for a comparable facility in West Sussex. This data was presented to WSCC as part of the pre-application liaison in late 2021.
- 5.3 As outlined in the previous section of this Transport Statement, it is proposed that the new spa building would operate in a similar manner to Ockenden Manor, Ockendon Lane, Cuckfield, granted planning permission in April 2009 (planning reference: 07/03316/FUL) for development of leisure and additional hotel facilities (including a spa) for use by hotel guests and members. Ockenden Manor is comparable in terms of scale (including 8 treatment rooms, a gym, fitness studio and swimming pool), as well as staff numbers (20-25 staff with no more than 8-10 on site at any one time). Therefore, to estimate potential vehicle movements associated with the proposed development, reference has been made to information submitted as part of proposals at Ockenden Manor. A Highways Statement (October 2007) prepared by Mayer Brown was submitted in support of the application, with a supplementary response on traffic issues submitted in December 2007. **Appendix H** includes the survey data (average spa attendance) from an existing spa facility at Bailiffscourt Spa in Climping, which had a comparable membership level to that approved at Ockenden Manor (500 members), and proposed at Chownesmead.
- 5.4 Whilst the age of the survey data is acknowledged, the data is considered to provide a reasonable base upon which to validate a first principles estimation of vehicle movements associated with the proposals at Chownesmead. Firstly, the data covers a 27-week period and identifies member arrivals between 06:00 and 21:00 hours. The operation and scale of the spa facility is comparable to those proposed at Chownesmead, as is the nature of the location of the site. In terms of obtaining more up-to-date data, this has not been possible for a number of reasons. Firstly, the facilities subject to previous surveys are operated by a separate company. Further, these facilities are served by single access points, and so whilst surveys could be commissioned from the public highway, it would not be possible to differentiate between vehicle movements linked with the hotel and spa facilities or to establish hotel occupancy and daily membership data to accurately interpret vehicle movements.
- 5.5 As a potential alternative approach, reference has also made to surveys contained within the 'private fitness club' category of the TRICS database. However, the nature of the facilities contained within the database are not considered to be representative of the operation proposed at Chownesmead and importantly do not reflect the interaction of the proposed spa facility with the approved hotel. The examples within TRICS generally operate as part of a wider fitness chain, offering many fitness classes, located in more central locations and/or better served by public transport than at Chownesmead. Many of the survey sites do not include swimming pools, which occupy a large floor area, and membership numbers are unclear.
- 5.6 Against this background, and in view of the data being previously reviewed and accepted by WSCC during the pre-application process, the first principles approach is applied in this Transport Statement to estimate vehicle movements associated with the proposed spa facility by members and staff.

Trip Generation

Data from Bailiffscourt, used for Ockenden Manor application

- 5.7 Based on the information recorded at Bailiffscourt, presented in **Appendix H** (and the supplementary information provided in December 2007), the following points were noted with respect of members attending the facility:
- ▶ Average membership of 464 members during 27 weeks of data;
 - ▶ Almost all members arrive at the spa by car;
 - ▶ Weekday 08:00-09:00 peak attendance: 6 arrivals (average 2.55)/4 departures (average 1.58);
 - ▶ Weekday 17:00-18:00 peak attendance: 6 arrivals (average 2.97)/8 departures (average 2.89);
 - ▶ Weekend peak attendance in any one hour: 8 arrivals (average 2.68)/5 departures (average 2.19);
 - ▶ Busiest Daily Weekday attendance: 45 attendees (average 25.23); and
 - ▶ Busiest daily weekend attendance: 28 attendees (average 17.7).
- 5.8 In terms of staff movements, the data indicated 11 arrivals and 11 departures by staff between 06:00 and 23:00 hours.
- 5.9 As identified above, it is understood the proposals for Ockenden Manor (for which the Bailiffscourt data was presented), was based on 500 members supported by 20 staff.

First Principles Estimation of Vehicle Movements

- 5.10 Having regard to the survey data and information presented above, and the proposal at Chownesmead detailed in the previous section of this Transport Statement, it is estimated that in the order of 50 to 55 members would visit the proposed spa facility per day. It is anticipated that visits would be spread across the day with no particular peak times, or variation between weekday or weekend day movements. For the purpose of this exercise, it is also assumed that in the order of 20 staff would visit the site per day, with the timing of travel reflecting the nature of particular roles and shifts.
- 5.11 The table below summarises the estimated daily vehicle movements associated with spa members and staff, assuming all travel is by single occupancy car:

Spa User	Arrivals	Departures	Total
Members	55	55	110
Staff	20	20	40
Total	75	75	150

Table 5.1: Estimated Daily Vehicle Movements

- 5.12 This estimation is considered to be robust on the basis that it assumes all travel is by single occupancy private car, and that all staff attend the site each day.
- 5.13 It is noted that there is likely to be some vehicle movements associated with servicing and deliveries also. However, refuse and recycling, as well as food deliveries are intended to be coordinated with the approved hotel. There is an on-site laundry within the approved hotel, which is also proposed to be used by the spa. As such, additional vehicle movements associated with the spa operation (e.g. cosmetic/supplies, maintenance etc) are considered to be low, and likely to be completed by smaller delivery vans, for example.

Traffic Impact

- 5.14 An additional 150 vehicle movements per day equates to an average of circa 10 vehicle movements per hour during operational hours. It is recognised that there will be periods where vehicle movements are greater or less than this average. Whilst this increase is significant in the context of existing traffic using the lane, it is not considered to warrant additional assessment. More detailed assessment is typically required where a link or junction would experience an increase of 30 or more movements in any hour. On this basis, it is considered that the proposals would not result in any capacity concerns on the adjacent local highway network.

Travel Plan Statement

- 5.15 A Travel Plan Statement has been prepared in support of the application proposals further to advice received at pre-application stage from WSCC as Highway Authority. The Travel Plan Statement provides an opportunity to reduce the number of vehicle movements linked with the site through encouraging more sustainable travel among staff and members and minimise impact on the environment.

Summary

- 5.16 This section demonstrates that the proposed development of a new building providing an ancillary spa for hotel guests and members at the site would not warrant more detailed junction modelling and on this basis, it is considered that the proposals would not result in any capacity concerns on the adjacent local highway network. Notwithstanding this, a Travel Plan Statement has been prepared in support of the application, which seeks to reduce the number of vehicle movements associated with staff and members.

6.0 Summary and Conclusions

- 6.1 This Transport Statement has been prepared to accompany a planning application by RCM Partnership LLP to develop complementary facilities, for use also by members, associated with the approved hotel at Chownesmead, Chownes Mead Lane, Cuckfield.
- 6.2 The proposals subject of this Transport Statement seek to provide enhanced and additional complementary facilities for the approved hotel, which will also be available on a membership basis.
- 6.3 This Transport Statement has been prepared having regard to pre-application advice received from WSCC as Highway Authority and in summary demonstrates that:
- ▶ The proposals accord with national and local policies relevant to transport;
 - ▶ The existing site access serving the approved hotel will be retained;
 - ▶ Safe and suitable access to the new spa building can be achieved from Chownes Mead Lane, having regard to relevant design standards, and has been subject to a Stage 1 Road Safety Audit;
 - ▶ No significant road safety issues associated with the local highway network have been identified that are detrimental to the existing standard of road safety;
 - ▶ Appropriate provision is made for parking and servicing in accordance with local design guidance and standards;
 - ▶ The number of additional vehicle movements associated with the members spa is below the level whereby more detailed assessment is typically required and on this basis it is considered that the proposals would not result in any capacity concerns on the adjacent local highway network; and
 - ▶ A Travel Plan Statement has been prepared to accompany the application, which sets out measures designed to encourage more sustainable travel behaviour particularly among staff.
- 6.4 On the basis of the assessment completed within this Transport Statement and conclusions of this report, it is considered that there is no reason why the proposals should be resisted on traffic or transportation grounds.

Appendix A

Traffic Survey Results (January 2026)

VEHICLE SPEED AND VOLUME SURVEY – ATC 1 (EAST) - CHOWNES MEAD LANE, HAYWARDS HEATH, WEST SUSSEX RH16 4BS.

DATASETS:

Site: [Chownes] Chownes Mead Lane ATC 1 East, T.Pole 2

Direction: 6 - West bound A>B, East bound B>A. Lane: 0

Survey Duration: 00:00 12 January 2026 => 00:00 19 January 2026

File: Chownes19Jan2026.EC0 (Plus)

Algorithm: Advanced.

PROFILE:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Speed range: 0 - 80 mph.

Units: Non-Metric (ft, mi, f/s, mph, lb, ton).



DEFINITIONS / ABBREVIATIONS*

Time - Time period commencing. (1-hour summaries given).

Total - Total number of vehicles counted in time period.

RunTot - Running or cumulative total of vehicles over survey period.

