

Land at Hammonds Ridge, Burgess Hill: Transport Statement

Ref: EP/MK/ITB220005-TN001a

Date: 27 July 2026

1 Introduction

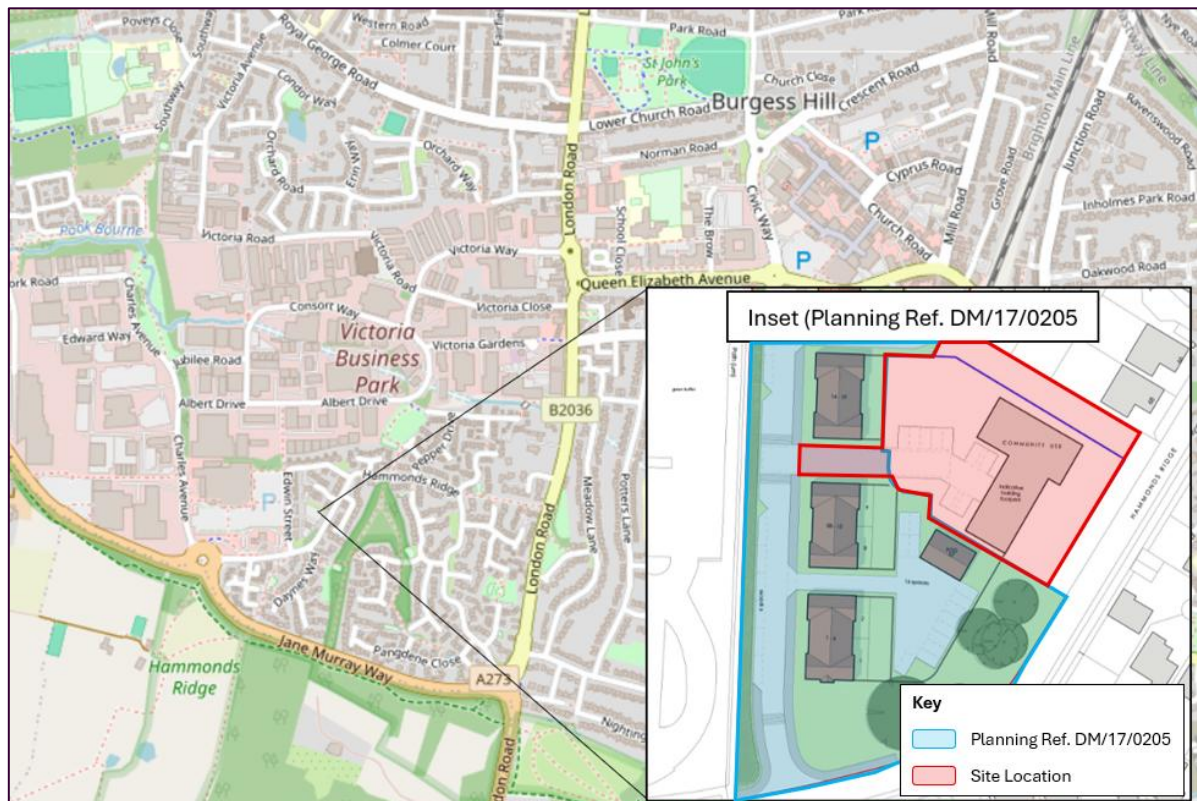
1.1 Overview

- 1.1.1 This Transport Statement (TS) has been prepared on behalf of Cross Homes Lewes Ltd to provide transport and highways advice in respect of a planning application for the development proposal on the Land at Hammonds Ridge, Burgess Hill (the site).
- 1.1.2 The development proposal comprises the construction of nine residential dwellings (land use class C3), with access achieved via Edwin Street.
- 1.1.3 The site falls within the administrative boundary of Mid Sussex District Council (MSDC), the local planning authority (LPA) with West Sussex County Council (WSCC) being the local highway authority (LHA).

1.2 Site Location and Context

- 1.2.1 The site is located on the southeastern edge of Burgess Hill and falls within a wider housing estate which was granted full planning permission in 2017 (planning ref. DM/17/0205) for 51 houses. Under this planning permission, the site was identified for community use, with access provided to serve a future intensification of use.
- 1.2.2 The site is adjoined by residential properties to the north and south, Hammonds Ridge to the east, and Edwin Street to the West.
- 1.2.3 The existing area comprises hardstanding and unattended vegetation, with an existing access point to Edwin Street.
- 1.2.4 The location of the site is provided in **Image 1.1**.

Image 1.1: Site Location



1.3 Report Purpose

- 1.3.1 In compliance with the National Planning Policy Framework (NPPF) (December 2024), this TS accompanies the planning application for the development proposal and has been prepared in accordance with the relevant section of the NPPF and Planning Practice Guidance (PPG) (March 2014).
- 1.3.2 This TS assesses the existing transport and highways conditions of the site and the impact of the development proposal on the existing operation and safety conditions of the local highway network.

1.4 Transport Policy Context

National Planning Policy Framework (December 2024)

- 1.4.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies and how it expects them to be applied. It also constitutes guidance for local planning authorities and decision takers, both in drawing up plans and as a material consideration in determining planning applications.
- 1.4.2 Paragraph 115 sets out the key 'tests' for the assessment of transport impacts of development:

"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.”

- 1.4.3 In terms of the last test, Paragraph 116 of the NPPF sets a deliberately high bar when it comes to preventing development from coming forward for transport reasons:

“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 Baseline Transport Conditions

2.1 Active Travel

Walking

- 2.1.1 The site is situated in a residential environment on the southeastern edge of Burgess Hill.
- 2.1.2 Edwin Street from which the site is accessed has footways on both sides of the road for most of its length, with the section from which the site is accessed being a shared surface. Edwin Street connects to Hammonds Ridge, which also includes a footway on the southern side connecting into the wider residential area.
- 2.1.3 To the west of the site, a continuous footway network provides pedestrian connectivity between Hammonds Ridge, Charles Avenue, and Jane Murray Way via a mini-roundabout junction. The footway further facilitates pedestrian access to the Tesco Supermarket and nearby bus stops, thereby supporting access to local services and public transport infrastructure.
- 2.1.4 To the north of the site, Hammonds Ridge and Pepper Road provide pedestrian connectivity to the public open space at Pepper Park.

Cycling

- 2.1.5 A shared foot / cycleway is provided along the northern side of the A273 Jane Murray Way to the south of the site. A bridleway is provided on the southern side of the A273, providing a segregated route for cyclists. This provides a connection between the green spaces to the south and southeast of the site, and towards Goddards Green in the northwest.

2.2 Public Transport

Bus

2.2.1 The nearest bus stops to the site are the Burgess Hill Tesco stops, which can be accessed via a 350m (5 minutes) walking distance from the site. The stop is equipped with seating, shelter, and timetable information.

2.2.2 **Table 2.1** provides a summary of the local bus services.

Table 2.1: Summary of Local Bus Services

Service	Route	Weekday	Saturday	Sunday
100	Burgess Hill Tesco > Sayers Common School, Henfield High Street > Steyning Leisure Centre > Pullborough Station > Billingshurst > Horsham	1 per hour between 06:46 & 18:11	1 per hour between 07:46 and 18:11	No Service
168	Burgess Hill Tesco > Plumpton Green Station > Wivelsfield Green	1 per day (16:06)	No Service	No Service

Rail

2.2.3 The nearest railway station to the site is Burgess Hill, approximately 1.9 km from the site. The railway station is a 7-minute cycle ride from the site, or a 26-minute walk. The railway station can also be accessed via a 6-minute drive, meaning local car trips could be made with the majority proportion of the onward trip made via sustainable travel.

