



TRANSPORT TECHNICAL NOTE

To: **National Highways**
From: **Iceni Projects Ltd**
Date: **June 2026**
Title: **Reeds Lane, Sayers Common**

a. Introduction

1. Iceni Projects Ltd (IPL) has been instructed by Reside Developments to provide transportation advice regarding their development proposals at Reeds Lane, Sayers Common (the Site). A planning application was submitted to West Sussex County Council (WSCC) in December 2025 (ref: **DM/25/3067**) for the following:

Erection of 80 new residential dwellings (Use Class C3), including affordable housing units, vehicular, pedestrian and cycle access (including new footpath links to the east and west of the site along Reeds Lane), landscaping and open space, parking, sustainable drainage and other related works.

2. Following the submission of this application WSCC Highways and National Highways (NH) have provided consultee comments to which IPL responded. The IPL response to the initial set of consultee comments is provided at **Appendix A1**.
3. Since, a second set of consultee comments was issued by NH on 18th May 2026, which is provided at **Appendix A2**.
4. This Technical Note (TN) has therefore been prepared to respond to the matters raised within the second set of NH comments.
5. Extracts from the responses provided by NH are provided in blue *italics*, followed by Iceni Projects' comments in normal text.
6. The TN should be read in conjunction with the following Appendices:
 - **Appendix A1** – IPL response to first set of consultee comments
 - **Appendix A2** – Second set of NH Comments
 - **Appendix A3** – Flow Diagrams and Raw Census Data
 - **Appendix A4** – Raw Collision Data

Response to comments

Policy Requirements

We therefore request that the applicant should revise the Transport Assessment to include a site-specific vision prepared in accordance with the requirements of DfT Circular 01/2022 and explain how that vision will be delivered. Any proposed modal shift should be clearly linked to the site's Transport Vision.

7. We do not deem it necessary for our Site, being 80 units, to provide a site-specific vision. When applying a 10% reduction in total vehicle trips as per a likely vision scenario, this would equate to a total of 4 trips in the AM peak and 4 trips in the PM peak. When distributed onto the local highway network, these trips would have a negligible impact on the operation of SRN junctions and therefore it has been determined that provision of a site-specific vision is unnecessary. It is not that IPL don't agree with the Vision approach, on the contrary it is fully embraced. It is merely the difference in the level of trips between the scenarios would be no different from daily fluctuations in the network. It is hoped that NH would accept the difference in 4 trips each peak is inconsequential.

Trip Assignment and Distribution

We request that the applicant provides updated trip distribution and assignment which clearly shows assignment of traffic routed towards the SRN and updated Census Data to show percentages routing to each SRN junction.

8. An updated trip assignment and distribution assessment has been undertaken to incorporate alternative routing choices and include all destination Middle Super Output Areas (MSOAs).
9. A summary of the distribution through the SRN junctions and the corresponding number of trips is shown in **Table 1**.

Table 1 – Distribution

Junction	Distribution	AM	PM
		Two-Way Trips	Two-Way Trips
A2300 / Hickstead Lane / A23	50%	21	21
Mill Lane / B2118 / A23	50%	21	21
Brighton Road / A23	26%	11	11

*Subject to rounding

10. **Table 1** demonstrates that the development proposals have the potential to generate an additional 21 two-way trips through the A2300 / Hickstead Lane / A23 and Mill Lane / B2118 / A23 junctions in the AM peak and PM peaks respectively. At the Brighton Road / A23 junction, the development proposals have the potential to generate 11 two-way trips in both the AM and PM peak.
11. Flow diagrams showing the distribution and assignment of trips along with the raw census data are provided at **Appendix A3**. It is worth noting all impacts remain below 30 vehicles which is the normal threshold applied by NH before further consideration of the junction is required.

Assessment Scenarios

Any required assessment of the SRN needs to be undertaken in accordance with Circular 01/2022, including a validated and calibrated base year model.

12. No assessment of the SRN has been undertaken as part of this application as it is not deemed necessary given the minimal/inconsequential number of movements reaching the SRN. See comment above.

Traffic Growth and Committed Development

Should it emerge that assessment of the SRN is required, there will be a need to review the committed developments considering the requirements of DfT Circular 01/2022. There would also be a need to agree the committed developments with the LPA and to then provide this information to National Highways for review, with evidence of the LPA's acceptance.

13. No assessment of the SRN has been undertaken as part of this application as it is not deemed necessary given the minimal/inconsequential number of movements reaching the SRN. See comment above.

Collision Analysis

we recommend that the applicant provides an assessment of the existing conditions, including STATS- 19 collision data with detailed analysis of trends and contributory factors for the latest five complete years for which accident data is available.

14. STATS-19 collision data has been obtained for the most recently available period (2021-2025) and collisions have been analysed at the following junctions, with the raw data provided at **Appendix A4**.

- A2300 / Hickstead Lane / A23
- Mill Lane / B2118 / A23
- Brighton Road / A23

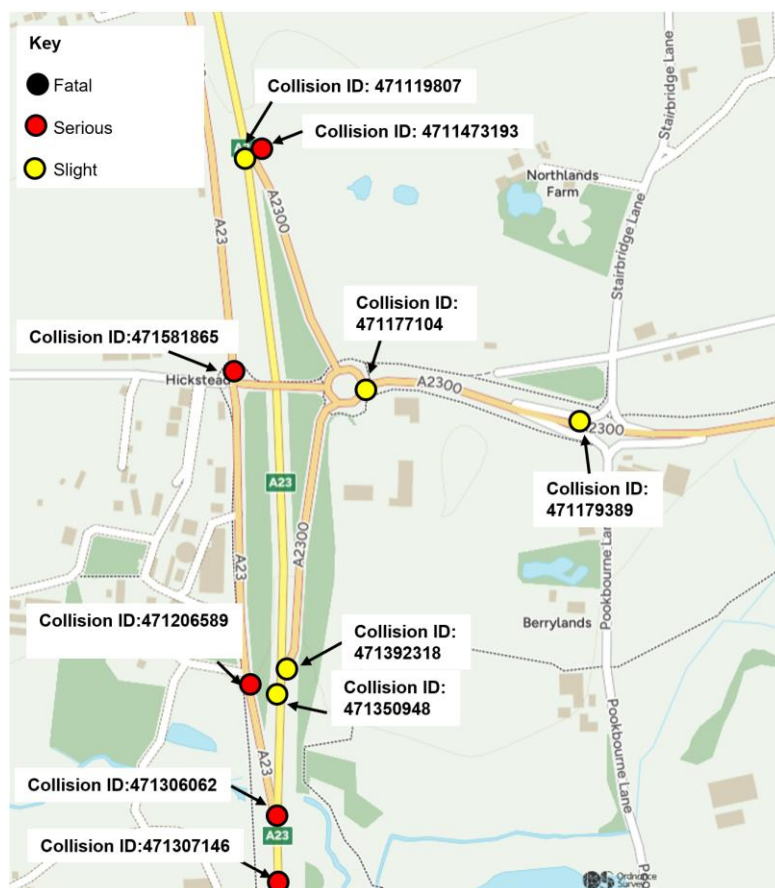
15. The collision analyses are detailed below, which show 10 incidents across 7/8 separate locations.

A2300 / Hickstead Lane / A23

16. **Collision 471119807** — On Thursday 09/12/2021 at 21:37, a slight collision occurred on a dual carriageway involving 2 vehicles and 1 casualty. It was dark with lights lit, raining with no high winds, and the road surface was wet/ damp. The casualty severity was slight.
17. **Collision 471177104** — On Saturday 14/05/2022 at 10:15, a slight collision took place at a roundabout involving 2 vehicles and 1 casualty. It was daylight, the weather was recorded as “other,” and the road was dry. The casualty severity was slight.
18. **Collision 471179389** — On Thursday 19/05/2022 at 23:57, a slight collision occurred on a dual carriageway involving 2 vehicles and 1 casualty. It was dark with no lighting, the weather was fine with no high winds, and the road was dry. The casualty severity was slight.
19. **Collision 471206589** — On Sunday 07/08/2022 at 05:00, a serious collision occurred on a slip road involving 1 vehicle and 1 casualty. It was dark with no lighting, the weather was fine with no high winds, and the road was dry. The casualty severity was less serious.
20. **Collision 471350948** — On Saturday 09/09/2023 at 10:05, a slight collision occurred on a dual carriageway involving 2 vehicles and 1 casualty. It was daylight, the weather was fine with no high winds, and the road was dry. The casualty severity was slight.