Vbin

30 (eg) - Number of vehicles between 30 and 35 mph (30.0 – 34.9).

35

Mean - Mean speed.

Vmin - Minimum speed.

Vmax - Maximum speed.

n> PSL 30 - Number of vehicles exceeding Posted Speed Limit (30 mph).

%> PSL 30 - Percentage of vehicles exceeding Posted Speed Limit (30 mph).

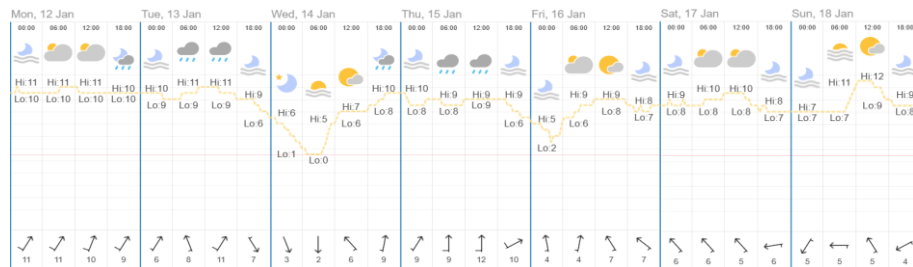
Vpp 85 - 85th percentile speed.

VEHICLE CLASSES

- 1 **Bicycle**
- 2 **Motor Cycle**
- 3 **Car / Van** (cars and vans - without trailer).
- 4 **Car / Van (T)** (cars and vans towing trailer).
- 5 **R2 / Bus** (LGV / bus 2-axle rigid).
- 6 **R3 / Bus** (HGV / bus 3-axle rigid).
- 7 **R4** (HGV 4-axle rigid).
- 8 **A3** (HGV 3-axle articulated).
- 9 **A4** (HGV 4-axle articulated).
- 10 **A5** (HGV 5-axle articulated).
- 11 **A6** (HGV 6-axle articulated).
- 12 **A6 [2]** (HGV 6-axle articulated comprising two trailers).
- 13 **A7 [2]** (HGV 7 + axle articulated comprising two trailers).

*Not all definitions may be used in a single report.

Seven Day Weather Report



Benchmark Data Collection

Mon 12 Time	January Total	2026 RunTot	Westbound																Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin						
			0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80						
0000	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.2	18.2	18.2	0	0	-
0500	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	1	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	22.4	22.4	22.4	0	0	-
0700	2	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	17	18	19.1	0	0	-
0800	9	13	0	1	1	4	3	0	0	0	0	0	0	0	0	0	0	0	7.8	17.7	23.3	0	0	-
0900	4	17	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	17.6	20.1	22.8	0	0	-
1000	2	19	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	19.6	20.4	21.2	0	0	-
1100	4	23	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	17.9	20.5	22.1	0	0	-
1200	2	25	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	25.6	26.7	27.9	0	0	-
1300	3	28	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	19.4	20.7	21.9	0	0	-
1400	1	29	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	20.9	20.9	20.9	0	0	-
1500	5	34	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	12.8	20.3	25.9	0	0	-
1600	2	36	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	20.3	21.2	22.1	0	0	-
1700	1	37	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	21.5	21.5	21.5	0	0	-
1800	2	39	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	16.9	19.1	21.4	0	0	-
1900	2	41	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	12.5	13.9	15.3	0	0	-
2000	1	42	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.3	18.3	18.3	0	0	-
2100	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2200	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	37	42	0	1	2	13	18	3	0	0	0	0	0	0	0	0	0	0	7.8	20	27.9	0	0	22.6
06-22	41	42	0	1	3	15	19	3	0	0	0	0	0	0	0	0	0	0	7.8	19.7	27.9	0	0	22.6
06-00	41	42	0	1	3	15	19	3	0	0	0	0	0	0	0	0	0	0	7.8	19.7	27.9	0	0	22.6
00-00	42	42	0	1	3	16	19	3	0	0	0	0	0	0	0	0	0	0	7.8	19.7	27.9	0	0	22.6

Benchmark Data Collection

Tue 13	January	2026	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
Time	Total	RunTot	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80			30	30	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	1	43	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.9	19.9	19.9	0	0	-
0500	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	3	46	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	17	20.2	23.5	0	0	-
0800	9	55	0	0	2	1	5	0	1	0	0	0	0	0	0	0	0	0	13.4	20.4	31.1	1	11.1	-
0900	1	56	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.1	9.1	9.1	0	0	-
1000	3	59	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	16.7	23.5	32	1	33.3	-
1100	4	63	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	12.3	14.6	19.4	0	0	-
1200	3	66	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	10.5	14.9	20.7	0	0	-
1300	2	68	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	12.9	15.5	18.1	0	0	-
1400	4	72	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	17.4	20.8	25.2	0	0	-
1500	10	82	0	1	2	5	2	0	0	0	0	0	0	0	0	0	0	0	9.1	16.4	22.8	0	0	-
1600	5	87	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	18	19.3	21.8	0	0	-
1700	3	90	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	16	17.2	18.6	0	0	-
1800	6	96	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	8.4	11.9	15	0	0	-
1900	1	97	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.4	18.4	18.4	0	0	-
2000	1	98	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	20.9	20.9	20.9	0	0	-
2100	0	98	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2200	0	98	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	98	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	53	98	0	3	14	19	14	1	2	0	0	0	0	0	0	0	0	0	8.4	17.4	32	2	3.8	21.7
06-22	55	98	0	3	14	20	15	1	2	0	0	0	0	0	0	0	0	0	8.4	17.5	32	2	3.6	21.7
06-00	55	98	0	3	14	20	15	1	2	0	0	0	0	0	0	0	0	0	8.4	17.5	32	2	3.6	21.7
00-00	56	98	0	3	14	21	15	1	2	0	0	0	0	0	0	0	0	0	8.4	17.6	32	2	3.6	21.7

Benchmark Data Collection

Wed 14	January	2026	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
Time	Total	RunTot	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				30	30	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	0	98	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	98	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	98	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	98	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	98	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	1	99	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	22.3	22.3	22.3	0	0	-
0600	0	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	2	101	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	13.8	19.5	25.3	0	0	-
0800	6	107	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	11.8	17	22.5	0	0	-
0900	0	107	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1000	4	111	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	8.9	17.1	25.8	0	0	-
1100	2	113	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	24.3	26.3	28.2	0	0	-
1200	1	114	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15.8	15.8	15.8	0	0	-
1300	5	119	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	17.5	21.5	25.6	0	0	-
1400	5	124	0	1	1	0	2	1	0	0	0	0	0	0	0	0	0	0	8.5	18.8	26.9	0	0	-
1500	8	132	0	0	1	5	1	1	0	0	0	0	0	0	0	0	0	0	12	18.5	25.5	0	0	-
1600	2	134	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	16.1	18.2	20.4	0	0	-
1700	1	135	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	24.1	24.1	24.1	0	0	-
1800	3	138	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	16	18.8	21.8	0	0	-
1900	0	138	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2000	1	139	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.3	14.3	14.3	0	0	-
2100	1	140	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.6	19.6	19.6	0	0	-
2200	0	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	39	140	0	2	6	15	10	6	0	0	0	0	0	0	0	0	0	0	8.5	19.1	28.2	0	0	24.2
06-22	41	140	0	2	7	16	10	6	0	0	0	0	0	0	0	0	0	0	8.5	19	28.2	0	0	24.2
06-00	41	140	0	2	7	16	10	6	0	0	0	0	0	0	0	0	0	0	8.5	19	28.2	0	0	24.2
00-00	42	140	0	2	7	16	11	6	0	0	0	0	0	0	0	0	0	0	8.5	19	28.2	0	0	24.2

Benchmark Data Collection

Thu 15	January	2026	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
Time	Total	RunTot	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				30	30	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	0	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	3	143	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	10	13.9	19.1	0	0	-
0700	2	145	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	16.5	16.6	16.7	0	0	-
0800	9	154	1	2	1	3	2	0	0	0	0	0	0	0	0	0	0	0	4.7	15.3	24.8	0	0	-
0900	4	158	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	13.1	17.5	21.2	0	0	-
1000	4	162	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	17.7	20.7	23.4	0	0	-
1100	4	166	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	13.2	17.7	21.3	0	0	-
1200	2	168	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	21.1	22.1	23.1	0	0	-
1300	4	172	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	16.9	19.7	21.2	0	0	-
1400	2	174	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	21.2	21.8	22.4	0	0	-
1500	9	183	0	1	1	5	2	0	0	0	0	0	0	0	0	0	0	0	9.6	16.7	24.1	0	0	-
1600	3	186	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	13.1	18.5	21.9	0	0	-
1700	2	188	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5.6	11	16.5	0	0	-
1800	6	194	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	15.7	18.6	21.5	0	0	-
1900	1	195	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	32.9	32.9	32.9	1	100	-
2000	1	196	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.2	18.2	18.2	0	0	-
2100	1	197	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.2	19.2	19.2	0	0	-
2200	0	197	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	197	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	51	197	1	4	5	24	17	0	0	0	0	0	0	0	0	0	0	0	4.7	17.7	24.8	0	0	21.5
06-22	57	197	1	5	6	27	17	0	1	0	0	0	0	0	0	0	0	0	4.7	17.8	32.9	1	1.8	21.5
06-00	57	197	1	5	6	27	17	0	1	0	0	0	0	0	0	0	0	0	4.7	17.8	32.9	1	1.8	21.5
00-00	57	197	1	5	6	27	17	0	1	0	0	0	0	0	0	0	0	0	4.7	17.8	32.9	1	1.8	21.5