2.2.4 Burgess Hill railway station is also equipped with 64 cycle parking spaces which are monitored by CCTV, meaning that opportunities for sustainable multimodal trips are present.

2.2.5 **Table 2.2** provides a summary of the local rail services available from Burgess Hill.

Table 2.2: Summary of Local Rail Services

Destination	Journey Time	Frequency
Brighton	15 mins	4 per hour
London Victoria (via Gatwick Airport)	52 mins	3 per hour
Luton (via London St Pancras and St Albans)	2hr 12 mins	3 per hour
Cambridge (via London Bridge)	2hr 14 mins	3 per hour

Local Amenity Accessibility

- 2.2.6 The site is well connected to existing services and facilities which would serve the everyday needs of future site users.
- 2.2.7 The site lies within 400m of the adjacent Tesco Superstore, the nearest bus stops and part of the industrial / business estate to the north, providing accessible employment opportunities. Pepper Park is also located within 400m, providing open space and a games / play area.
- 2.2.8 Within 800m, access to a majority of the business / industrial estate to the north is achieved, as well as the retail park, which includes a B&Q and a Pets at Home.
- 2.2.9 Three primary schools, Oakmeeds Community College and a pub are also accessible within 1,200m.
- 2.2.10 Regarding cycle accessibility, the Department for Transport's (DfT) Local Transport Note (LTN) 01/20 'Cycle Infrastructure Design' (July 2020) states that two out of every three personal trips are less than 5 miles (8km) in length, which is an achievable cycling distance for most.
- 2.2.11 A majority of Burgess Hill (including the key retail areas and railway station) are all accessible within this distance using local cycle routes. Therefore, the site provides good opportunities for cycling to form a key travel mode for future site users.
- 2.2.12 Overall, the site is highly accessible to everyday facilities which would serve the everyday needs of future site users and sustainable in transport terms. This was confirmed by WSCC in their consultee response to planning ref. DM/17/0205.

2.3 Local Highway Network

- 2.3.1 Edwin Street is a two-way single carriageway road and is governed by 20mph speed restrictions. It measures between 5.0m-6.0m in width and a footway is provided on the eastern side and northern sides. Streetlighting is present and the residential nature of the road means there is good natural surveillance and active frontages.
- 2.3.2 Hammonds Ridge, south of the site, also has a varying degree of width ranging from 5.0m to 6.0m and has a speed limit of 30-mph. The residential nature of Hammonds Ridge means there is good natural surveillance and active frontages.
- 2.3.3 The site is well-connected to the strategic road network (SRN) in the form of the A23 which is located 3.2km west of the site. The A23 can be accessed via a 7-minute drive from the site via Jane Murray Way and the A2300, which are both orbital routes, negating the need for vehicle traffic to route via the centre of Burgess Hill.

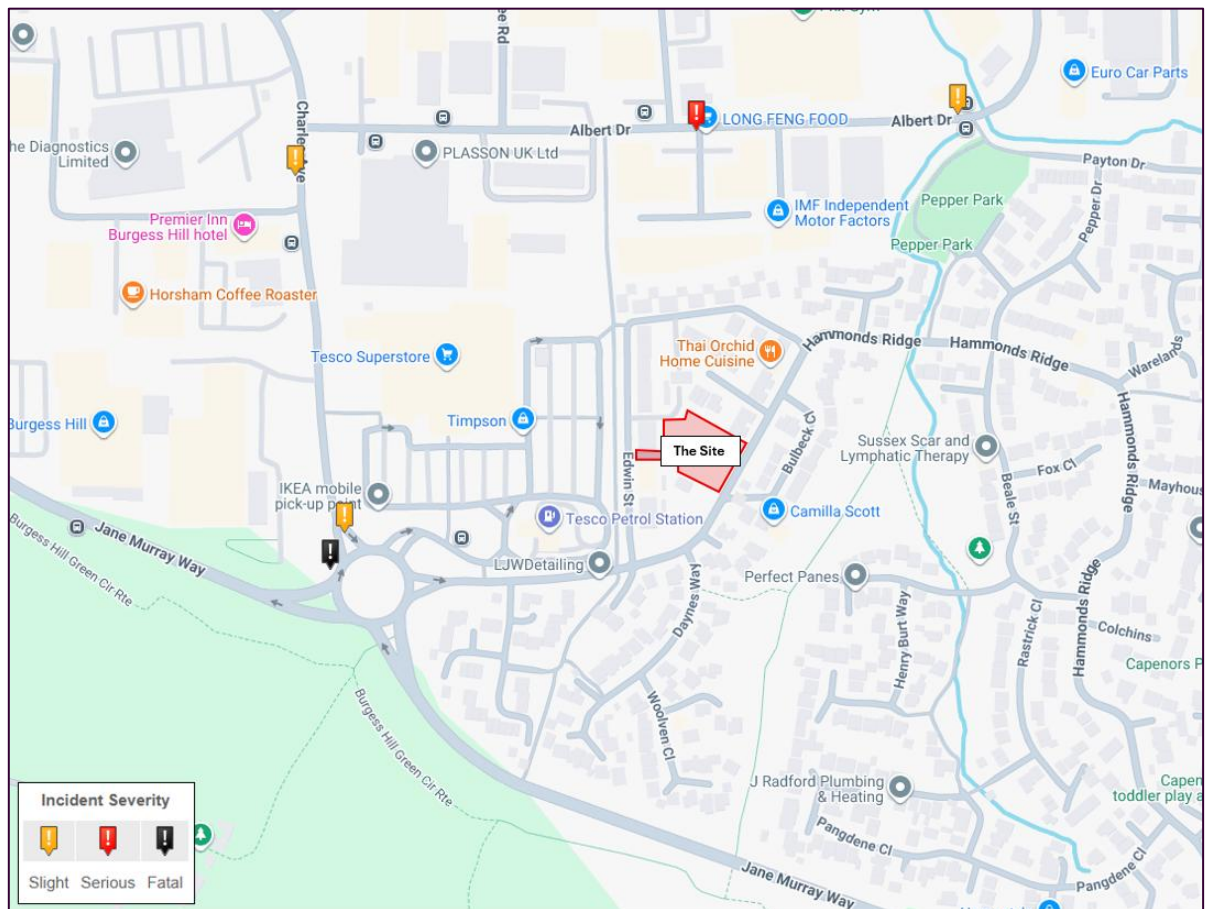
2.4 Personal Injury Collision Data

2.4.1 A review of personal injury collision (PIC) data has been undertaken using CrashMap, to assess the current safety conditions of the local transport network within the vicinity of the site. The latest available five-year period (2020-2024), with the study area provided in **Image 2.1**.

2.4.2 Collisions are classified into three separate categories based on severity: slight, serious, and fatal, the definitions of which are as follows:

- Slight: Injuries of a minor nature, such as sprains, bruises, or cuts not judged to be severe, or slight shock requiring only roadside attention (medical treatment is not a prerequisite for an injury to be defined as 'slight');
- Serious: Injuries for which a person is detained in hospital, as in in-patient, or any of the following injuries, whether or not a person is detained in hospital: fractures, concussion, internal injuries, severe cuts and lacerations, severe general shock requiring medical treatment and injuries which result in death 30 days after the collision. The 'serious' category, therefore, covers a very broad range of injuries; and
- Fatal: Injuries which cause death either immediately or up to 30 days after the collision.