21. **Collision 471392318** — On Wednesday 27/12/2023 at 00:40, a slight collision occurred on a dual carriageway involving 1 vehicle and 1 casualty. It was dark with no lighting, raining with no high winds, and the road surface was wet or damp. The casualty severity was slight.
22. **Collision 471306062** — On Monday 08/05/2023 at 23:12, a serious collision occurred on a dual carriageway involving 1 vehicle and 1 casualty. It was dark with lights lit, raining with no high winds, and the road surface was wet or damp. The casualty severity was very serious.
23. **Collision 471307146** — On Friday 12/05/2023 at 10:20, a serious collision occurred on a dual carriageway involving 4 vehicles and 1 casualty. It was daylight, the weather was fine with no high winds, and the road was dry. The casualty severity was less serious.
24. **Collision 471473193** — On Friday 26/07/2024 at 19:20, a serious collision occurred on a dual carriageway involving 3 vehicles and 1 casualty. It was daylight, the weather was fine with no high winds, and the road was dry. The casualty severity was less serious.
25. **Collision 471581865** — On Thursday 17/04/2025 at 17:40, a serious collision occurred on a single carriageway involving 1 vehicle and 1 casualty. It was daylight, the weather was fine with no high winds, and the road was dry. The casualty severity was less serious.
26. The above collisions are demonstrated on **Figure 1**.

Figure 1 – A2300 / Hickstead Lane / A23 Collisions Map



Mill Lane / B2118 / A23

27. **Collision 471014310** — On Wednesday 13/01/2021 at 17:03, a slight collision occurred on the on-slip involving 2 vehicles and 1 casualty. It was dark with lights lit, raining with no high winds, and the road surface was wet or damp. The casualty severity was slight.

28. **Collision 471164581** — On Monday 04/04/2022 at 23:47, a serious collision occurred on the off-slip involving 2 vehicles and 1 casualty. It was dark with lights lit, the weather was fine with no high winds, and the road was dry. The casualty severity was very serious.
29. **Collision 471331064** — On Wednesday 19/07/2023 at 12:25, a slight collision occurred on the on-slip involving 4 vehicles and 2 casualties. It was daylight, the weather was fine with no high winds, and the road was dry. The casualty severity was slight.
30. The location of the above collisions is demonstrated on **Figure 2**. Which show all 2 collisions on the on-slip and one on the off-slip.

Figure 2 - Mill Lane / B2118 / A23 Collision Map

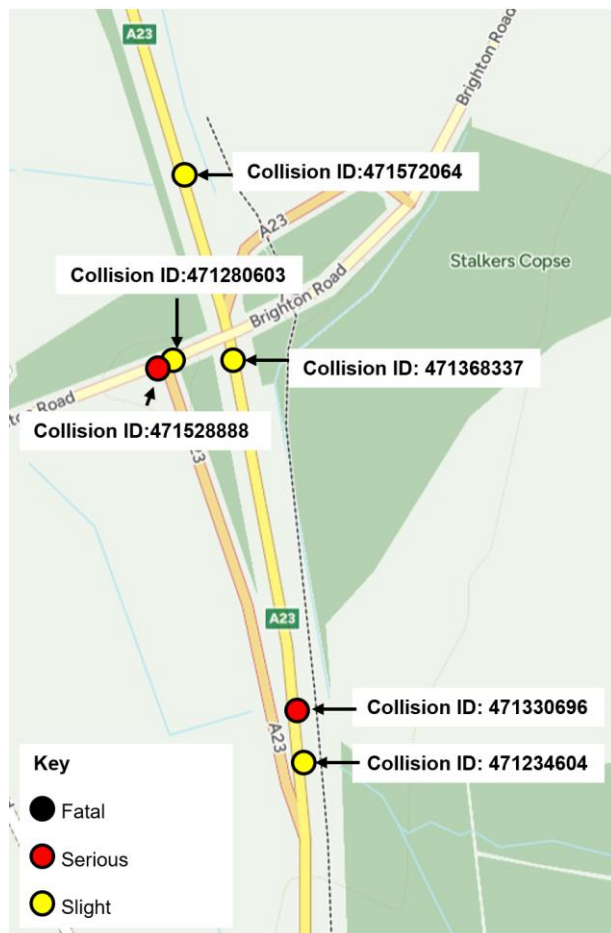


Brighton Road / A23

31. **Collision 471234604** — On Tuesday 25/10/2022 at 13:47, a slight collision occurred on a dual carriageway involving 1 vehicle and 2 casualties. It was daylight, the weather was fine with no high winds, and the road was dry. The casualty severity was slight.
32. **Collision 471280603** — On Saturday 25/02/2023 at 12:35, a serious collision occurred on a slip road involving 2 vehicles and 2 casualties. It was daylight, the weather was fine with no high winds, and the road was dry. The casualty severity was less serious.

33. **Collision 471330696** — On Tuesday 27/06/2023 at 12:46, a serious collision occurred on a dual carriageway involving 2 vehicles and 1 casualty. It was daylight, the weather was fine with no high winds, and the road was dry. The casualty severity was less serious.
34. **Collision 471368337** — On Wednesday 25/10/2023 at 01:50, a slight collision occurred on a dual carriageway involving 1 vehicle and 1 casualty. It was dark with no lighting, raining with high winds, and the road surface was wet or damp. The casualty severity was slight.
35. **Collision 471528888** — On Wednesday 11/12/2024 at 17:52, a slight collision occurred on a slip road involving 2 vehicles and 2 casualties. It was dark with no lighting, the weather was fine with no high winds, and the road surface was wet or damp. The casualty severity was slight.
36. **Collision 471572064** — On Tuesday 01/04/2025 at 08:46, a slight collision occurred on a dual carriageway involving 2 vehicles and 1 casualty. It was daylight, the weather was fine with no high winds, and the road was dry. The casualty severity was slight.
37. The location of the above collisions is demonstrated on **Figure 3**. This shows 6 incidents across 4 locations.

Figure 3 - Brighton Road / A23



38. Analysis of the collisions detailed above demonstrates that the collisions occurred predominantly due to driver error as appose to a defect with the highway layout. The additional traffic generated by the development proposals is therefore unlikely to contribute to further collisions at the identified junctions.

Travel Plan

Given the above, we request that the forthcoming Travel Plan needs to accord to the principle of Circular 01/2022 policies; including a linkage to a development vision. Firm financial commitment should be made in the TP with regards to funding for a range of measures (including infrastructure, incentive and information-based measures) proposed in the short, medium and long-term.

39. See paragraph 7 of this Note. In addition, the site is contributing its fair proportion towards the identified works within the Infrastructure Delivery Plan together with other sustainable measures identified by officers/Berkeley homes. The details of this are currently under discussion. These measures include pedestrian and cycle enhancements together with improved bus accessibility and new bus services (short, medium and long term) provision.

b. Conclusion

40. This Transport Note has been prepared to respond to the matters raised within the second National Highways consultation response. The responses concluded with the following recommendations.