Benchmark Data Collection

Fri 16 Time	January Total	2026 RunTot	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	0	197	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	197	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	197	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	197	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	197	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	1	198	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.7	20.7	20.7	0	0	-
0600	0	198	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	2	200	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	16.5	19.1	21.6	0	0	-
0800	8	208	0	1	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	8.3	15.5	23.2	0	0	-
0900	3	211	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	18.2	19.8	21.1	0	0	-
1000	3	214	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	19.1	20.2	21.7	0	0	-
1100	1	215	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	16.7	16.7	0	0	-
1200	1	216	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	25.5	25.5	25.5	0	0	-
1300	3	219	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	15.1	18.4	23.1	0	0	-
1400	6	225	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	17.9	21.6	24.9	0	0	-
1500	2	227	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	13.6	20.1	26.6	0	0	-
1600	3	230	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	11.5	18.3	23	0	0	-
1700	2	232	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	19.1	21.4	23.7	0	0	-
1800	5	237	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	17.9	19.8	0	0	-
1900	0	237	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2000	1	238	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22	22	22	0	0	-
2100	3	241	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	15.9	19.2	23.1	0	0	-
2200	0	241	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	241	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	39	241	0	1	4	17	15	2	0	0	0	0	0	0	0	0	0	0	0	8.3	18.9	26.6	0	0	22.8
06-22	43	241	0	1	4	19	17	2	0	0	0	0	0	0	0	0	0	0	0	8.3	19	26.6	0	0	23
06-00	43	241	0	1	4	19	17	2	0	0	0	0	0	0	0	0	0	0	0	8.3	19	26.6	0	0	23
00-00	44	241	0	1	4	19	18	2	0	0	0	0	0	0	0	0	0	0	0	8.3	19	26.6	0	0	22.8

Benchmark Data Collection

Sat 17	January	2026	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
Time	Total	RunTot	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				30	30	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	0	241	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	241	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	241	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	241	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	241	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	241	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	0	241	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	1	242	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16.8	16.8	16.8	0	0	-
0800	4	246	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	14.4	22.7	32.4	1	25	-
0900	3	249	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	14.6	17.3	20.3	0	0	-
1000	2	251	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	15.8	16	16.2	0	0	-
1100	4	255	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	11.3	16.5	22.4	0	0	-
1200	1	256	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.9	18.9	18.9	0	0	-
1300	3	259	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	4	13.6	22.1	0	0	-
1400	1	260	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	22.1	22.1	22.1	0	0	-
1500	3	263	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	20.7	24.6	32.2	1	33.3	-
1600	1	264	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	24	24	24	0	0	-
1700	3	267	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	16.3	22	25.1	0	0	-
1800	1	268	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11	11	0	0	-
1900	1	269	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.4	19.4	19.4	0	0	-
2000	1	270	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	21.7	21.7	21.7	0	0	-
2100	0	270	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2200	0	270	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	270	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	27	270	1	0	5	9	9	1	2	0	0	0	0	0	0	0	0	0	4	19	32.4	2	7.4	24.6
06-22	29	270	1	0	5	10	10	1	2	0	0	0	0	0	0	0	0	0	4	19.1	32.4	2	6.9	24.6
06-00	29	270	1	0	5	10	10	1	2	0	0	0	0	0	0	0	0	0	4	19.1	32.4	2	6.9	24.6
00-00	29	270	1	0	5	10	10	1	2	0	0	0	0	0	0	0	0	0	4	19.1	32.4	2	6.9	24.6

Benchmark Data Collection

Sun 18 Time	January Total	2026 RunTot	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	0	270	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	270	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	270	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	270	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	270	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	270	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	0	270	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	2	272	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	15.8	18.1	20.4	0	0	-
0800	1	273	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.4	22.4	22.4	0	0	-
0900	3	276	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	14.1	19.9	26.7	0	0	-
1000	5	281	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	19.6	20.7	22.4	0	0	-
1100	1	282	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.6	13.6	13.6	0	0	-
1200	5	287	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	18.4	22	24.6	0	0	-
1300	2	289	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	18.3	19.6	20.9	0	0	-
1400	2	291	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	19.7	20.7	21.7	0	0	-
1500	3	294	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	19.1	19.7	0	0	-
1600	4	298	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	12.9	24	33.9	2	50	-
1700	1	299	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.1	20.1	20.1	0	0	-
1800	3	302	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	14.9	22.3	26.9	0	0	-
1900	1	303	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	19.4	19.4	0	0	-
2000	2	305	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	17.1	18.6	20.2	0	0	-
2100	0	305	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2200	0	305	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	305	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	32	305	0	0	4	11	12	3	2	0	0	0	0	0	0	0	0	0	0	12.9	20.8	33.9	2	6.3	24.6
06-22	35	305	0	0	4	13	13	3	2	0	0	0	0	0	0	0	0	0	0	12.9	20.6	33.9	2	5.7	24.6
06-00	35	305	0	0	4	13	13	3	2	0	0	0	0	0	0	0	0	0	0	12.9	20.6	33.9	2	5.7	24.6
00-00	35	305	0	0	4	13	13	3	2	0	0	0	0	0	0	0	0	0	0	12.9	20.6	33.9	2	5.7	24.6
Summary	nd Total	1	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
	Total	RunTot	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80				30	30	85
	305	305	2	12	43	122	103	16	7	0	0	0	0	0	0	0	0	0	0	4	18.8	33.9	7	2.3	22.8

Benchmark Data Collection

Mon 12 Time	January Total	2026 RunTot	Eastbound																Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin						
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.6	18.6	18.6	0	0	-
0500	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.7	18.7	18.7	0	0	-
0700	4	6	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	14	17.7	20.5	0	0	-
0800	8	14	0	0	0	4	3	1	0	0	0	0	0	0	0	0	0	0	15.5	20.2	25.2	0	0	-
0900	3	17	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	14.7	22.2	26.9	0	0	-
1000	4	21	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	14.5	17.3	19.9	0	0	-
1100	2	23	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	20.5	21.1	21.8	0	0	-
1200	2	25	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	19.1	22.7	26.2	0	0	-
1300	2	27	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	17.5	18.9	20.2	0	0	-
1400	1	28	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	17.7	17.7	17.7	0	0	-
1500	4	32	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	12.3	15.2	18.6	0	0	-
1600	1	33	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.5	18.5	18.5	0	0	-
1700	1	34	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.2	10.2	10.2	0	0	-
1800	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1900	3	37	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	11.8	16.8	20.1	0	0	-
2000	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2100	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2200	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	32	37	0	0	6	15	7	4	0	0	0	0	0	0	0	0	0	0	10.2	18.8	26.9	0	0	21.7
06-22	36	37	0	0	7	17	8	4	0	0	0	0	0	0	0	0	0	0	10.2	18.6	26.9	0	0	21.7
06-00	36	37	0	0	7	17	8	4	0	0	0	0	0	0	0	0	0	0	10.2	18.6	26.9	0	0	21.7
00-00	37	37	0	0	7	18	8	4	0	0	0	0	0	0	0	0	0	0	10.2	18.6	26.9	0	0	20.6

Benchmark Data Collection

Tue 13	January	2026	Eastbound																	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
Time	Total	RunTot	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75							
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80							
0000	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0100	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0200	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0300	1	38	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	23.2	23.2	23.2	0	0	-	
0400	1	39	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15.9	15.9	15.9	0	0	-	
0500	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0600	1	40	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	20.5	20.5	20.5	0	0	-	
0700	3	43	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	19.2	22.2	28.3	0	0	-	
0800	6	49	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	12	19.3	24.3	0	0	-	
0900	2	51	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	25.9	27.8	29.6	0	0	-	
1000	1	52	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	21.8	21.8	21.8	0	0	-	
1100	3	55	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6.1	13.2	19.4	0	0	-	
1200	3	58	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4.2	11.7	18.3	0	0	-	
1300	2	60	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14.4	14.4	14.4	0	0	-	
1400	2	62	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	12.9	16.8	20.6	0	0	-	
1500	8	70	0	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	5.9	13.1	18.1	0	0	-	
1600	3	73	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	18.1	21.3	25.2	0	0	-	
1700	2	75	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	13.1	14.9	0	0	-	
1800	3	78	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	15.3	17.9	22.9	0	0	-	
1900	3	81	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	13	16.9	19.1	0	0	-	
2000	0	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
2100	0	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
2200	0	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
2300	0	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
07-19	38	81	1	3	11	12	7	4	0	0	0	0	0	0	0	0	0	0	4.2	17	29.6	0	0	23.5	
06-22	42	81	1	3	12	14	8	4	0	0	0	0	0	0	0	0	0	0	4.2	17.1	29.6	0	0	23.5	
06-00	42	81	1	3	12	14	8	4	0	0	0	0	0	0	0	0	0	0	4.2	17.1	29.6	0	0	23.5	
00-00	44	81	1	3	12	15	9	4	0	0	0	0	0	0	0	0	0	0	4.2	17.2	29.6	0	0	23	