Image 2.1: Personal Injury Collision Review (2020-2024)



- 2.4.3 The PIC review demonstrates that no collisions have occurred within the immediate vicinity of the site in the last five years. A fatal collision was recorded at the Jane Murray Way / Hammonds Ridge / Charles Avenue roundabout junction to the west of the site. Further information for this collision is provided below.
- 2.4.4 On Thursday March 2nd 2023 at 11:52 a car was in the act of turning right, before colliding with another vehicle (believed to be a moped / scooter). This resulted in serious injuries to driver of the car and fatal injuries to the passenger of the moped / scooter.
- 2.4.5 This collision appears to be an isolated incident that is attributed to human error, and not due to deficiencies in the local transport network.
- 2.4.6 The PIC review identifies that there are no existing safety issues on the local transport network, and the existing conditions would not be exacerbated as a result of the development proposal.

3 Development Proposal

3.1 Overview

- 3.1.1 The development proposal comprises nine residential dwellings (land use class C3) with access achieved via Edwin Street. The accommodation schedule comprises six three-bed and three four-bed dwellings.
- 3.1.2 The site layout is illustrated in **Image 3.1**, and included in full as **Appendix A**.

Image 3.1: Site Layout



3.2 Access Arrangements

- 3.2.1 Access to the site is achieved via a simple priority junction with Edwin Street. This access was designed and constructed as part of the wider housing development (planning ref. DM/17/0205), which identified the site as providing a future community use.
- 3.2.2 Although this parcel of the previous development was not subject to a detailed planning application, the internal street network (including the access for the community use) was previously agreed with WSCC. This access is therefore appropriate to serve this development proposal for nine residential dwellings.

3.3 Parking Provision

Car Parking

- 3.3.1 Parking will be provided in accordance with WSCC's Guidance on Parking at New Developments (September 2020), which sets out the expected parking demand per dwellings based on parking behaviour zones (PBZ). The site falls within PBZ4 and the residential parking demands for residential development is provided in **Table 3.1**.

No. of Bedrooms	Number of Habitable Rooms	PBZ1	PBZ2	PBZ3	PBZ4
1	1 to 3	1.5	1.4	0.9	0.9
2	4	1.7	1.7	1.3	1.1
3	5 to 6	2.2	2.1	1.8	1.7
4+	7+	2.7	2.7	2.5	2.2

3.3.2 The development proposal for nine (six three-bed and three four-bed) residential dwellings would require 18 car parking spaces.

3.3.3 WSCC'S guidance also states that to accommodate potential variations in parking demand, consideration may be given to varying the expected parking demand by 10% above or below. The provision of 21 car parking spaces for the development proposal is appropriate and strikes a balance between promoting sustainable travel whilst not resulting in parking overspill impacting local surrounding roads.

3.3.4 iTransport drawing **ITB220005-GA-003** illustrates cars accessing and egressing the proposed car parking bays.

3.3.5 Electric vehicle (EV) charging provision will be provided in accordance with the Building Regulations 2010 – Infrastructure for the charging of electric vehicles – Approved Document S – 2021 Edition, meaning each dwelling will be equipped with an active EV charging point.

Cycle Parking

3.3.6 WSCC's guidance also provides the minimum levels of cycle parking provision for residential development, which is set out in **Table 3.2**.

Type	Dwelling Size	Cycle Provision (per unit)
Houses	Up to 4 rooms (1 & 2-bed)	1 space
Houses	5+ rooms (3+bed)	2 spaces
Houses	Multiple Occupation	1 space
Flats	Up to 3 rooms (1 & 2-bed)	0.5 space
Flats	4+ rooms (3+bed)	1 space

3.3.7 The construction of nine dwellings (between three and four-beds) would require a minimum cycle parking provision of two per unit, equating to 18 cycle spaces.

3.4 Delivery, Servicing, and Emergency Access

3.4.1 The refuse strategy will adhere to the guidance set out in MSDC's Waste Storage and Collection Guidance for new Development (2015), with the overarching principles set out below:

- ***“New developments and their access roads should be designed to accommodate these vehicles and allow them to collect containers directly from the kerbside. Plans should include proposed routes of collection vehicles (swept path analysis) around the site, including access to proposed collection points;***
- ***Access to developments, wherever possible, should enable collection vehicles to continue in a forward gear and minimise reversing manoeuvres. Reversing of waste collection vehicles is a dangerous operation and requires the use of reversing assistants to support the driver. Injuries to collection crews or members of the public by moving collection vehicles are invariably severe or fatal. Where reversing cannot be avoided, vehicles should not be required to reverse distances in excess of 12m (BS5906 2005). Longer distances may be considered but the routes should be straight and free from obstruction.”***

3.4.2 Regarding emergency vehicle access, the site layout has been designed to accommodate the necessary access requirements associated with a fire tender, as set out in The Building Regulation 2010 – Fire Safety (Approved Document B), notably:

- ***“Minimum operating carriageway width for fire tender – 3.7m;***
- ***Maximum distance of 45m from fire vehicle to all parts of a dwelling – it is recommended that this is measures from the back of the fire vehicle; and***
- ***Ideally, any cul-de-sac longer than 20m should have a turning facility. However, if a dead-end route exceeds 20m but all parts of the furthest part of the dwelling is within 45m from a point situated 20m from a turning facility, then this arrangement should also be acceptable.”***

3.4.3 iTransport drawings **ITB220005-GA001** and **ITB220005-GA-002** illustrate a refuse vehicle and pumping appliance accessing the site, manoeuvring, and exiting the site in a forward gear.

4 Trip Generation and Traffic Impacts

4.1 Overview

4.1.1 This section sets out the traffic parameters and approach that have been used to establish the traffic impact of the proposed development on the local highway network during the morning and evening peak hours.

4.1.2 To estimate the predicted level of vehicular trip generation arising from the development of nine dwellings, trip rates from the trip rate information computer system (TRICS) database have been obtained.

4.1.3 These trip rates have been extracted from the Transport Statement (TS) which accompanied planning ref. DM/17/0205. The trip rates have therefore been previously agreed with WSCC and are geographically relevant to the development proposal.

4.1.4 The trip rates are based on the following parameters:

- Land Use - Residential – Houses Privately Owned (03-A);
- Size - 25 to 300 dwellings;
- Regions - England (excluding Greater London and Midlands);

- Location Type - Edge of Town and Suburban Area;
- Survey Days - Weekdays Only.

4.1.5 The vehicle trip rates have been applied to the nine residential dwellings proposed, to yield the predicted trip generation for the traditional morning (08:00-09:00) and evening (17:00-18:00). This information is provided in **Table 4.1**.

Table 4.1: Residential Vehicle Trip Rate and Generation (Nine Residential Dwellings)

	Morning Peak Hour (08:00-09:00)			Evening Peak Hour (17:00-18:00)		
	Arr	Dep	Total	Arr	Dep	Total
Vehicle Trip Rate	0.168	0.407	0.575	0.365	0.203	0.568
Vehicle Trips	2	4	6	3	2	5

4.1.6 The construction of nine residential dwellings is anticipated to generate six (two arrivals and four departures) and five (three arrivals and two departures) two-way vehicle movements in the AM and PM peak hour, respectively. This equates to a maximum of one two-way movement every 10 minutes in the peak hours. This additional traffic would be imperceptible and would have a negligible impact on the safety and operation of the local highway network.

4.1.7 Given the modest vehicle trips generated by the development proposal, no further assessment (including junction capacity assessment) is required.

5 Summary and Conclusion

5.1.1 This Transport Statement (TS) has been prepared on behalf of Cross Homes Lewes Ltd to provide transport and highways advice in respect of a planning application for the development proposal on the Land at Hammonds Ridge, Burgess Hill.