- We therefore request that the applicant should revise the Transport Assessment to include a site-specific vision prepared in accordance with the requirements of DfT Circular 01/2022 and explain how that vision will be delivered. Any proposed modal shift should be clearly linked to the site's Transport Vision.
- Detailed in Paragraph 7 of this note.
- We request that the applicant provides updated trip distribution and assignment which clearly shows assignment of traffic routed towards the SRN and updated Census Data to show percentages routing to each SRN junction.
- Detailed in Paragraphs 8-11 of this note.
- Any required assessment of the SRN needs to be undertaken in accordance with Circular 01/2022, including a validated and calibrated base year model.
- Detailed in Paragraph 12 of this note.
- Should it emerge that assessment of the SRN is required, there will be a need to review the committed developments considering the requirements of DfT Circular 01/2022. There would also be a need to agree the committed developments with the LPA and to then provide this information to National Highways for review, with evidence of the LPA's acceptance.
- Detailed in Paragraph 13 of this note.
- we recommend that the applicant provides an assessment of the existing conditions, including STATS- 19 collision data with detailed analysis of trends and contributory factors for the latest five complete years for which accident data is available.
- Detailed in Paragraphs 14-38 of this note.
- Given the above, we request that the forthcoming Travel Plan needs to accord to the principle of Circular 01/2022 policies; including a linkage to a development vision. Firm financial commitment should be made in the TP with regards to funding for a range of measures (including infrastructure, incentive and information-based measures) proposed in the short, medium and long-term.
- Detailed in Paragraph 39 of this note.

41. In summary, it is considered that the points raised have been fully addressed as there is no longer any transport related reasons why National Highways cannot recommend the application be approved subject to the Local Planning Authority agreeing fair and proportionate contributions towards the wider sustainable measures.

APPENDIX A1 – IPL REPOSE TO FIRST SET OF CONSULTEE COMMENTS



TRANSPORT TECHNICAL NOTE

To: **West Sussex County Council / National Highways**
From: **Iceni Projects Ltd**
Date: **April 2026**
Title: **Reeds Lane, Sayers Common**

a. Introduction

1. Iceni Projects Ltd (IPL) has been instructed by Reside Developments to provide transportation advice regarding their development proposals at Reeds Lane, Sayers Common (the Site). A planning application was submitted to West Sussex County Council (WSSC) in December 2025 (ref: **DM/25/3067**) for the following:

Erection of 80 new residential dwellings (Use Class C3), including affordable housing units, vehicular, pedestrian and cycle access (including new footpath links to the east and west of the site along Reeds Lane), landscaping and open space, parking, sustainable drainage and other related works.

2. Following the submission of this application WSSC Highways and National Highways (NH) have provided consultee comments; the full responses are provided at **Appendix A1**.
3. This Technical Note (TN) has therefore been prepared to respond to the matters raised.
4. Extracts from the responses provided by WSSC highways and NH are provided in blue *italics*, followed by Iceni Projects' comments in normal text.
5. The TN should be read in conjunction with the following Appendices:
 - **Appendix A1** – WSSC & NH Consultation response
 - **Appendix A2** – Site Layout Plan
 - **Appendix A3** – Flow Diagrams and Raw Census Data
 - **Appendix A4** – Suite of Technical Drawings
6. It is noted that both WSSC and NH provided comments on the Travel Plan Statement; these comments have been addressed within an updated version of the TPS which has been submitted alongside this TN.

Response to comments

Proportionate Contributions to Highways Infrastructure

Proportionate contributions to the site wide infrastructure - Set out how the site will provide proportionate contributions to sustainable/active transport infrastructure to ensure the development is acceptable in planning terms, in lieu of TAD. Agreement should be reached between developer, WSCC and MSDC.

Bus – commitment to RTPI at Sayers Common School bus stops, applicant could also explore providing improved bus shelter at southbound stop and basic cycle parking facilities.

7. WSCC requested that proportionate contributions be made to sustainable/active travel infrastructure, namely:
 - The provision of tactile paving to the existing dropped kerbs located at Oakhurst and Berrylands Farm side road crossings;
 - Improvements to pedestrian facilities at the residential access points to Ronudhay, Potters, Ashfields and Bennachie off the B2118;
 - Improvements to pedestrian access to little park (recreation ground / pétanque / boules pitch);
 - Introduction of Realtime (RTPI) boards at the closest bus stops located on B2118 London Road;
 - Basic cycle parking facilities at these bus stops; and
 - Contribution towards upgraded cycle parking at Hassocks Station.
8. It is noted that the LHA states some of the above contributions are an allocation wide requirement and that current application DM/25/1434 (DPSC4 – Land Rear of Chesapeake) includes proposals to contribute toward a number of the above improvements. Whilst the pragmatic approach is to treat the scheme as a standalone planning application which would deliver standalone elements of the wider package as they fairly relate to the application site, it is acknowledged that the scheme features as part of the wider Sayers Common allocation in the emerging Local Plan, and as such, we acknowledge the requirements set out in the Plan's vision for Sayers Common that all 5 allocations (DPSC3 – DPSC7) must work together to create a comprehensive extension to the existing village.
9. The emerging Mid Sussex District Plan details a "Vision and Objectives for Growth at Sayers Common" which states that *"These sites (the draft allocations) accord with the Plan Strategy to seek Opportunities for extensions to improve sustainability of existing settlements. To achieve Plan Strategy objective, it will be crucial that these developments are considered collectively rather than individually, integrating with the existing settlement of Sayers Common, and promoting opportunities for enhanced connectivity between the sites themselves and the existing community so that the entire settlement can take advantage from the services and facilities being provided in proximity"*. Therefore, further contributions will also be provided towards wider infrastructure, which, in combination with the proposals of the neighbouring sites within the draft allocation, will create overall improvements in Sayers Common for active travel opportunities and safe journeys to key amenities.
10. In light of the above, applicant is therefore prepared to contribute fully towards improvements that will mitigate the impact of the development as well as those that will link in with improvements offered as part of the other schemes included in the draft allocation, which are as follows:
 - The provision of tactile paving to the existing dropped kerbs located at Oakhurst and Berrylands Farm side road crossings. It is noted that the LVS Hassocks scheme (DM/26/0238)(DPSC7) proposed numerous improvements to cycle and pedestrian routes along the B2118 which will link with the proposed provision of tactile paving and dropped kerbs at Oakhurst and Berrylands Farm

side road crossing; these include widening of the existing footway on the B2118 north of their site access to the B2118 / Mill Lane roundabout to provide a 3m wide shared use pedestrian / cycle route and an uncontrolled crossing on the B2118 and a new footway / cycleway on the western section of the B2118 to tie into an existing footway adjacent to the southbound bus stop.

- Introduction of Realtime (RTPI) boards at the closest bus stops located on B2118 London Road.
 - Proposed footway on Reeds Lane including connection to PROW HSC/1A/2.
 - Proposed footway/cycleway from within site to southwest corner to provide crossing over ditch and linking to Reeds Lane and PROW ALB/3_1A/1.
11. In addition to the above, the application submission also included a Travel Plan Statement which provided the following incentives to encourage sustainable travel:
- Travel vouchers will be offered to initial occupants of the residential units, worth £100 and can be exchanged for one of the following:
 - A season ticket for the local bus service
 - A rail season ticket or network card
 - A contribution toward the purchase of a new bicycle and/or equipment
 - Bikeability training up to 4 members of the household
 - 12 months free membership to any local Car Club (including joining fee)
 - General measures to reduce car use including provision of up-to-date public transport information, details on walking and cycling routes available and suitable cycle infrastructure being provided within the Site.
12. It is noted that 4 of the 5 Sayers Common sites are subject to live planning applications (all except DPSC3 which is expected later in 2026). It is also worth noting that the provision of the new footway along Reeds Lane is also necessary for our application but also the wider allocation. The Land at Chesapeake scheme (DM/25/1434) proposes to provide a new 2m wide footway on the eastern side of their access, equipped with dropped kerbs and tactile paving, which will connect to the existing footway provision on the southern side of Reeds Lane thus further enhancing the pedestrian route to Sayers Common from the site. Furthermore, it is worth noting that a separate piece of work is being prepared by the developers of the allocated Sayers Common schemes to demonstrate how connectivity and active travel proposals have been formulated together, and this work will be submitted separately once finalised.

RSA Comments

RSA – In light of Road Safety Group comment the applicant should address auditors' recommendation regards extension of 30mph and village gateway.

13. As visibility splays are achievable in both directions in accordance with the recorded speeds, as such it is not deemed necessary to relocate the speed limit change terminal. However, should the LHA wish to relocate the speed limit terminal then the applicant would be happy to pay for the Traffic Regulation Order. The timing of this may be better in relation to the future development of the site to the immediate south.