Benchmark Data Collection

Wed 14	January	2026	Eastbound																						
Time	Total	RunTot	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85	
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80							
0000	0	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0100	0	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0200	0	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0300	1	82	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15.6	15.6	15.6	0	0	-	
0400	0	82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0500	1	83	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	20.9	20.9	20.9	0	0	-	
0600	1	84	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16.2	16.2	16.2	0	0	-	
0700	3	87	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	19.6	22.5	28.2	0	0	-	
0800	5	92	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	15.4	17.2	18.8	0	0	-	
0900	1	93	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	29.1	29.1	29.1	0	0	-	
1000	3	96	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3.8	15	22	0	0	-	
1100	1	97	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	23.1	23.1	23.1	0	0	-	
1200	2	99	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	15.1	18.4	21.6	0	0	-	
1300	1	100	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	21.9	21.9	21.9	0	0	-	
1400	4	104	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.2	8	9.7	0	0	-	
1500	8	112	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	7.7	13.8	19.1	0	0	-	
1600	2	114	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	14.7	15.5	16.3	0	0	-	
1700	1	115	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16.4	16.4	16.4	0	0	-	
1800	1	116	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16.7	16.7	16.7	0	0	-	
1900	1	117	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16	16	16	0	0	-	
2000	0	117	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
2100	0	117	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
2200	0	117	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
2300	0	117	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
07-19	32	117	2	5	3	16	4	2	0	0	0	0	0	0	0	0	0	0	3.8	16.1	29.1	0	0	21.5	
06-22	34	117	2	5	3	18	4	2	0	0	0	0	0	0	0	0	0	0	3.8	16.1	29.1	0	0	21.5	
06-00	34	117	2	5	3	18	4	2	0	0	0	0	0	0	0	0	0	0	3.8	16.1	29.1	0	0	21.5	
00-00	36	117	2	5	3	19	5	2	0	0	0	0	0	0	0	0	0	0	3.8	16.2	29.1	0	0	21.5	

Benchmark Data Collection

Thu 15	January	2026	Eastbound																Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin				30	30	85
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80					
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	0	117	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	117	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	117	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	1	118	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16.1	16.1	16.1	0	0	-
0400	0	118	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	118	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	2	120	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	18.6	19.9	21.1	0	0	-
0700	3	123	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	13.1	15.6	17.7	0	0	-
0800	8	131	0	0	2	3	2	1	0	0	0	0	0	0	0	0	0	0	14.6	19.3	26.9	0	0	-
0900	2	133	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	18.7	18.9	19.2	0	0	-
1000	3	136	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	19.7	21.1	23.9	0	0	-
1100	2	138	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	17.3	19.1	20.8	0	0	-
1200	0	138	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1300	4	142	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	8.3	15.3	20.9	0	0	-
1400	1	143	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15.6	15.6	15.6	0	0	-
1500	5	148	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	14.3	17.6	24.2	0	0	-
1600	4	152	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	14.1	18.1	22.5	0	0	-
1700	2	154	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	17.1	17.1	17.1	0	0	-
1800	4	158	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	15	16.6	17.6	0	0	-
1900	1	159	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16.9	16.9	16.9	0	0	-
2000	0	159	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2100	1	160	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.8	18.8	18.8	0	0	-
2200	0	160	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	160	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	38	160	0	1	6	23	7	1	0	0	0	0	0	0	0	0	0	0	8.3	17.8	26.9	0	0	20.8
06-22	42	160	0	1	6	26	8	1	0	0	0	0	0	0	0	0	0	0	8.3	17.9	26.9	0	0	21
06-00	42	160	0	1	6	26	8	1	0	0	0	0	0	0	0	0	0	0	8.3	17.9	26.9	0	0	21
00-00	43	160	0	1	6	27	8	1	0	0	0	0	0	0	0	0	0	0	8.3	17.9	26.9	0	0	21

Benchmark Data Collection

Fri 16 Time	January Total	2026 RunTot	Eastbound																Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin						
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	0	160	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	160	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	1	161	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	22.1	22.1	22.1	0	0	-
0300	0	161	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	161	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	161	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	2	163	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	20.1	20.9	21.7	0	0	-
0700	4	167	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	19.4	20.4	21.3	0	0	-
0800	5	172	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	13	16.1	19.7	0	0	-
0900	3	175	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	14.2	19.9	27.8	0	0	-
1000	1	176	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	21.6	21.6	21.6	0	0	-
1100	1	177	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	23.7	23.7	23.7	0	0	-
1200	2	179	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	15.1	18.9	22.6	0	0	-
1300	4	183	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	10.9	15.3	22.5	0	0	-
1400	3	186	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	6.4	14.1	23.8	0	0	-
1500	6	192	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	6.8	15.4	19.3	0	0	-
1600	2	194	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	17.6	19.8	22	0	0	-
1700	2	196	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	18.5	18.5	18.5	0	0	-
1800	2	198	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	18.4	19.5	20.5	0	0	-
1900	1	199	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.1	13.1	13.1	0	0	-
2000	0	199	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2100	1	200	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16.3	16.3	16.3	0	0	-
2200	0	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	35	200	0	2	6	16	10	1	0	0	0	0	0	0	0	0	0	0	6.4	17.6	27.8	0	0	21.9
06-22	39	200	0	2	7	17	12	1	0	0	0	0	0	0	0	0	0	0	6.4	17.6	27.8	0	0	21.5
06-00	39	200	0	2	7	17	12	1	0	0	0	0	0	0	0	0	0	0	6.4	17.6	27.8	0	0	21.5
00-00	40	200	0	2	7	17	13	1	0	0	0	0	0	0	0	0	0	0	6.4	17.7	27.8	0	0	21.9

Benchmark Data Collection

Sat 17	January	2026	Eastbound																	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
Time	Total	RunTot	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80				30	30	85	
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80							
0000	0	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0100	0	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0200	1	201	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.6	18.6	18.6	0	0	-	
0300	0	201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0400	0	201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0500	0	201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0600	0	201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0700	1	202	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.8	19.8	19.8	0	0	-	
0800	3	205	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	21.9	23.1	24.8	0	0	-	
0900	2	207	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	13	15.4	17.8	0	0	-	
1000	3	210	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	12.6	19	22.6	0	0	-	
1100	1	211	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.6	7.6	7.6	0	0	-	
1200	4	215	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	11	15.3	20.8	0	0	-	
1300	2	217	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8.1	10.5	13	0	0	-	
1400	1	218	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.2	13.2	13.2	0	0	-	
1500	3	221	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	18.1	20	23.2	0	0	-	
1600	2	223	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13.9	14	14	0	0	-	
1700	0	223	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
1800	0	223	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
1900	1	224	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	17.9	17.9	17.9	0	0	-	
2000	0	224	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
2100	1	225	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	11.6	11.6	0	0	-	
2200	0	225	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
2300	0	225	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
07-19	22	225	0	2	8	5	7	0	0	0	0	0	0	0	0	0	0	0	7.6	16.7	24.8	0	0	22.4	
06-22	24	225	0	2	9	6	7	0	0	0	0	0	0	0	0	0	0	0	7.6	16.5	24.8	0	0	21.9	
06-00	24	225	0	2	9	6	7	0	0	0	0	0	0	0	0	0	0	0	7.6	16.5	24.8	0	0	21.9	
00-00	25	225	0	2	9	7	7	0	0	0	0	0	0	0	0	0	0	0	7.6	16.6	24.8	0	0	21.9	