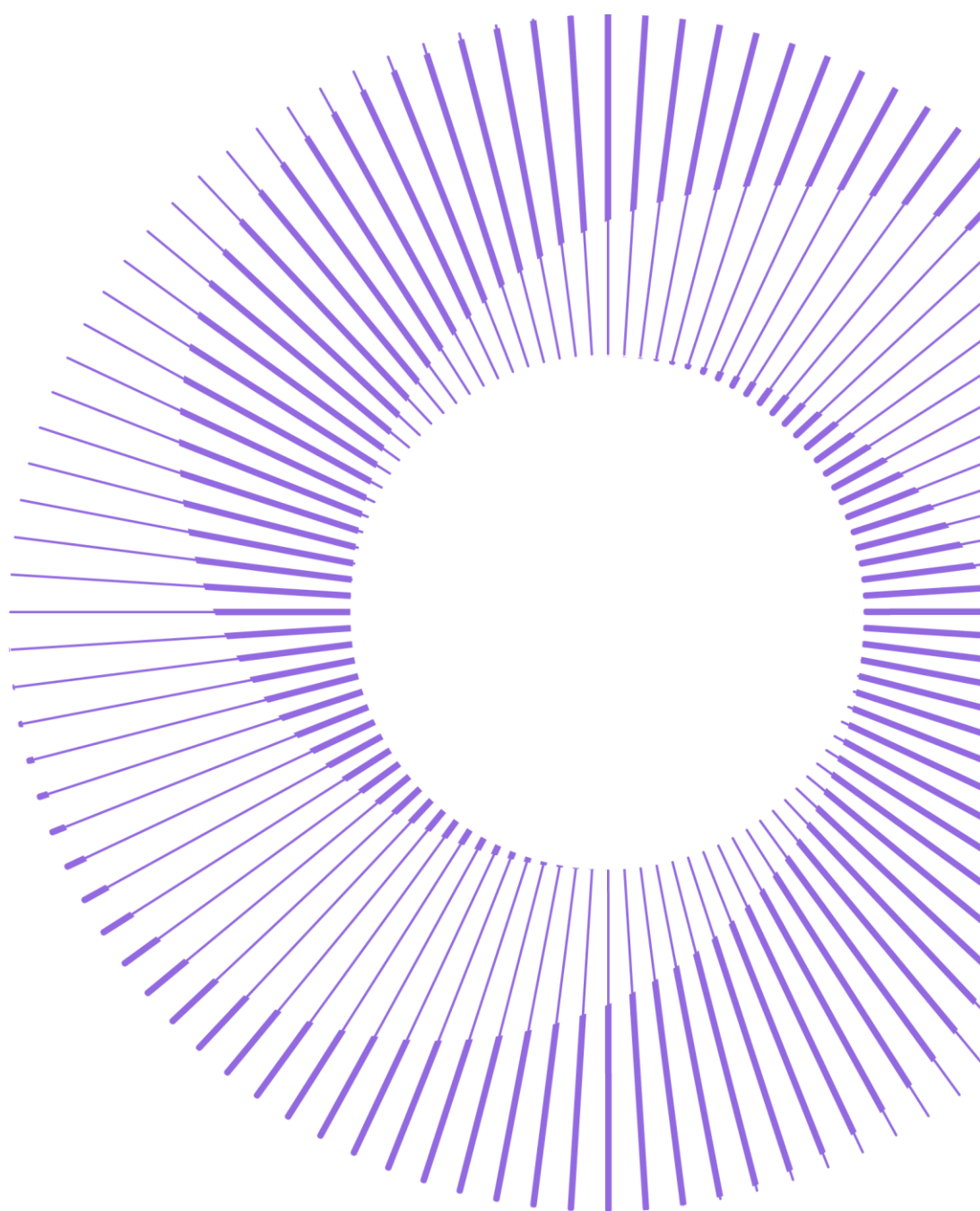
5.1.2 The development proposal comprises the construction of nine residential dwellings (land use class C3), with access achieved via Edwin Street.

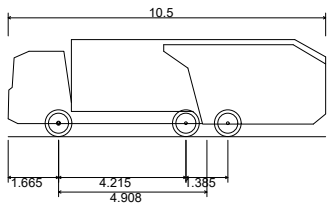
5.1.3 This TS concludes that:

- The site lies within an existing housing estate that was granted planning permission in 2017 and is therefore located in a highly sustainable location, with good accessibility to the active travel and public transport networks and the amenities and facilities which would serve the everyday needs of future site users.
- The site is well-connected to the SRN, with orbital roads enabling vehicular traffic to access major roads without needing to travel through sensitive residential areas. A review of collision data has identified no existing safety issues on the local transport network.
- The internal layout of the site and associated car and cycle parking provision have been developed in accordance with national and local guidance.

- The construction of nine residential dwellings is anticipated to generate six (two arrivals and four departures) and five (three arrivals and two departures) two-way vehicle movements in the AM and PM peak hour, respectively. This equates to a maximum of one two-way movement every 10 minutes in the peak hours. This additional traffic would be imperceptible and would have a negligible impact on the safety and operation of the local highway network.

5.1.4 This TS has therefore demonstrated that the development proposal successfully meets all of the key transport 'tests' set out in paragraph 115 of the NPPF (December 2024), with the transport and highway impacts falling well below 'severe'. Therefore, the development proposal is acceptable in transport and highways terms.





Dennis Eagle Elite 2	
Overall Length	10.500m
Overall Width	2.600m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.950m

MINIMUM VEHICLE TRACKING SPEED = 10mph

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B	16.07.25	JD	SITE LAYOUT UPDATED	JB	MK
A	01.07.25	JD	SITE LAYOUT UPDATED	JS	MK
-	28.05.25	JD	INITIAL ISSUE	JK	EP

REV	DATE	BY	DESCRIPTION	CHK	APD
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TITLE:
SWEPT PATH ANALYSIS - REFUSE VEHICLE

PROJECT:
LAND AT HAMMONDS RIDGE, BURGESS HILL

CLIENT:
CROSS HOMES LEWES LTD

DRAWING STATUS:
FOR PLANNING

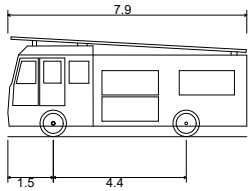
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PROJECT No:
ITB220005

DRAWING No:
ITB220005-GA-001

REV:
C



Pumping Appliance
Overall Length 7.900m
Overall Width 2.500m
Overall Body Height 3.300m
Min Body Ground Clearance 0.350m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.750m

MINIMUM VEHICLE TRACKING SPEED = 10mph

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A	01.07.25	JD	SITE LAYOUT UPDATED	JS	MK
-	28.05.25	JD	INITIAL ISSUE	JK	EP

REV	DATE	BY	DESCRIPTION	CHK	APD
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TITLE:
SWEEP PATH ANALYSIS - FIRE APPLIANCE