Car Parking

Car parking - additional access aisle hatching/lining and signing to make some visitor spaces suitable for disabled/accessible use.

14. Amendments have been made to the Site Layout Plan provided at **Appendix A2** so that 8 parking bays can accommodate additional access aisle hatching and signing to make them suitable for disabled/accessible use. The dimensions of the amended parking bays are 3m x 6.6m.

Traffic Distribution Assessment

The applicant needs to undertake a distribution/assignment analysis including the SRN in the vicinity of the site and provide the supporting raw Census data on which this is based together with full details of the distribution/assignment methodology

15. In order to determine the distribution of trips to and from the Site, Census 2011 'Origin and Destination' data has been used to distribute the proposed development trips (derived from the TRICS database and presented in the Transport Assessment) to the wider highway network. In order to predict the route drivers will take between the Site and Place of Work, the "Google Maps" website has been utilised, which uses local traffic news data and 'crowd-sourced', anonymised traffic data from people using Google maps apps on smartphones. Google combines the driver's speed with the speed of other phones on the road, across thousands of phones moving around an area at any given time, Google can then get a realistic picture of live traffic conditions. By selecting peak hour time periods, the most efficient routes are predicted based on the average traffic conditions for that day/time.
16. The predicted development traffic has then been distributed along the vehicle routes identified by "Google Maps" broadly in accordance with 2011 Census Travel to Work Origin and Destination (O-D) data for the local residential population who drive to/from work. On occasions where there is more than one vehicular route to a specific Census output area, a review is undertaken to determine the most likely routes to employment areas, i.e. if half of a Census output area is made up of open fields and the other half is an industrial estate, routes to the employment area have been considered the most likely for distributed development trips.
17. The site is located within the Middle Super Output Area (MSOA) Mid Sussex 016 and therefore this has been used as the origin destination. This is considered to provide a representative prediction of traffic behaviour and travel patterns for the proposed development.
18. The results of the above methodology were largely aimed at determining the proportion of trips routing onto the Strategic Road Network (SRN).
19. The distribution of trips out of the site and the corresponding trip generation in the peak hours is shown on **Table 1**.

Table 1 – Distribution out of Site

Direction	Distribution	AM Peak		PM Peak	
		Arrival	Departure	Arrival	Departure
Westbound	4%	1	1	1	1
Eastbound	96%	14	27	25	14

20. **Table 1** demonstrates that in both the AM and PM peaks 1 trip departs westbound out the site whilst 1 trip arrives from the west. In the AM peak, 27 trips depart eastbound whilst 14 arrive from the east, in the PM peak 25 trips arrive from the west while 14 trips depart eastbound out of the Site.
21. Of the trips departing eastbound the distribution assessment demonstrates that 48% route northbound on the B2118 and 48% of trips route southbound on the B2118. The 48% of northbound trips continue onto the A23 northbound until the A23/A2300 junction where 15% of trips leave the A23 and route eastbound on the A2300 towards Burgess Hill and the remaining 33% of trips continue to route northbound on the A23.
22. Of the trips routing southbound on the B2118, 22% of trips route eastbound onto Albourne Road towards Hurstpierpoint and Hassocks, with the remaining 27% of trips continuing to route southbound onto the A23.
23. The number of trips that will use the SRN junctions in the vicinity of the site during the peak hours is demonstrated on **Table 2**.

Table 2 – Number of Trips on SRN Junctions

Junction	AM Trips (Two-Way)	PM Trips (Two-Way)
A23 / A2300	20	20
A23 / Mill Lane / B2118	20	20
A23 / Brighton Road	11	11

24. **Table 2** demonstrates that the development proposals will generate 20 additional two-way trips on the A23/A2300 and A23 / Mill Lane / B2118 junctions respectively in both the AM and PM peak hours, whilst only an additional 11 two-way trips will be seen on the A23 / Brighton Road junction in the AM and PM peak. The additional number of trips above is deemed negligible and therefore does not warrant further assessment.
25. Flow diagrams showing the distribution and assignment of trips along with the raw census data are provided at **Appendix A3**.

Technical Drawings

The applicant should provide a drawing showing the proposed footway on Reeds Lane including connection to PROW HSC/1A/2.

26. **Drawing I002003_05.2** is provided at **Appendix A4** showing the proposed footway on Reeds Lane including connection to PROW HSC/1A/2.

The applicant should provide more detailed drawing of proposed footway/cycleway from within site to southwest corner to provide crossing over ditch and linking to Reeds Lane and PROW ALB/3_1A/1.

27. **Drawing I002003_05.1** is provided at **Appendix A4** showing the proposed footway/cycleway from within the site to the southwest corner to provide crossing over ditch and linking to Reeds Lane and PROW ALB/3_1A/1.

Detailed drawing of link proposed from parking court north of plot 36 to turning head in adjacent site DM/22/0640.

28. The updated Site Layout Plan provided at **Appendix A2** demonstrates the link proposed from the parking court north of plot 36 to the turning head in the adjacent site DM/22/0640.

Detailed drawing of path shown in northeast corner adjoining adjacent site DM/22/0640.

29. The updated Site Layout Plan provided at **Appendix A2** demonstrates the path shown in the northeast corner adjoining adjacent site DM/22/0640.

require splays of 92m southwest splay and 98m northeast splay. There does appear to be additional splay achievable, and applicant could demonstrate this.

30. **Drawing I002003_04** is provided at **Appendix A4** showing the visibility splays.

Provide drawing detailing tactile paving to the existing dropped kerbs of Oakhurst and Berrylands Farm side road crossings to ensure improvements are secured regardless of whether DM/25/1434 is permitted/comes forward first.

31. **Drawing I002003_06** is provided at **Appendix A4** showing tactile paving at the existing dropped kerbs of Oakhurst and Berrylands Farm side road crossings.

Drawing detailing improvements to residential access points to Roundhay, Potters, Ashfields, Bennachie.

Pedestrian access to little park (recreation ground/pétanque/boules pitch) could be improved by connecting/crossing from footway on south side of Reeds Lane to park on north side.

32. As mentioned previously, a separate piece of work is being prepared by the developers of the allocated Sayers Common schemes to demonstrate how connectivity and active travel proposals have been formulated together which will include the aforementioned improvements.

b. Conclusion

33. This Transport Note has been prepared to respond to the matters raised within the WSCC highways and National Highways consultation response. The responses concluded with the following recommendations.

- Proportionate contributions to the site wide infrastructure - Set out how the site will provide proportionate contributions to sustainable/active transport infrastructure to ensure the development is acceptable in planning terms, in lieu of TAD. Agreement should be reached between developer, WSCC and MSDC.
- Bus – commitment to RTPI at Sayers Common School bus stops, applicant could also explore providing improved bus shelter at southbound stop and basic cycle parking facilities.
- Detailed in Paragraphs 7-12 of this note
- RSA – In light of Road Safety Group comment the applicant should address auditors' recommendation regards extension of 30mph and village gateway.
- Addressed at Paragraph 13 of this note
- Car parking - additional access aisle hatching/lining and signing to make some visitor spaces suitable for disabled/accessible use.
- Updated Site Layout Plan provided at **Appendix A2**.