Benchmark Data Collection

Sun 18	January	2026	Eastbound																					
Time	Total	RunTot	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	0	225	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	225	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	1	226	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	20.2	20.2	20.2	0	0	-
0300	0	226	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	226	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	226	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	0	226	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	1	227	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.8	18.8	18.8	0	0	-
0800	1	228	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18	18	18	0	0	-
0900	4	232	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	12.6	20	30.3	1	25	-
1000	0	232	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1100	1	233	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	22.7	22.7	22.7	0	0	-
1200	6	239	0	0	3	0	2	1	0	0	0	0	0	0	0	0	0	0	12	19.1	29.7	0	0	-
1300	2	241	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	17.2	17.8	18.4	0	0	-
1400	3	244	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	7.3	17.4	29.9	0	0	-
1500	2	246	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	17.7	20.6	23.5	0	0	-
1600	1	247	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.5	13.5	13.5	0	0	-
1700	1	248	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	31	31	31	1	100	-
1800	2	250	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	13.8	14.5	15.2	0	0	-
1900	1	251	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	17.1	17.1	17.1	0	0	-
2000	0	251	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2100	0	251	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2200	0	251	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	251	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	24	251	0	1	6	8	5	2	2	0	0	0	0	0	0	0	0	0	7.3	19	31	2	8.3	23.3
06-22	25	251	0	1	6	9	5	2	2	0	0	0	0	0	0	0	0	0	7.3	19	31	2	8	23.3
06-00	25	251	0	1	6	9	5	2	2	0	0	0	0	0	0	0	0	0	7.3	19	31	2	8	23.3
00-00	26	251	0	1	6	9	6	2	2	0	0	0	0	0	0	0	0	0	7.3	19	31	2	7.7	23.3
Summary			Eastbound																					
	Total	RunTot	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
	251	251	3	14	50	112	56	14	2	0	0	0	0	0	0	0	0	0	3.8	17.6	31	2	0.8	22.4

Appendix B

Collision Plot Output Report

Collision Plot Premium

PIC Report - dmhayw - 2026-02-13

01/01/2019 - 31/12/2024

Number of Collisions Involving

	Slight	Serious	Fatal	Total
Pedestrian	0	0	0	0 (0%)
Cyclist	0	0	0	0 (0%)
Motorcycle	0	0	0	0 (0%)
Car	1	0	0	1 (100%)
Taxi	0	0	0	0 (0%)
Bus	0	0	0	0 (0%)
Goods	0	0	0	0 (0%)
Other	0	0	0	0 (0%)

Severity

Slight	1 (100%)
Serious	0 (0%)
Fatal	0 (0%)
Total	1

Light conditions

Dark	0 (0%)
Light	1 (100%)

Casualties

	Slight	Serious	Fatal	Total
Pedestrian	0	0	0	0 (0%)
Cyclist	0	0	0	0 (0%)
Motorcycle	0	0	0	0 (0%)
Car	1	0	0	1 (100%)
Taxi	0	0	0	0 (0%)
Bus	0	0	0	0 (0%)
Goods	0	0	0	0 (0%)
Other	0	0	0	0 (0%)
Total	1	0	0	1

Surface conditions

Dry	0 (0%)
Wet	1 (100%)
Snow	0 (0%)
Ice	0 (0%)
Flood	0 (0%)

2023471373081 | Slight | Fri | 10/11/2023 | 12:05 | Light | Wet

Authority (highway):	West Sussex	Road 2:	Unclassified, –	Weather:	Fine with high winds	(Image available to ACP users only)
Speed limit:	40	Junction detail:	T or staggered junction	Light conditions:	Light	
Police force:	Sussex	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	Dislodged vehicle load	
Road 1:	A, 272	Crossing (physical):	Standalone signalised crossing	Police attend?:	Yes	

Vehicles

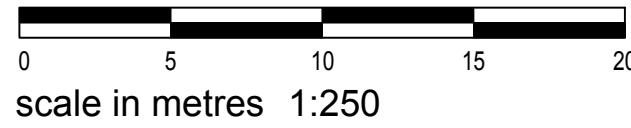
Vehicle ref & type:	1, Car	2, Car
Manoeuvre:	Overtaking on nearside	Turning right
Direction of travel:	North to south	North to south
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Cleared junction or waiting/parked at junction exit	Approaching junction or waiting/parked at approach
First point of impact:	Front	Back
Driver sex & age:	Female, 45	Male, 40
Journey purpose:	--	Other
Engine capacity (cc):	1197	973
Propulsion:	Petrol	Petrol
Age of vehicle:	10	21
Generic make/model:	SKODA YETI	VAUXHALL CORSA

Casualties

Casualty reference:	1
Vehicle reference:	1 (Car)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Female, 45

Appendix C

Site Layout Plan



KEY

- | | | | | | |
|----|-----------------------------|-----|-----------------------------------|----|----------------------------------|
| 1 | The Coach House | 9 | Grass Tennis Court | 18 | Hardstanding (removed) |
| 2 | Garage | 10 | Chicken Coop (removed) | 19 | Pond (relocated) |
| 3 | Chownes Mead | 11 | Main Entrance to Site | 20 | New Extension to Listed Building |
| 4 | Shed (removed) | 12 | Chownes Mead Lane | 21 | New Pool and Spa |
| 4A | Greenhouse (removed) | 13 | Secondary Entrance to Site | 22 | New Gym and Members Lounge |
| 4B | Bin Store (replaced) | | (relocated to 25) | 23 | New Link |
| 4C | Shed | 14 | 1 Crabtree Cottage (neighbouring) | 24 | New Pond |
| 5 | Swimming Pool (removed) | 15 | Existing Car Park | 25 | Relocated Secondary Entrance |
| 6 | Poolhouse (removed) | 16 | Pavilion | 26 | New Car Parking Area |
| 7 | Agricultural Barn (removed) | 16A | Pavilion Store | 27 | New Accessible Parking |
| 8 | Hard Tennis Court | 17 | Garden Room | 28 | New Terrace |
| | | | | 29 | New Cycle Store |

CHOWNES MEAD LANE

Note: All to be read in conjunction with drawings by Nicholas Dexter Landscape Design

client	drawing number	revision
RCM Partnership LLP	0603.PL.1502	C
project	drawing title	
Chownes Mead Hotel, Chownes Mead Lane, Haywards Heath, RH16 4BS	Proposed Site Plan / Key Plan	
	PLANNING	
drawn by	checked by	rba work stage
Others/ES MR	3	
	date	scale/original sheet size
	Feb '26	1:250 @ A0

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ABIR Architects

RIBA
Chartered Practice

Appendix D

WSCC Pre-Application Response

**WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION**

TO:	Organisation: Motion FAO: Phil Bell
FROM:	WSSC - Highways Authority
DATE:	30 th November 2021
LOCATION:	Chownesmead Chownes Mead Lane Haywards Heath RH16 4BS
SUBJECT:	Internal Reference: PRE-143-21 Members only spa.
DATE OF SITE VISIT:	Online Meeting-29 th November 2021
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

Background

West Sussex County Council as Local Highway Authority (LHA) has been consulted on the above application. At this stage, the proposals include a new building of circa 1,000 square metres (sqm), including circa 8 treatment rooms, swimming pool and thermal suite with changing facilities and a bar, linked by a circulation core to a further building of circa 350 sqm accommodating a gym, yoga studio and café area. The LHA undertook an online meeting with the Transport Consultant on the 29th November 2021. The proposals will be supported by way of a Transport Statement (TS) at the planning stage.

Comments

- It is intended that a new access to the site will be created to serve the spa, located to the west of an existing gated access in the vicinity of Crabtree Cottages. The access will be circa 5.5 metres in width and provided with suitable visibility onto Chownes Mead Lane. Chownes Mead Lane is a no through road and so all vehicles will arrive at the site via the A272 to the south-east.
- It was advised that a Speed Survey is undertaken along Chownes Mead Lane to ascertain 85th percentile road speeds to allow appropriate visibility splays to be applied. Once this has been submitted further comment can be offered on the access strategy.
- A Stage 1 Road Safety (RSA) will be commissioned once the access requirements have been finalised. As with the above the LHA can comment on the RSA as and when the information is submitted.
- A Travel Plan Statement will be provided which will include a thorough assessment of the sites accessibility aspects
- An assessment has been undertaken on the number of trips the spa proposals will generate. This has been included within the supporting information. This estimates that in the order of 150 daily vehicle movements will be anticipated. No capacity concerns would be raised with the number of vehicular movements on local junctions including Chownes Mead Lane with the A272.
- Internal access and arrangements will be finalised as part of a future application. This should include swept path diagrams, reference to the LHA parking standards and internal dimensions designed in accordance with Manual for Streets parameters.