PROJECT:
LAND AT HAMMONDS RIDGE, BURGESS HILL

CLIENT:
CROSS HOMES LEWES LTD

DRAWING STATUS:
FOR PLANNING

DESIGN STAGE:
PRELIMINARY

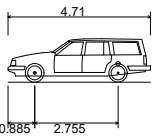
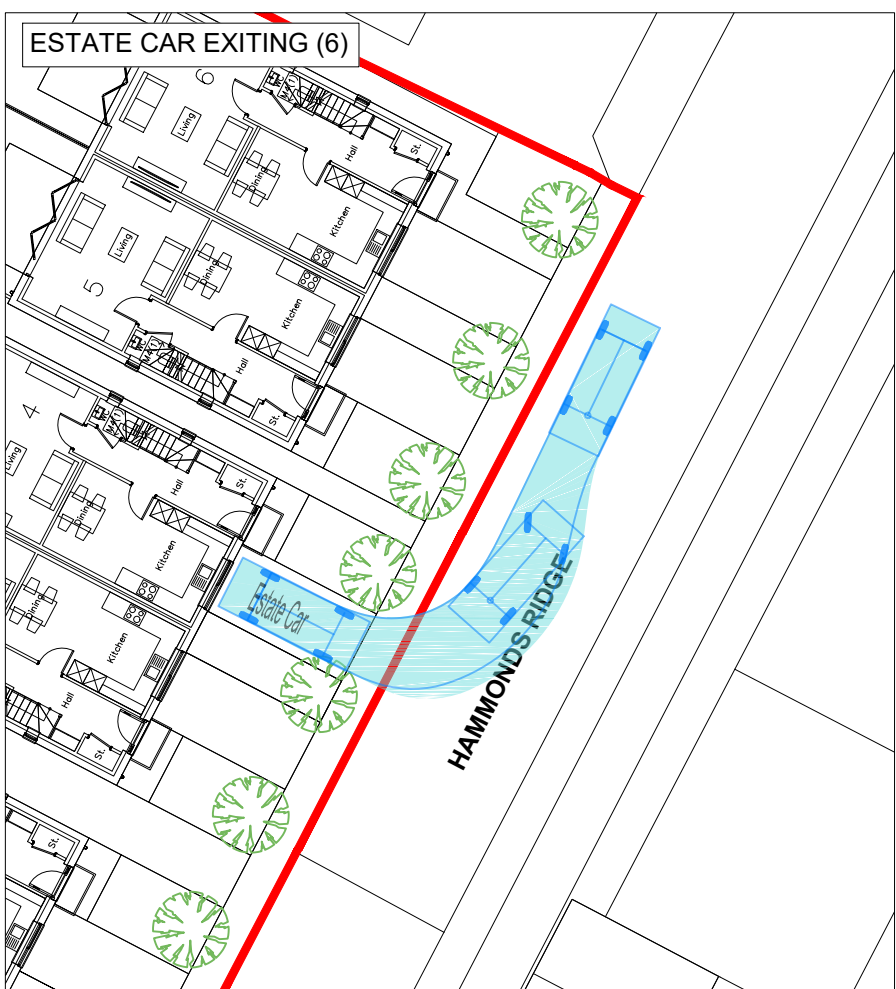