- The applicant needs to undertake a distribution/assignment analysis including the SRN in the vicinity of the site and provide the supporting raw Census data on which this is based together with full details of the distribution/assignment methodology
 - Addressed in Paragraphs 15-25 of this note with supporting information provided at **Appendix A3**.
 - The applicant should provide a drawing showing the proposed footway on Reeds Lane including connection to PROW HSC/1AI/2.
 - **Drawing I002003_05.2** is provided at **Appendix A4**.
 - The applicant should provide more detailed drawing of proposed footway/cycleway from within site to southwest corner to provide crossing over ditch and linking to Reeds Lane and PROW ALB/3_1AI/1.
 - **Drawing I002003_05.1** is provided at **Appendix A4**.
 - Detailed drawing of link proposed from parking court north of plot 36 to turning head in adjacent site DM/22/0640.
 - Updated Site Layout Plan provided at **Appendix A2**.
 - Detailed drawing of path shown in northeast corner adjoining adjacent site DM/22/0640.
 - Updated Site Layout Plan provided at **Appendix A2**.
 - require splays of 92m southwest splay and 98m northeast splay. There does appear to be additional splay achievable, and applicant could demonstrate this.
 - **Drawing I002003_04** is provided at **Appendix A4**.
 - Provide drawing detailing tactile paving to the existing dropped kerbs of Oakhurst and Berrylands Farm side road crossings to ensure improvements are secured regardless of whether DM/25/1434 is permitted/comes forward first.
 - **Drawing I002003_06** is provided at **Appendix A4**.
 - Drawing detailing improvements to residential access points to Roundhay, Potters, Ashfields, Bennachie.
 - Addressed in Paragraph 32 of this note.
 - Pedestrian access to little park (recreation ground/pétanque/boules pitch) could be improved by connecting/crossing from footway on south side of Reeds Lane to park on north side.
 - Addressed in Paragraph 32 of this note.
34. In summary, it is considered that the points raised have been adequately addressed as there is no longer any transport related reasons why the application scheme should not be approved.

APPENDIX A1 – WSCC AND NH CONSULTATION RESPONSE



National Highways Planning Response (NHPR 25-01) Formal Recommendation to an Application for Planning Permission

From: Michelle Berrington (Head of Planning & Development)
Operations Directorate
South East Region
National Highways
Planningse@nationalhighways.co.uk

To: Mid Sussex District Council (FAO Stuart Malcolm)
stuart.malcolm@midsussex.gov.uk

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: DM/25/3067

Location: Land West of Kings Business Centre Reeds Lane Sayers Common West Sussex

Proposal: Erection of 80 new residential dwellings (Use Class C3), including affordable housing units, vehicular, pedestrian and cycle access (including new footpath links to the east and west of the site along Reeds Lane), landscaping and open space, parking, sustainable drainage and other related works

National Highways Ref: NH/25/14070

Referring to the consultation on a planning application dated 8 December 2025 referenced above, in the vicinity of the A23 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- ~~a) offer no objection (see reasons at Annex A);~~
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);**

~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority propose not to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to Planningse@nationalhighways.co.uk.

This response and all comments outlined herein are made in respect of planning matters only in National Highways' position as a statutory planning consultee, and does not confer any proprietary rights nor amount to the giving or refusal of consent, assent, approval, or awareness of or by National Highways in or of any other aspects or matters (including, but not limited to, the use of property belonging to National Highways). If anyone wishes for National Highways to consider any aspects which do not relate to planning submissions, they should call our contact centre on 0300 123 5000.

Signature: 	Date: 29 December 2025
Name: Nigel De Wit	Position: Spatial Planner
National Highways Bridge House, 1 Walnut Tree Close, Guildford, Surrey, GU1 4LZ www.nationalhighways.co.uk	

¹ Where relevant, further information will be provided within Annex A.

Annex A **National Highways' assessment of the proposed development**

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Recommend that planning permission not be granted for a specified period: Reasons

It is recommended that the application should not be determined for a period of three months until **30 March 2026**.

This recommendation can be replaced, renewed, or reviewed during the three-month period, or at its end, dependent on progress made with regards to the outstanding matters.

We will be concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN, in this case, particularly within the vicinity of the A23.

Throughout this response **ACTION points** for the applicant are highlighted in **underlined bold**.

Transport Assessment

We have reviewed the Transport Assessment submitted in support of the planning application, and we have the following comments.

Policy Requirements

No reference has been made to DfT Circular 01/2022 or the transport vision/supporting measures for the site. The submission should include a vision together with supporting measures to reduce travel by private car, as per guidance set out in DfT Circular 01/2022.

The TA should include a vision for the site prepared in accordance with the requirements of DfT Circular 01/2022 and also set out how the vision will be realised. Any modal shift needs to be linked to the Transport Vision for the site.

Trip Rates

The vehicle trip rates provided by the applicant are noted as being suitable as a pre-vision scenario.

Trip Distribution and Assignment

No trip distribution/assignment calculations or flow diagrams are provided.

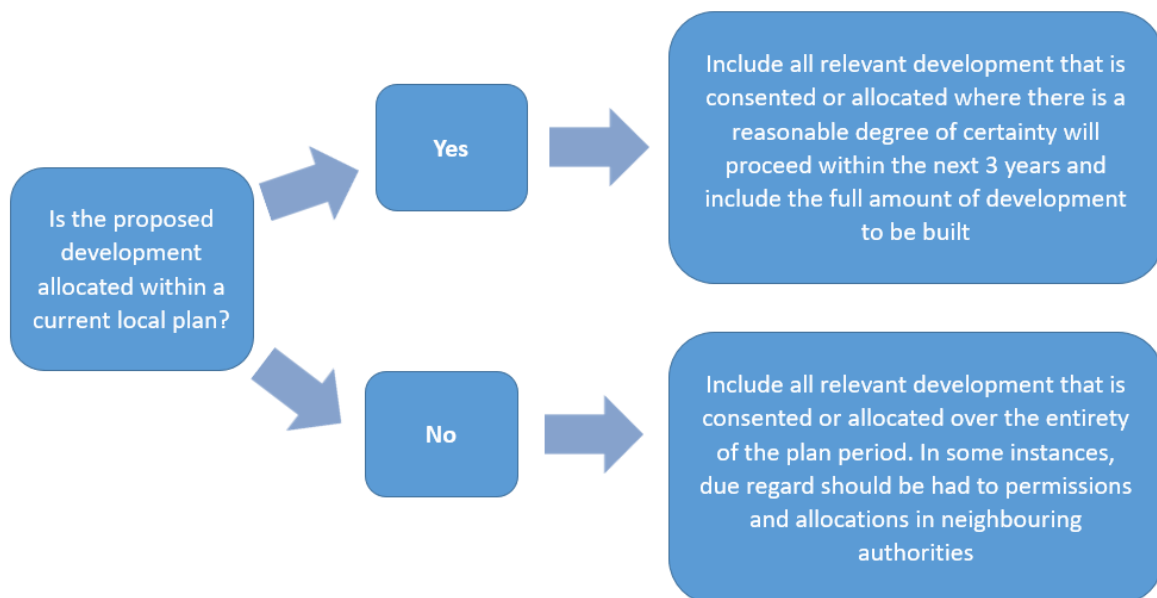
The applicant needs undertake a distribution/assignment analysis including the SRN in the vicinity of the site and provide the supporting raw 2011 Census data on which this is based together with full details of the distribution/assignment methodology.

This should include relevant sections/junctions on the SRN (including junction diagrams showing turning movements) in order for National Highways to determine the need or otherwise for further analysis. This needs to be supported by appropriate evidence.

Assessment Scenarios

We ask for confirmation as to what the opening year of the development will be.

For guidance any assessment of the SRN needs to be undertaken in accordance with Circular 01/2022. In addition to the need for a validated and calibrated base year model, below is a guide to the general requirements for the opening year assessment:



Traffic Growth & Committed Development

The TA has presented Growth factors for 2024-2039 using TEMPro 7.2 and 'All-Roads' Mid-Sussex 016' MSOA. This information is unlikely to be directly applicable to the SRN, and the need or otherwise for assessment of the SRN is yet to be established.

Should it be subsequently determined that assessment of the SRN is required, there will be a need to present suitable growth factor information for review, in conjunction with details of committed developments.

Should it emerge that assessment of the SRN is required, there will be a need to review the committed developments considering the requirements of DfT Circular 01/2022. There would also be a need to agree the committed developments with the LPA and to then provide this information to National Highways for review, with evidence of the LPA's acceptance.

Collision Analysis

Collision data analysis is provided for the past five years (1 October 2020 to 30 September 2025), sourced from the West Sussex County Council website, namely their 'Collision Data Map' tool.

We cannot confirm the full extent of any required collision analysis at this time, as the full study scope area is yet to be determined.

We would also require the full raw collision data provided by the Local Highway Authority.

Travel Plan

We have received the Travel Plan Statement provided in support of the planning application.

Whilst the TP references the NPPF, there is no reference to Circular 01/2022 policies.