Conclusion

I trust you appreciate that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council with regard to the granting of planning permission in the future. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

Jamie Brown
Planning Services

Appendix E

Proposed Secondary Site Access Arrangement



Appendix F

Stage 1 Road Safety Audit

CHOWNES MEAD LANE, HAYWARDS HEATH

Proposed Secondary Site Access

Stage 1 Road Safety Audit

Overseeing Organisation: West Sussex County Council

February 2026



Road Safety Engineering

Project: Chownes Mead Lane, Haywards Heath
Proposed Secondary Site Access

Document: Stage 1 Road Safety Audit

Design Organisation: Motion

Overseeing Organisation: West Sussex County Council

Client: RCM Partnership LLP

Gateway RSE ref: WP/SG/2601-18 RSA1 v1.2

Issue date: 12th March 2026

Status: Final v1.0

Authorised by: WP

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Road Safety Engineering

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Gateway RSE Ltd is registered in England Number 14087123
Registered Office: Cheyenne House, West Street, Farnham GU9 7EQ



CONTENTS

1 Introduction 1

2 Problems Identified by this Road Safety Audit 3

3 Audit Team Statement 4

Appendices

- Appendix A: Items Considered by this RSA
- Appendix B: Location Plan(s)

1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit (RSA) of proposed access arrangements onto Chownes Mead Lane at Cuckfield, within the District of Mid Sussex and the County of West Sussex. The audit brief, provided by Motion and dated 27th January 2026, describes the scheme as:

The highway works considered by this Audit consist of a new site access on the south-western side of Chownes Mead Lane, intended to serve a new spa development located within the grounds of a grade II listed residential dwelling. Planning permission was granted in August 2018 to convert the existing property to a hotel with a total of 12 bedrooms. It is intended that the proposed spa will be available to hotel guests and members only, with the spa development expected to generate circa 150 additional vehicle movements per day.

It is intended that a new access to the site will be created to serve the spa, located to the west of an existing gated access in the vicinity of Crabtree Cottages. The access will be circa 5.5 metres in width and provided with suitable visibility onto Chownes Mead Lane. Chownes Mead Lane is a no through road and so all vehicles will arrive at the site via the A272 to the south-east.

- 1.2 Chownes Mead Lane is no through road, 2-lane single carriageway road running broadly north to south. It is unlit, with no footways and is subject to a 30mph speed limit.
- 1.3 This Road Safety Audit Team comprised Wendy Palmer and Steve Giles. The Audit consisted of a desktop study and a site visit, which was carried out between 12.30 and 1pm on Tuesday 3rd January 2026, when the weather was raining and the road surface wet. Traffic, pedestrian, and cycle flows were light, and no congestion was observed.
- 1.4 The terms of reference for this RSA are as described in the Design Manual for Roads and Bridges (DMRB) document GG119. The Audit Team is independent of the project design team and has not been involved in the design process in any other capacity. The audit considers only the potential road safety implications of the scheme and has not verified compliance of the design with any other criteria.

- 1.5 The Audit Team has not been made aware of any Departures from Standard. Whilst reference may be made to design standards, this report is not intended to provide a design check.
- 1.6 Recommendations are aimed at addressing the identified potential road safety problems. However, there may be other acceptable ways to overcome a problem, considering wider constraints and opportunities; the Auditors would be pleased to discuss such alternative solutions as appropriate. The recommendations contained herein do not absolve the Designers of their responsibilities.

Collision Data

- 1.7 Personal Injury Collision (PIC) information was obtained from the Crashmap database (www.crashmap.co.uk) for the latest available five-year period (2019 to 2024). It indicates that no PICs occurred at or close to the proposed works.
- 1.8 One PIC occurred at the Isaacs Lane junction with Chownes Mead Lane on Friday 10th November 2023 at 12:05hrs. A car waiting to turn right was struck in the rear by a following car resulting in a slight severity injury to the driver of the following car. Conditions were wet and light.

Previous Road Safety Audit(s)

- 1.9 A Stage 1 Road Safety Audit of a similar scheme was undertaken by an audit team comprising Julian Smith and Steve Giles in March 2022. No problems were raised.

2 PROBLEMS IDENTIFIED BY THIS ROAD SAFETY AUDIT

General Matters

- 2.1 The Audit Team raises no concerns in respect of general matters.

Local Alignment

- 2.2 The Audit Team raises no concerns in respect of local alignment.

Junctions

- 2.3 The Audit Team raises no concerns in respect of junctions.

Walking, Cycling and Horse Riding

- 2.4 The Audit Team raises no concerns in respect of walking, cycling and horse riding.

Road Signs, Carriageway Markings and Lighting

- 2.5 The Audit Team raises no concerns in respect of road signs, carriageway markings and lighting.

3 AUDIT TEAM STATEMENT

- 3.1 We certify that this Road Safety Audit has been carried out in accordance with DMRB document GG119.

Audit Team Leader

Wendy Palmer
MCIHT, MSoRSA, FIHE, HE Cert Comp
Senior Road Safety Engineer

Signed:



Date: 3rd February 2026

Audit Team Member(s)

Steve Giles
BEng (Hons), IEng, FIHE, MCIHT, MICE, CMILT, MSoRSA, HE Cert Comp
Senior Road Safety Engineer

Signed:



Date: 3rd February 2026

APPENDIX A

Items Considered by this RSA

Items Considered by this Road Safety Audit

Document ref.	Rev.	Originator	Title
1801075-01	D	Motion	Proposed Secondary Site Access

Additional/background information provided to the Audit Team

- Audit Brief email dated 27/01/2026 (Motion)
- Pre-application Transport Note (N01-dmhayw-Pre-App Note 2021-11-18 final; Motion)
- Chownes Mead Lane, RH16 4BS - ATC 1 (East) Speed & Volume Survey
- Chownes Mead Lane, RH16 4BS - ATC 2 (West) Speed & Volume Survey

APPENDIX B

Location Plan(s)



Appendix G

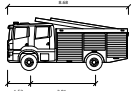
Swept Path Analysis

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Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on topographical survey information, and Motion cannot guarantee the accuracy of the data provided.
3. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
4. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6mph / reversing 6mph.



DB32 Fire Appliance

	metres
Width	2.10
Track	2.12
Length	6.2
Steering Angle	38.7

C	Updated Site Layout	WMC	FT	FT	10/03/2026
B	Updated Site Layout	LL	WMC	FT	04/03/2026
A	Updated Arrangements	WMC	FT	FT	03/02/2026
-	First Issue	CC	FT	PB	16/05/2018
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

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Client:
RCM Partnership LLP

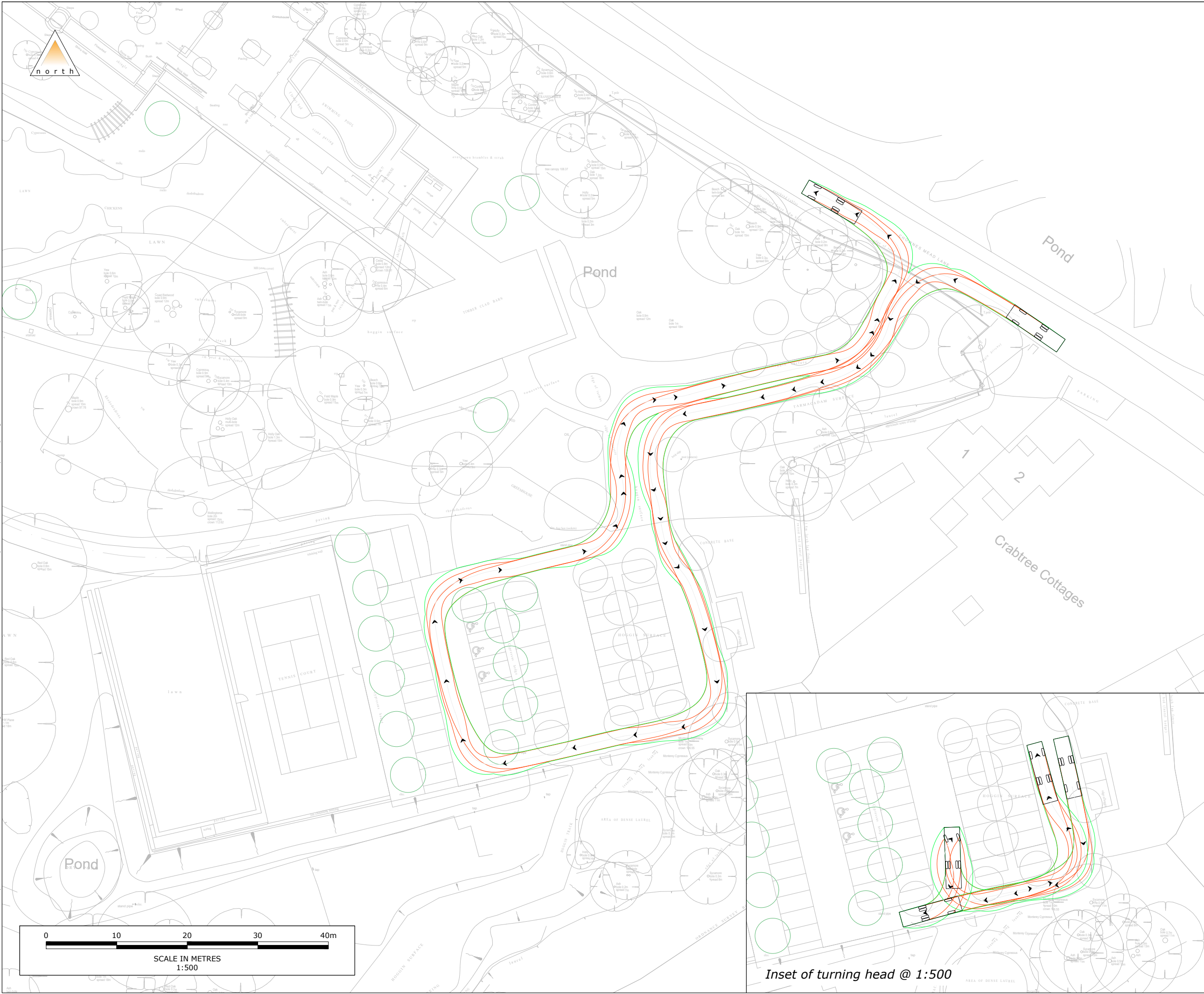
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Chownes Mead House, Chownes Mead Lane, Haywards Heath