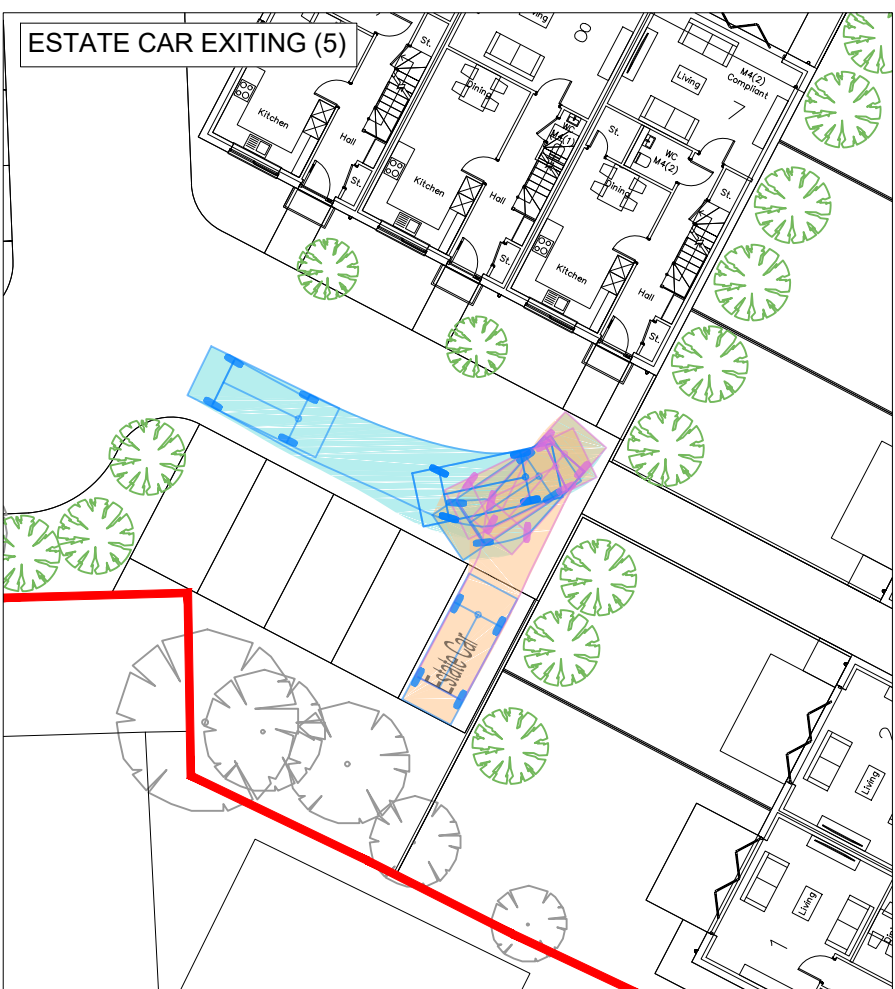
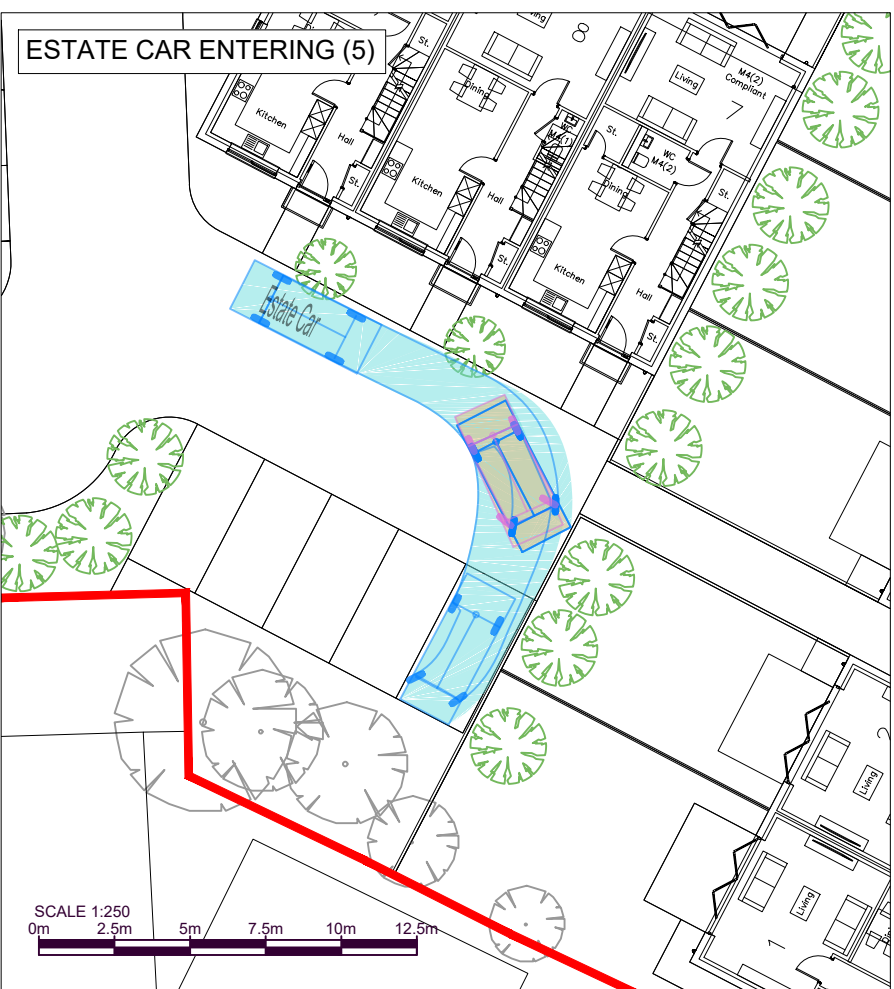
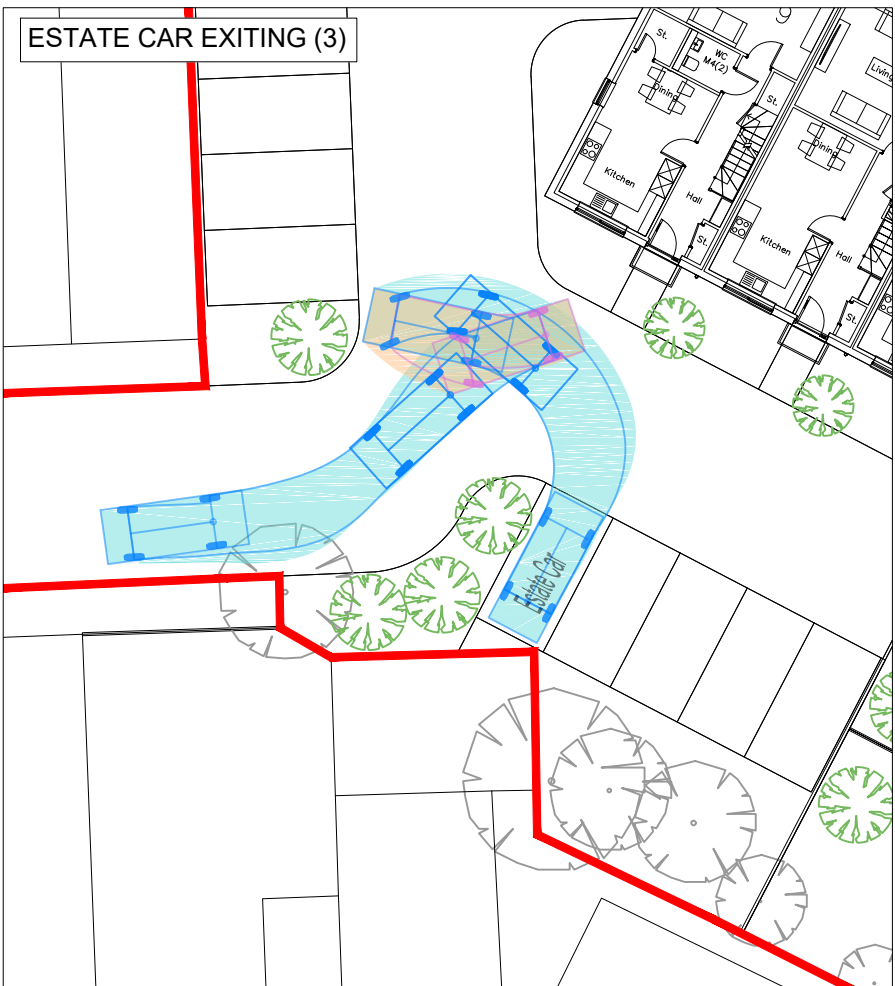
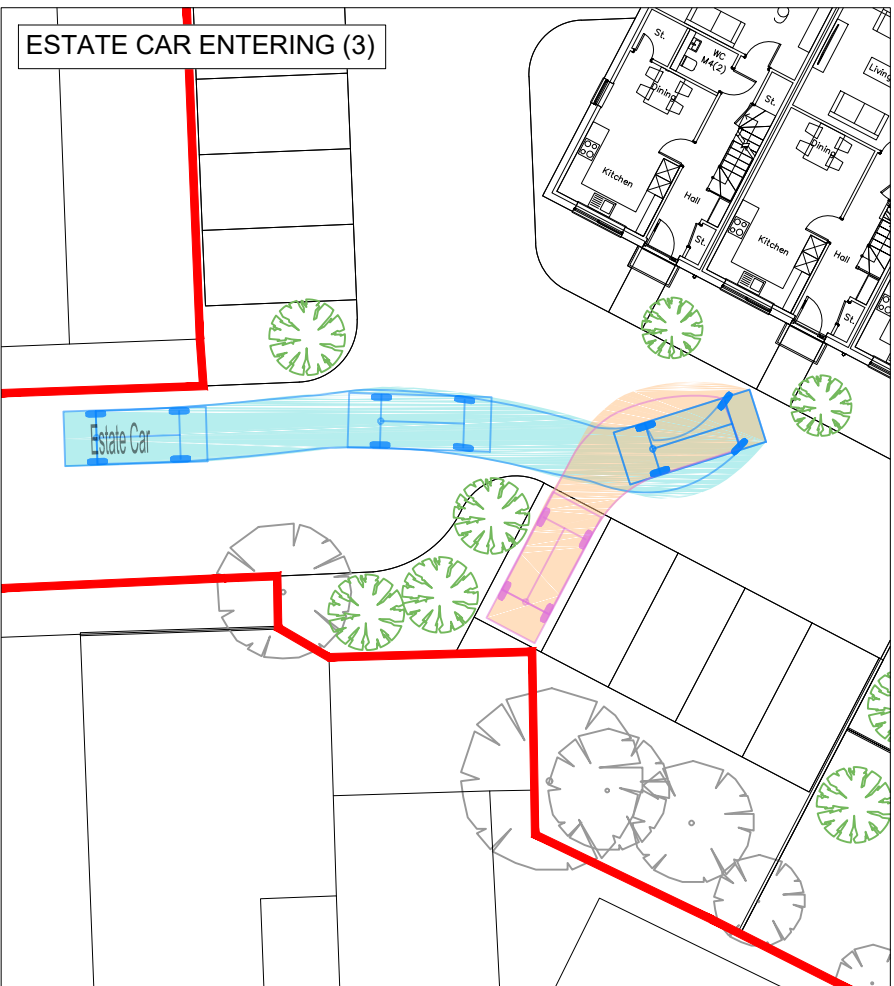
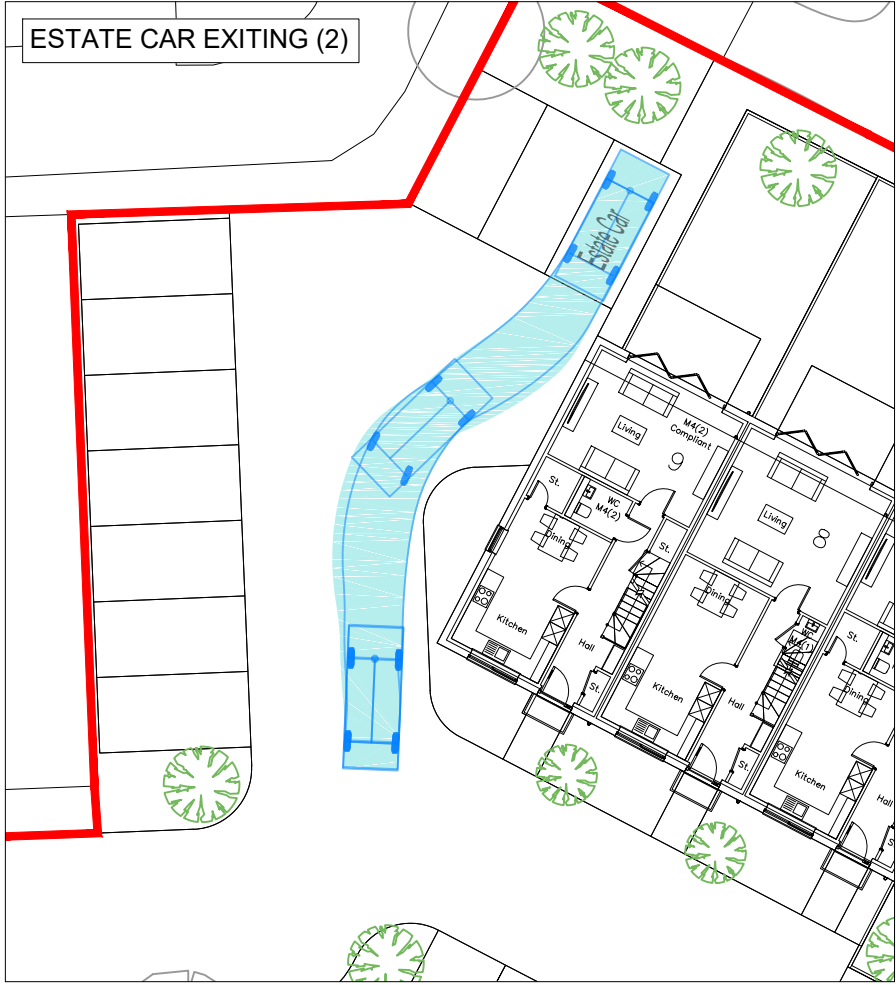