We advise that the forthcoming TP needs to accord to the principle of Circular 01/2022 policies; including a linkage to a development vision.

Firm financial commitment should be made in the TP with regards to funding for a range of measures (including infrastructure, incentive and information-based measures) proposed in the short, medium and long term.

Construction Traffic Management Plan

Given the proximity of the site to the SRN (A23), at the appropriate stage of the planning process we are minded to recommend a planning condition requiring the preparation and approval of a Construction Traffic Management Plan (CTMP).

Conclusion

Given the above, it is currently not possible to determine whether the application would have an unacceptable impact on the safety, reliability and/or operational efficiency of the SRN.

National Highways currently recommends that planning permission not be granted (other than a refusal if the Council so wishes) for a period of three

months until 30 March 2026 to allow the applicant to resolve the outstanding matters.

This recommendation can be replaced, renewed, or reviewed during the three-month period, or at its end, dependent on progress made with regards to the outstanding matters.

Standing advice to the local planning authority

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 77 and 110 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 109 and 115 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up as part of a vision-led approach.

Moreover, the carbon reduction hierarchy (avoid-switch-improve) as set out in clause 4.3 of PAS2080:2023 promotes approaches and measures to minimise resource consumption and thereby reduce carbon emissions.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council - FAO: Stuart Malcolm
FROM:	WSCC – Highways Authority
DATE:	5 February 2026
LOCATION:	Land West Of Kings Business Centre Reeds Lane Sayers Common
SUBJECT:	DM/25/3067 Erection of 80 new residential dwellings (Use Class C3), including affordable housing units, vehicular, pedestrian and cycle access (including new footpath links to the east and west of the site along Reeds Lane), landscaping and open space, parking, sustainable drainage and other related works.
DATE OF SITE VISIT:	16 December 2025
RECOMMENDATION:	More Information

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on proposals for 80 x dwellings and associated works on land west of Kings Business Centre, Reeds Lane, Sayers Common. Pre-application advice was given in August 2023 under ref. PRE-56-23.

The application is supported by various documents including Transport Assessment (TA), Travel Plan Statement (TPS) and Stage 1 Road Safety Audit (RSA).

CONTENTS:

1. Site Context

2. Accessibility (Sustainable/Active Travel)

Bus

Rail

Walking and Cycling Assessment

3. Offsite Highway Improvements (Sustainable Transport Infrastructure)

4. Request for additional off-site highway infrastructure improvements

5. Travel Plan Statement (TPS)

6. Access Arrangements

Road Safety Audit (RSA)

7. Internal Layout

Car Parking

Cycle Parking

8. Trip Generation

9. Conclusion

1. Site Context

The application has been identified in the Mid Sussex District Council (MSDC) RAG (Red, Amber, and Green) Report as "Red" with comments raised regarding *potential allocated site in the draft district plan. Needs to be considered in the context of the wider Sayer Commons proposals as set in the draft district plan.* Therefore, a site visit was undertaken on 16/12/25 to review the highways context surrounding site, including walking and cycling provision.

The site is identified in the Mid Sussex draft District Plan Review as being suitable for up to 100 dwellings. It is worth noting that the draft allocation within the emerging Mid Sussex Local Plan (2021-2039) is along with several other

sites around Sayers Common totalling 2,393 dwellings (approx.). Concerns have previously been raised over the local plan with reference to the duty to cooperate and MSDC had been asked to withdraw the local plan from examination. However, more recently the local plan examination has been reopened. Therefore, the site will need to demonstrate how sustainable/active transport can be encouraged in the interim, even in the event that the adjacent and surrounding allocated sites may not come forward. In addition to footway improvements proposed by the applicant and additional improvements identified in this report, the applicant is required to outline how the site will provide proportionate contributions to allocation wide transport infrastructure to ensure the development is acceptable in planning terms and meets the policy requirements in the emerging Mid-Sussex District Plan. Such contributions will be in lieu of TAD and agreement should be reached between developer, WSCC and MSDC on mitigation measures and contribution amounts sought, specific to this application.

The site is in MSDC District Plan Review allocated site policy DSPC6 for up to 100 dwellings. It is one of several draft allocated sites within the district plan. Other relevant allocated sites include;

- DSPC3 - south of Reeds Lane, up to 2000 dwellings includes infrastructure (school, leisure, healthcare).
- DPSC4 - Land Rear Of Chesapeake, Reeds Lane - adjoins DPSC3 and is for 27 x dwellings (current application DM/25/1434). Access from south side Reeds Lane.
- DPSC5 - Land at Coombe Farm, London Road, 210 dwellings (current application DM/25/2661).
- DPSC7 - Land at LVS Hassocks, London Road, 200 dwellings (DM/25/2765 - EIA).

The development site is north of Reeds Lane and bound by Kings Business Centre to the east. Neighbouring site immediately east has permission for 38 x dwellings and accessed via Reeds Lane (DM/22/0640).

It is noted that the proximity to allocated sites and planned growth for Sayers Common as set out in MSDC plan review set a precedent for the site as suitable in terms of sustainable/active travel modes.

2. Accessibility (Sustainable/Active Travel)

The TA outlines a 'vision led approach' to the development to include promoting walking, cycling and public transport with improvements being proposed to ensure this as well as a TPS. The vision led approach seeks to design the development to provide sustainable and active transport links to promote shift in transport mode in future rather than predicting future vehicular demand and providing additional road network capacity. It is noted that the need to reduce impact of the car on the road network via mitigation measures should be at a level that *is necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind* (para. 58 National Planning Policy Framework-NPPF).

Bus

Closet bus stops are on B2118 London Road (10-15 minute walk) and currently feature bus shelters and flagpole information. They serve routes 100 and 273 to destinations such as Burgess Hill, Storrington, Pulborough, Horsham, Crawley, Hassocks, Brighton with hourly services.

Current application DM/25/1434 (DPSC4 - Land Rear Of Chesapeake) includes proposals to contribute toward Realtime (RTPI) boards at these bus stops. The LHA consider that this application should include a similar obligation to ensure this is provided, regardless of which development comes forward first, and to ensure access to high quality public transport as per para. 117 of NPPF.

The LHA is aware of Metrobus comments made in relation to the Sayers Common School bus stops. The stops are already served by standard height kerbs and there is currently street lighting in proximity. Incentives for discounted bus tickets etcetera will be addressed in the TPS section of this report. WSCC Public Transport Manager has also been consulted and would welcome an improved bus shelter at the southbound stop to match the northbound facility. The applicant could consider this but should consult with the Parish Council to make sure they are willing to take on maintenance liability of the shelter.

Basic cycle parking facilities would also be welcomed at these stops to promote additional active travel/sustainable travel choices. LHA consider that even a simple Sheffield type cycle stand would provide benefit in terms of promoting active travel as part of wider journey. The applicant should consider designing and delivering these as part of wider off-site works (s278).

Rail

Closest Train Stations are Hassocks (6km-22 minute cycle ride) and Burgess Hill (7km-25 minute cycle ride) from the site. Bus service 100 can be used to reach Burgess Hill station and service 273 can be used for onward travel to Hassocks. Both stations feature bicycle parking. However, there is an allocation wide requirement to contribute towards upgraded cycle parking at Hassocks Station.

Walking and Cycling Assessment

Several Public Rights of Way within and surrounding the site including HSC/1A/2 crosses the site and internal connections to these are addressed in internal layout section below - WSCC PROW team will comment separately on

PROW proposals though LHA note that crossing of Reeds Lane to south connect into PROW 1AI then connects on to 11Hu and onward to B2118 London Road. There are also PROW links north of the site that would be considered leisure routes.

Footways on Reeds Lane are sought to be improved as part of this application. Currently footway is present on south side of Reeds Lane starting opposite Kings Business Centre access. This links to B2118 London Road and into village and amenities.

New footway has been provided as part of development to east DM/22/0640, which provides dropped kerb/tactile paved crossing point of Reeds Lane. DM/25/1434 - Land Rear Of Chesapeake -proposes to move this crossing point further east thus retaining a crossing of Reeds Lane for pedestrians.