Title:
Swept Path Analysis
Fire Tender

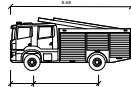
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Drawing: 1801075-TK01 Revision: C

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- Notes
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DB32 Fire Appliance

	metres
Width	2.10
Track	2.10
Lock to Lock Time	6.0
Steering Angle	38.7

B	Updated Site Layout	WMC	FT	FT	10/03/2026
A	Updated Site Layout	LL	WMC	FT	04/03/2026
-	First Issue	WMC	FT	FT	03/02/2026
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:
RCM Partnership LLP

Project:
Chownes Mead House, Chownes Mead Lane, Haywards Heath

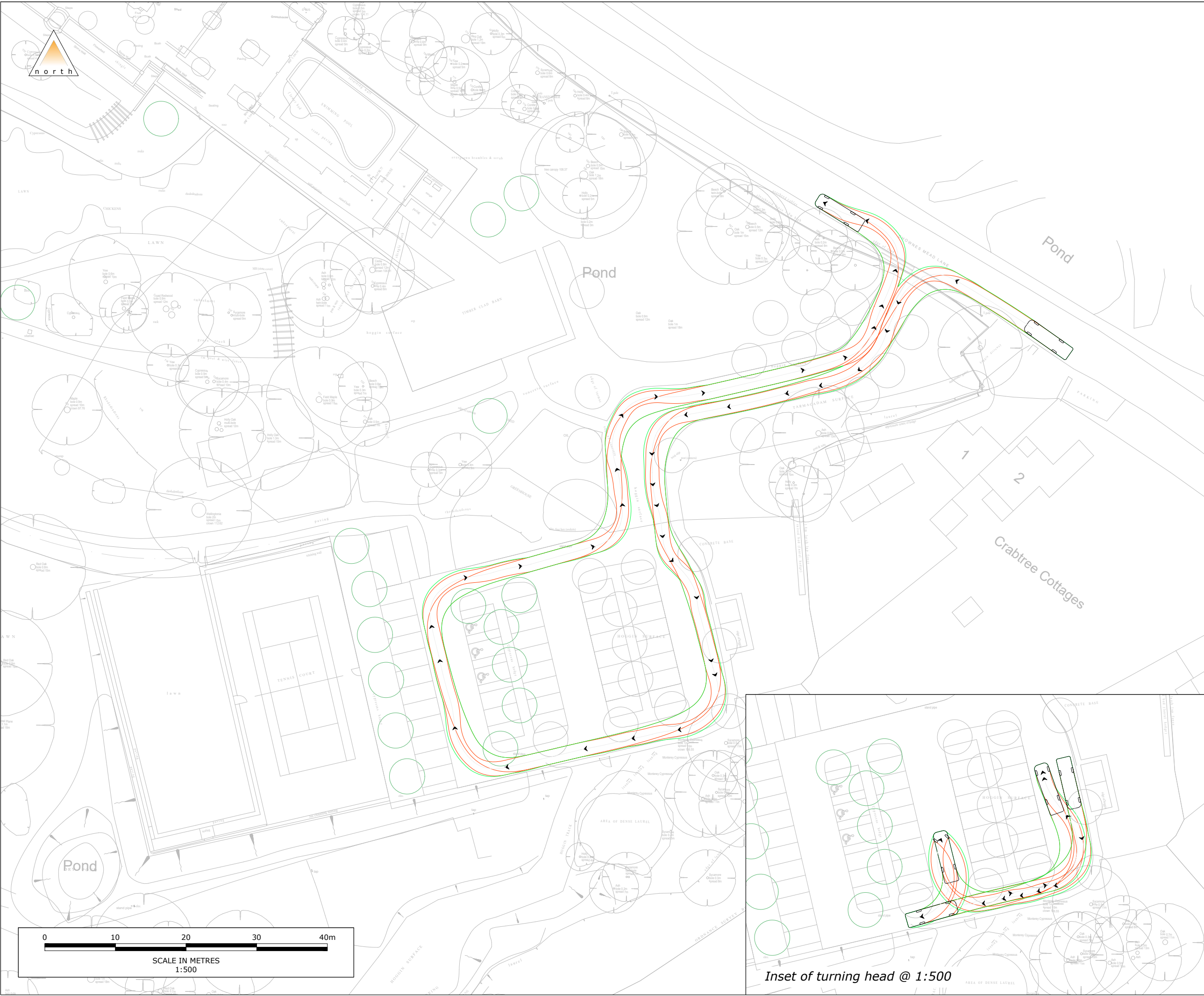
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Swept Path Analysis
Fire Tender

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Drawing:
1801075-TK02

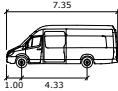
Revision:
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Notes

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2012 Mercedes Sprinter XL

Width	: 1.99	metres
Track	: 1.95	
Lock to Lock Time	: 6.0	
Steering Angle	: 41.0	

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A	Updated Site Layout	LL	WMC	FT	04/03/2026
-	First Issue	WMC	FT	FT	03/02/2026
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
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motion

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Client:
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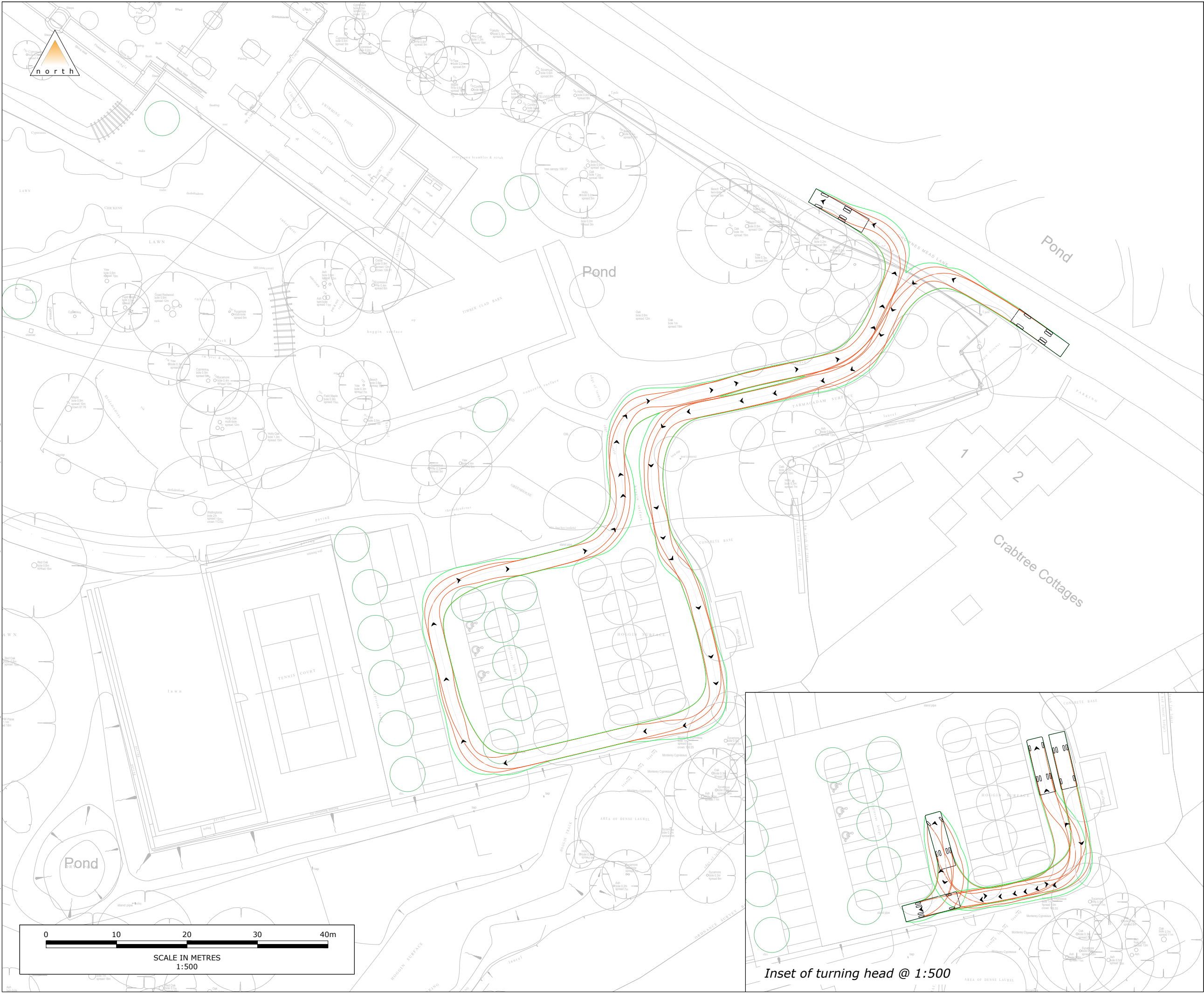
Project:
Chownes Mead House, Chownes Mead Lane, Haywards Heath