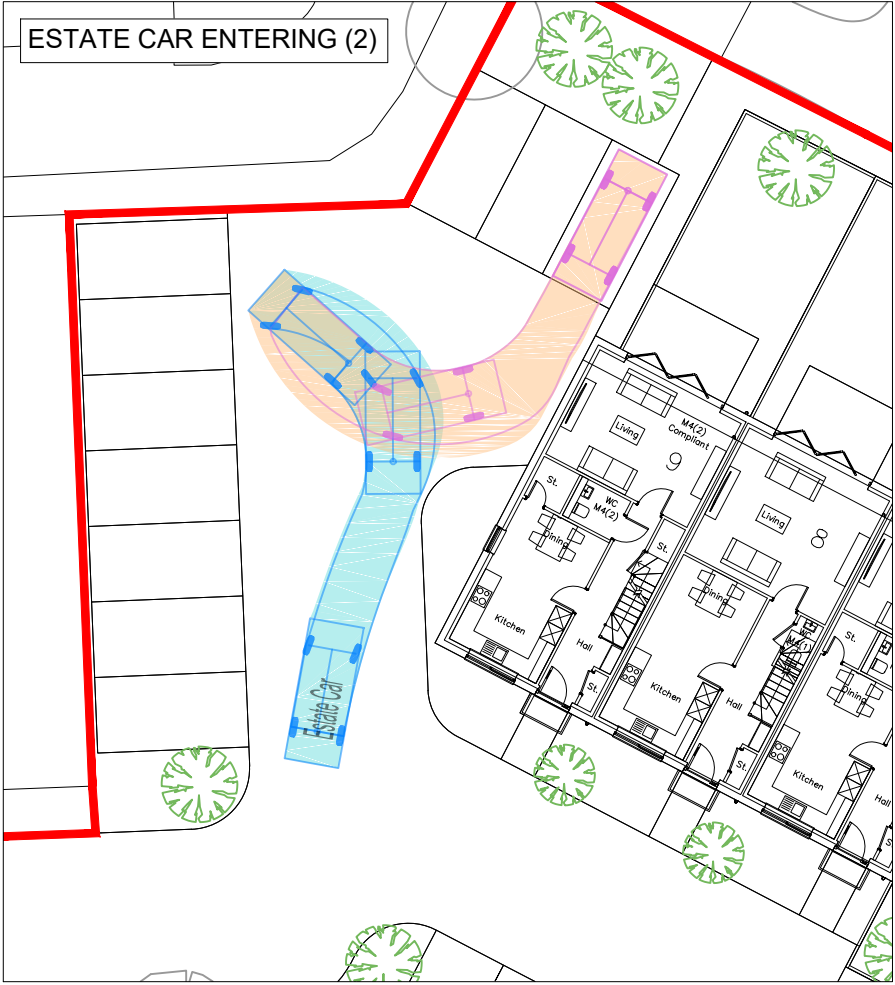
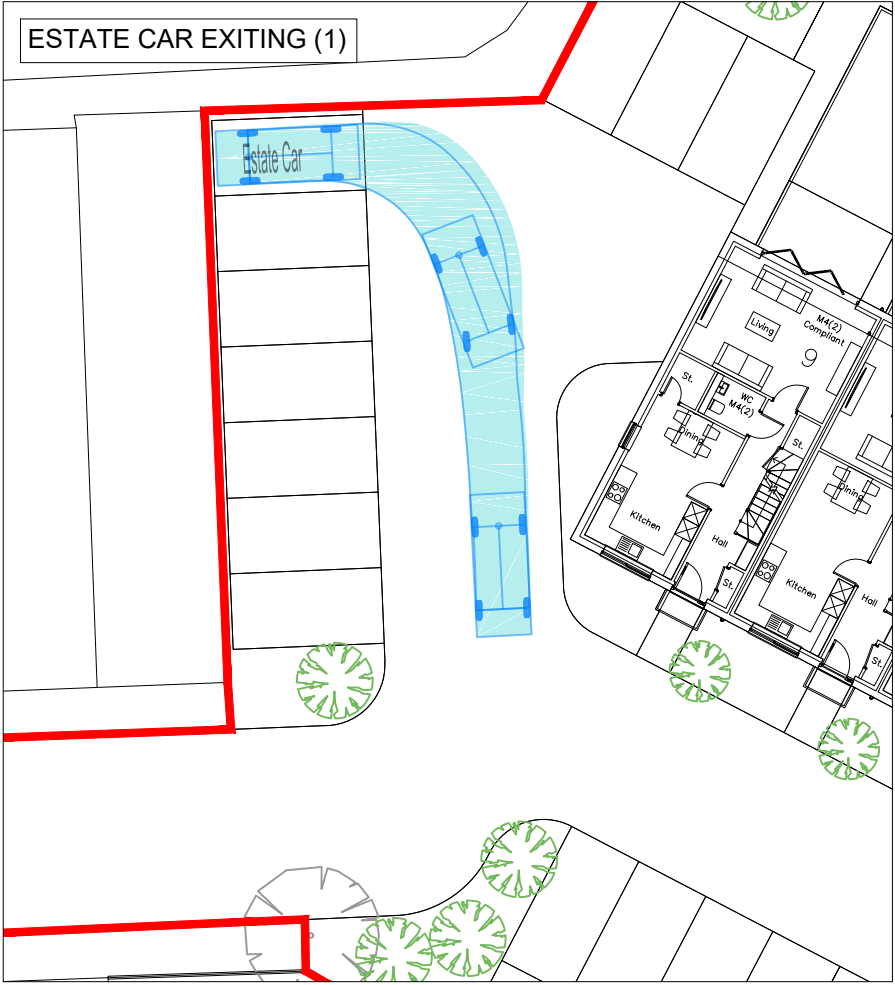
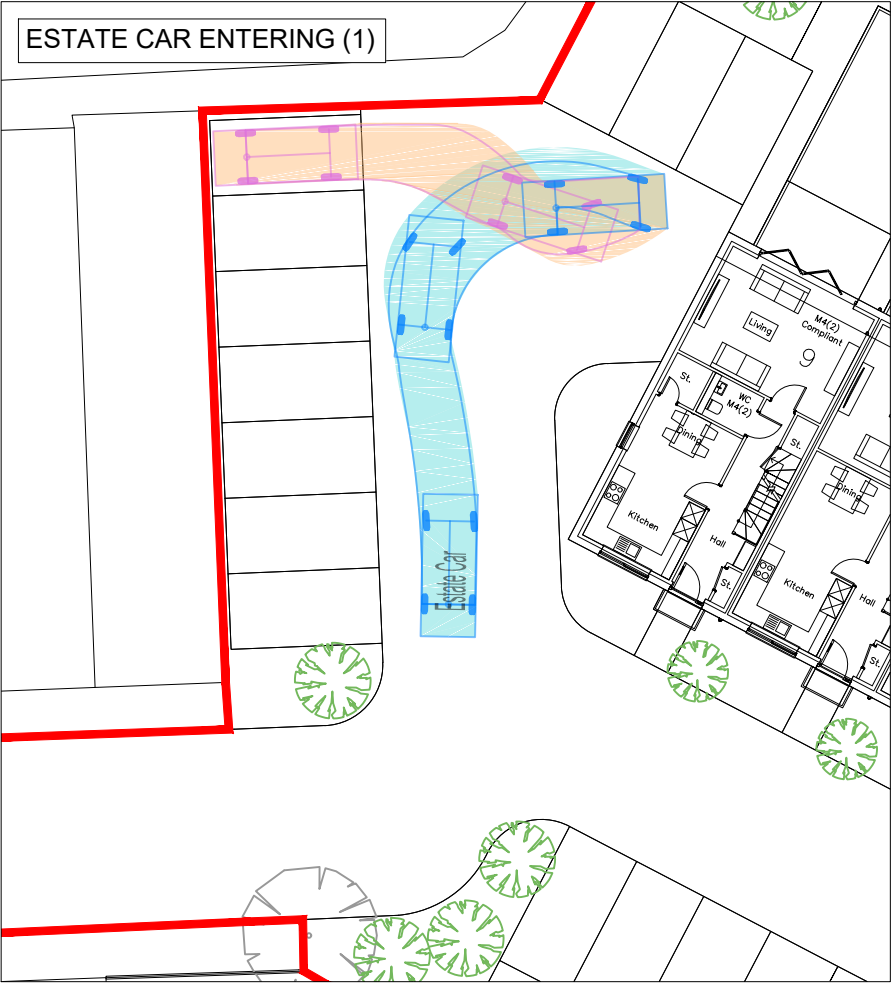
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PROJECT No:
ITB220005