It is noted that Manual for Streets (MfS) states walkable neighbourhoods have facilities within 10 minutes (800m) walk (para. 4.4.1). Whilst some amenities are outside of this distance, there are public house, park, bus stops, convenience store, school within 2km walking distance.

National Cycle Route 20 runs approx. 200m east of site via B2118 London Road and links London with Surrey and provides connections towards Brighton.

Off-site walking infrastructure improvements proposed are outlined below, along with additional improvements requests the LHA noted from site visit, which could be of benefit.

3. Offsite Highway Improvements (Sustainable Transport Infrastructure)

- Proposed connection from PROW HSC/1AI/2 at southeast corner of site to new 2m wide footway along Reeds Lane extending eastwards to join with that provided under DM/22/0640. Along Kings Business Park frontage this will reduce to 1.5m due to tree roots. As part of DPSC4 (DM/25/1434) the recent uncontrolled crossing of Reeds Lane to link with footway on southern side of Reeds Lane will be relocated slightly east. WSCC PROW team have commented on the proposed concrete block paving through the built-up area and resin bound gravel path through the green area as unacceptable and require that the surface is made up to rural specification throughout green area in the north-western corner and tarmac'd over the rest of it. The applicant should provide a drawing showing the proposed footway on Reeds Lane including connection to HSC/1AI/2. These works would be secured as part of off-site highway works under s278 agreement.
- Noted that proposed footway/cycleway from within site to southwest corner to provide crossing over ditch and linking to Reeds Lane and PROW ALB/3_1AI/1 on southern side Reeds Lane. Noted this will be 3.5m wide within site and narrow to 2m in width along the northern extent of Reeds Lane to connect with PROW 3AI and will allow onwards connections into allocated site DPSC3 by sustainable modes. The applicant should provide more details on these works within the public highway including connection. These works would be secured as part of off-site highway works under s278 agreement.

4. Request for additional off-site highway infrastructure improvements:

- It is noted that DM/25/1434 - Land Rear Of Chesapeake proposes improvements to Oakhurst and Berrylands Farm side road crossings by providing tactile paving to the existing dropped kerbs. The LHA consider that this development should also propose these improvements. This will ensure improvements to pedestrian infrastructure in the locale to make the application acceptable in planning terms are secured regardless of which application comes forward first. The applicant should provide a drawing showing these works which would be secured as part of off-site highway works under s278 agreement.
- The residential access points to Roundhay, Potters, Ashfields, Bennachie, off B2118 would benefit from improvement to facilitate pedestrian movement along this route (toward Sayers Common School bus stops).



Tactile paving could be provided on the footway at the northern access (Roundhay). Kerbs will require adjustment to accommodate the tactile paving and the footway may require reconstruction.



For the southern access the footway running across the driveway requires reconstruction and levels adjusted to make even. Kerbs could be provided across the footway (dropped to accommodate tactile paving).

The applicant should provide a drawing detailing these works within the public highway. These works would be secured as part of off-site highway works under s278 agreement.

- Pedestrian access to little park (recreation ground/pétanque/boules pitch) could be improved. This is located north of Reeds Lane and west of Reeds Lane/B2118 roundabout. There is currently no footway on northern side of Reeds Lane in this location, neither a crossing from the footway present on south side of Reeds Lane.



It could be that a short footway is introduced either on the west or east of the dirt access to the recreational park. If possible, that could allow pedestrians to cross Reeds Lane from onto this short footway stub. The footway stub will then take them onto the dirt access to the recreational park access. Tactile paving can then be introduced on both sides of Reeds Lane.

5. Travel Plan Statement (TPS)

Background information about the site is set out including walking, cycling and public transport information.

Targets will be finalised in final TPS but likely to be a 10% decrease in car trips over 12-hour weekday period, 5% increase in walking/cycling trips in peak hours and 5% increase in public transport trips in peak hours.

To determine the baseline data, surveys will be undertaken either at 50% occupancy or 1 year after first occupation, whichever happens first.

Travel packs will include cycling information (routes etc), promote cycle training, clubs, cycle to work week, commitment to reviewing cycle parking provision.

Information on walking routes, groups, walk to work week, providing pedestrian connection to PROW and footway on Reeds Lane, walking/cycling buddy schemes. Travel pack also to provide public transport information.

Further content is required within the TPS:

- The TPS should clearly state the number of trips expected between 7am and 7pm on a typical weekday (as should appear in the TA) and also the target number of trips (i.e. TA – 10%).
- Details of a nominated Travel Plan Co-ordinator, who will be responsible for implementing and promoting the Travel Plan.
- Journey planning websites such as Traveline and nextbuses.mobi should also be promoted via information/welcome packs and company websites. We would also advise developers/employers to contact their local bus operators as they may be able to provide tailored travel information and offer discounted travel. Bus operators may also provide a quantity of 'taster' tickets, which to enable residents/employees to try using local bus services free of charge.
- The County Council also has a cycle journey planning facility on its web site, which provides turn-by-turn information for the fastest, quietest, and balanced routes.
- A commitment to promoting car sharing, and the County Council's car sharing web site www.westsussexcarshare.com.
- Details of the survey/ simple Travel Audit to find out:
 - how residents travel to and from the site
 - how many people live/work in the same postcode area (to assess the potential for car sharing).
- A commitment to approaching any neighbouring businesses to inform them and examine the potential to work together to encourage car sharing and walking/cycling buddy schemes. Residential sites should also create links with local school(s), which will almost certainly have a Travel Plan in operation.
- Consideration of ways in which deliveries to the site may be reduced (e.g. by placing larger less frequent orders, or in the case of residential sites promoting supermarket home delivery services, on-line banking etc).
- A commitment to promoting any discounts offered by local bike shops to residential sites where a Travel Plan is in place.
- For residential sites:

We would expect to see some sort of travel voucher offering to the initial occupants of the residential units. Vouchers should be worth at least £150 per dwelling and could be exchanged for one of the following:

- a. a season ticket for the local bus service
- b. a rail season ticket or network card
- c. a contribution towards the purchase of a new bicycle and/or equipment
- d. Bikeability training up to 4 members of the household (further details and course costs are available at www.westsussex.gov.uk/roadsafety)
- e. 12 months free membership to any local Car Club (including joining fee)

The TPS requires monitoring fee of £1,695 to be secured via legal agreement. The Travel Plan auditing fees reflect the amount of local authority officer time required to evaluate the initial plan, assess the monitoring data and participate in on-going review and agreement to any amended plans in the future, including post planning once the development is built out and occupied. The costs have been benchmarked against fees charged by other Local Authorities and are considered to proportionate and reflective of the costs incurred.

6. Access Arrangements

Reeds Lane is D class public highway subject to 30mph at eastern extent of site but changes to 60mph 15-20m from eastern boundary of site. The proposed access is within the 60mph. Reeds Lane joins B2118 London Road to east via roundabout with dropped kerb/tactile paved crossing and central refuge at each arm. B2118 runs parallel to A23 which links Brighton to south and Crawley to north.

ATC survey for vehicle volumes and speeds revealed AM and PM peak hour flows are relatively low and 85th percentile speeds of 37.2mph (north-east bound) and 38.7mph (south-west bound).

LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There have been no recorded incidents on Reeds Lane. There have been 3 x incidents recorded on B2118 London Road. However, from an inspection of incident data these were not due to any defect with road layout.

A new priority T junction is proposed from Reeds Lane for vehicles and cyclists to access the site, 5.5m wide with 6m kerbed radii. Swept path tracking for refuse collection and fire appliance have been demonstrated. No footway is proposed at the access due to no footway on Reeds Lane in this location. Instead, pedestrian access links from within site are being proposed to the southwest, southeast and northwest sides of site along with PROW on western boundary along with the proposed connection from PROW HSC/1A/2 to new footway along Reeds Lane to link with existing (see Offsite Highway Improvements (Sustainable Transport Infrastructure) above).

Visibility splays of 2.4m x 96m both east and west have been demonstrated. As per table 10.1 of MfS2 the 85th percentile speeds of 37.2mph (north-east bound) and 38.7mph (south-west bound) would require splays of 92m southwest splay and 98m northeast splay. There does appear to be additional splay achievable, and applicant could demonstrate this.