Title:
Swept Path Analysis
Delivery Van

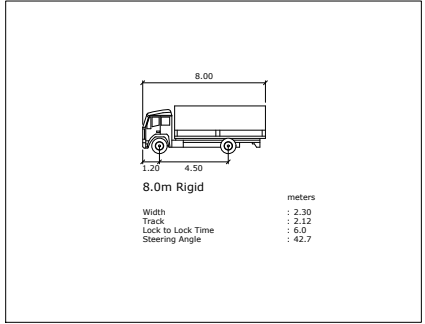
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Drawing: 1801075-TK03 Revision: B

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B	Updated Site Layout	WMC	FT	FT	10/03/2026
A	Updated Site Layout	LL	WMC	FT	04/03/2026
-	First Issue	WMC	FT	FT	03/02/2026
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:
RCM Partnership LLP

Project:
Chownes Mead House, Chownes Mead Lane, Haywards Heath

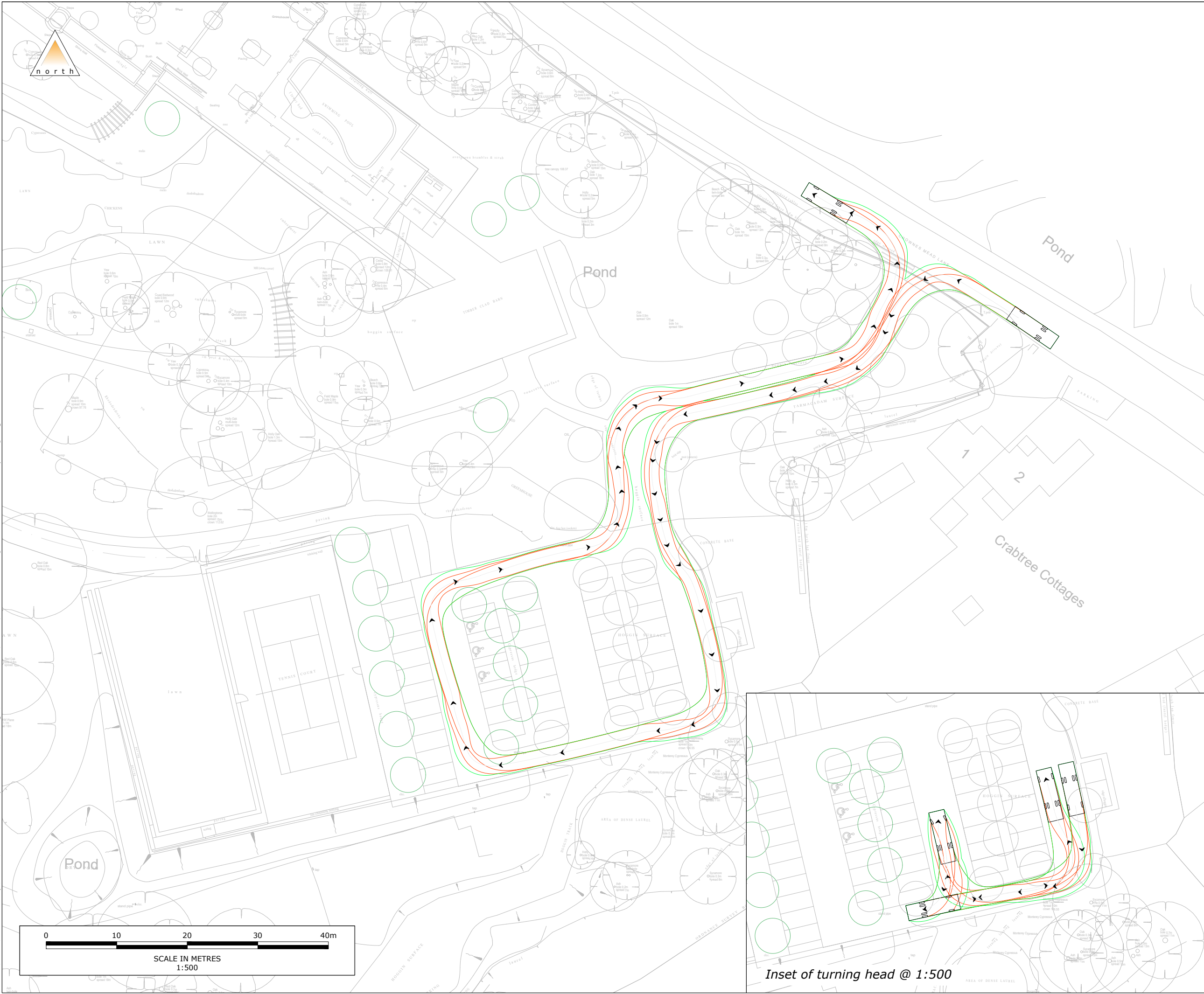
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Swept Path Analysis
8 Metre Rigid

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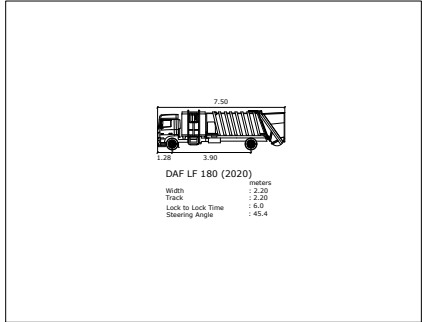
Drawing:
1801075-TK04

Revision:
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- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
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-	First Issue	WMC	FT	FT	10/03/2026
Rev.	Description	Dm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:
RCM Partnership LLP

Project:
Chownes Mead House, Chownes Mead Lane, Haywards Heath

Title:
Swept Path Analysis
Refuse Vehicle

Scale: 1:500 (@ A3)

Drawing:
1801075-TK05

Revision:
-

Appendix H

Survey Data from 07/03316/FUL

Survey Data from 07/03316/FUL

(Appendix A of Highways Statement, October 2007)

BAILIFFSCOURT SPA

Peak Hours Analysis for members arrivals during the past 27 weeks.

		Average number of members arriving in each time band during the period							
		4 Weeks 04/09/06 - 01/10/06	4 Weeks 02/10/06 29/10/06	4 Weeks 30/10/06 26/11/06	4 Weeks 27/11/06 24/12/06	4 Weeks 25/12/06 21/01/07	4 Weeks 22/01/07 18/02/07	3 Weeks 19/02/07 11/03/07	
06:00	07:00	1	0	0	1	1	1	1	
07:00	08:00	1	1	1	1	1	3	3	
08:00	09:00	3	3	1	2	2	4	3	
09:00	10:00	4	5	2	3	4	6	6	
10:00	11:00	7	6	5	5	8	7	6	
11:00	12:00	4	4	3	3	4	5	3	
12:00	13:00	3	2	2	2	3	3	2	
13:00	14:00	2	1	1	2	2	3	3	
14:00	15:00	3	2	1	2	3	3	3	
15:00	16:00	3	2	1	2	4	3	3	
16:00	17:00	3	3	2	2	3	4	3	
17:00	18:00	5	5	3	4	5	7	5	
18:00	19:00	4	4	2	3	4	5	4	
19:00	20:00	4	3	2	3	3	4	4	
20:00	21:00	0	1	0	0	0	0	0	
Average number of members/day		48	41	23	35	48	56	49	

- Notes:
- A The average membership during the 27 weeks was 464 members.
 - B Due to the location of Bailiffscourt almost all members arrive to the spa by car.
 - C Approximately 10 - 15% of the members arrive as couples ie 2 persons per car.
 - D Consideration should be taken that the peak months for spas and helath clubs are January, February, March, September and October.

Prepared March 2007