DRAWING No:
ITB220005-GA-002

REV:
C

SCALE 1:250
0m 2.5m 5m 7.5m 10m 12.5m



Estate Car
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.950m

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REV	DATE	BY	DESCRIPTION	CHK	APD
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TITLE:

SWEPT PATH ANALYSIS - ESTATE CAR

PROJECT:
LAND AT HAMMONDS RIDGE, BURGESS HILL

CLIENT:
CROSS HOMES LEWES LTD

DRAWING STATUS:
FOR PLANNING

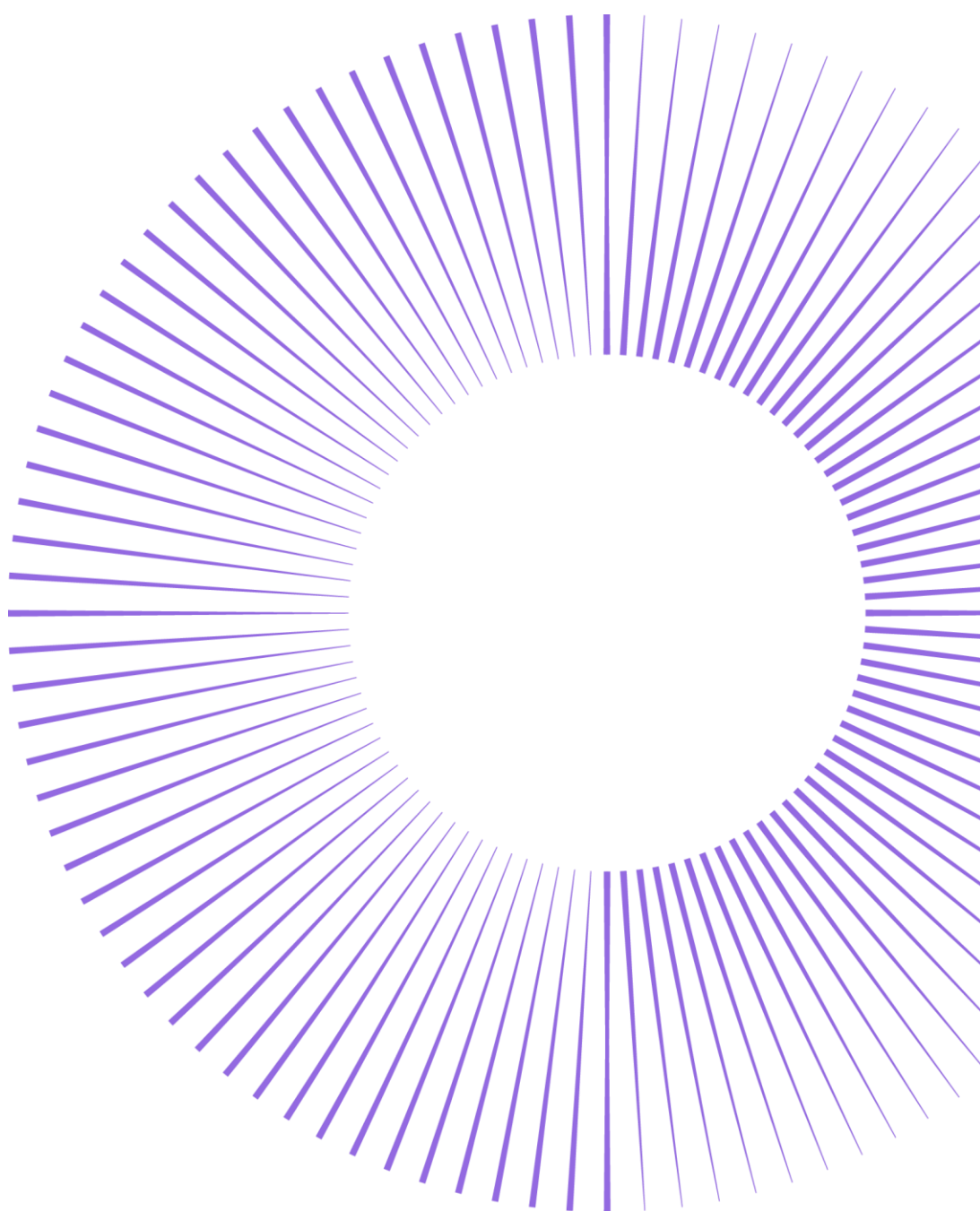
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ITB220005

DRAWING No:
ITB220005-GA-003

REV:
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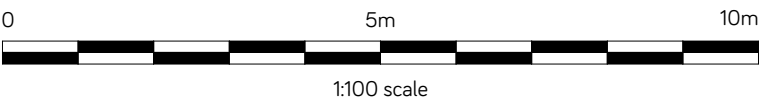


APPENDIX A. SITE LAYOUT

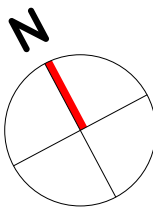


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Rev	Description	Issued By	Issue Date



21 parking spaces

9no. EV chargers

HAMMONDS RIDGE



Delta House 16 Bridge Rd
Haywards Heath RH16 1AU
Tel 01444 717950
office@datum-architects.co.uk

Client

CROSS HOMES (LEWES) LTD

Project

HAMMONDS RIDGE, BURGESS HILL,
RH15 9HT

Drawing Title

PROPOSED SITE PLAN

Drawing Scale(s)

1:100 @ A1

Status

PLANNING

Drawing Number

PROJECT - STAGE - DRAWING - REVISION

DA2603-P-04