RSA

One issue was raised:

3.1 – Inadequate side road visibility may lead to collisions. Para. 2.3.1 of RSA notes that off peak free flow 85th percentile speeds should be used (not average) and banded to be in accordance with DMRB CD109 table 2.10. The auditor recommends vegetation cleared and speed limit change terminal relocated to encompass the proposed site extents of built up area west of access. The auditor also recommends 'effective speed management measures' such as gateway feature and extension of street lighting.

The Designer has responded that splays are provided and vegetation will be cleared but does not address the auditors comments on speed limit change relocation.

WSCC Road Safety Team have been consulted and provide following comment:

The extension of the 30mph would only be appropriate if the clear visibility distance (CVD) of the terminal signs is able to be adhered to. Based on the 85th percentile speeds, for a 60mph road meeting a proposed 30mph, the CVD would need to be 40m. If the 30mph is deemed the appropriate solution, we would also recommend that the gateway features should be brought forward to match the terminal locations and a suitable amount of vegetation clearance would be required to meet the CVD.

Alternatively a suitable length of 40mph buffer would also be supported, this would provide a consistent user experience, and be aligned with the mean speeds required for a 40mph. The CVD required for 40mph terminals would be 95m.

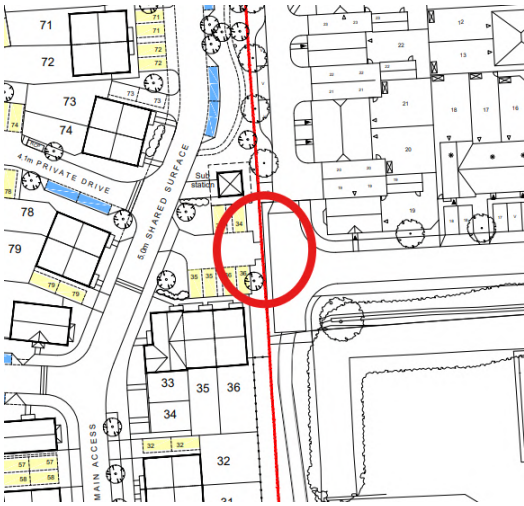
The applicant should consider the above and clarify whether Road Safety group requirements can be met, in order for the auditor recommendation to be incorporated. The LHA consider that using MfS2 to calculate stopping sight distance is acceptable on basis of built-up area changing and with the 30mph/village gateway potentially being extended to cover the site/ 40mph buffer depending on what the applicant is able to demonstrate.

7. Internal Layout

Servicing within site and swept path tracking shows refuse collection vehicle and fire appliance can enter, turn on site and exit in forward gear. It should be noted that para. 6.8.9 MfS states residents should not have to carry waste more than 30m and waste collection vehicles should be able to get within 25m of the storage point, which should be reasonably accessible.

The internal access road is predominantly shared surface which is suitable considering MfS paragraph 7.2.14 (short lengths (or where they form cul-de-sacs), where the volume of motor traffic is below 100 vehicles per hour and where parking is controlled, or it takes place in designated areas). There is segregated footway in key areas that also link in with PROW HSC/1A/2 and off-road pedestrian paths through green areas. Whilst the northern extent of the access road does not loop round for vehicular traffic, a continuous linked loop is provided for walking/cycling which is considered to promote interconnectivity for such modes within the site.

Pedestrian connections are provided in southwest boundary (PROW HSC/1A/2), southeast corner of site (PROW HSC/1A/2 to new footway on Reeds Lane), southwest (link proposed from parking court north of plot 36 to turning head in adjacent site DM/22/0640 for pedestrians cyclists yet no detail has been provided on this).



It is also noted that a path is shown in northeast corner adjoining adjacent site DM/22/0640 but not clear how this will link in.



Car Parking

Car parking has been assessed using WSCC Guidance on Parking at New Developments. Site is in PBZ2. Parking has been assessed on basis of housing proposed (6 x 1-bed, 23 x 2-bed, 41 x 3-bed, 10 x 4-bed). On this basis, a total 160.6 spaces would be required.

Visitor parking is required at 0.2 spaces per dwelling thus total requirement for 16 x visitor spaces. 24 x visitor spaces are shown. As per WSCC and MfS guidance, 5% of total number of spaces on site should be provided with additional access aisle hatching/lining and signing to make spaces suitable for disabled/accessible use. LHA advise some of visitor spaces are marked up accordingly.

There are 151 x allocated spaces shown within the site. Where garages are provided these are counted toward 0.5 space each as per WSCC Guidance. Resident parking is therefore short by approx. 10 x spaces. However, it is noted that as visitor parking exceeds requirement by approx. 8 spaces the shortfall is actually around 2 x spaces.

Furthermore, it is noted that WSCC Guidance states *"To meet with current and emerging guidance on the promotion of sustainable travel modes and choices, consideration could also be given to reducing the expected level of parking demand by 10%".* The provided TPS will further encourage sustainable/active transport modes and thus parking provision is considered acceptable on this basis.

Cycle Parking

WSCC Guidance stipulates that 1-2 bed flats should provide 0.5 space per unit in communal facility, 1-2 bed houses should provide 1 space and 3+ bed houses should provide 2 spaces each. The TA indicate suitable cycle parking for each dwelling including a shared facility for the flats. Final detail of bicycle parking including location of cycle shed for each dwelling without a garage can be secured by condition.

8. Trip Generation

Expected vehicular trip generation has been estimated using trip rates from DM/25/1434 (Land at Chesapeake) and applied to the proposed 80 x units and found 43 x two-way movements in AM and 42 in PM peak hours.

The site access junction has been modelled for capacity to future year 2039 (Mid Sussex District plan period) plus development. TEMPRO growth rates include local plan allocation sites and thus no additional committed development has been included. It is considered that TEMPRO growth factors will account for additional future traffic forecasts including smaller unallocated sites such as permitted DM/22/0640 (38 x dwellings) adjacent.

Traffic flow data from ATC survey has determined trip distribution as 51% eastbound and 49% westbound. The RFC and queue from modelling outputs show the proposed junction is anticipated to operate within capacity in future 2039 year. It is noted that DPSC5 Land at Coombe Farm included a comprehensive junction capacity modelling exercise of all relevant junctions in Sayers Common which incorporated all allocated sites including this development.

9. CONCLUSION

Further information is required as summarised below:

- **Proportionate contributions to the site wide infrastructure** - Set out how the site will provide proportionate contributions to sustainable/active transport infrastructure to ensure the development is acceptable in planning terms, in lieu of TAD. Agreement should be reached between developer, WSCC and MSDC.
- **Bus** – commitment to RTP1 at Sayers Common School bus stops, applicant could also explore providing improved bus shelter at southbound stop and basic cycle parking facilities.
- **Offsite Highway Improvements (Sustainable Transport Infrastructure)**
 1. The applicant should provide a drawing showing the proposed footway on Reeds Lane including connection to PROW HSC/1A/2.
 2. The applicant should provide more detailed drawing of proposed footway/cycleway from within site to southwest corner to provide crossing over ditch and linking to Reeds Lane and PROW ALB/3_1A/1.
- **Request for additional off-site highway infrastructure improvements:**
 1. Provide drawing detailing tactile paving to the existing dropped kerbs of Oakhurst and Berrylands Farm side road crossings to ensure improvements are secured regardless of whether DM/25/1434 is permitted/comes forward first.
 2. Drawing detailing improvements to residential access points to Roundhay, Potters, Ashfields, Bennachie.
 3. Pedestrian access to little park (recreation ground/pétanque/boules pitch) could be improved by connecting/crossing from footway on south side of Reeds Lane to park on north side.
- **TPS** – updates to the TPS.
- **Access** - require splays of 92m southwest splay and 98m northeast splay. There does appear to be additional splay achievable, and applicant could demonstrate this.
- **RSA** – In light of Road Safety Group comment the applicant should address auditors recommendation regards extension of 30mph and village gateway.
- **Internal Layout** –
 1. Detailed drawing of link proposed from parking court north of plot 36 to turning head in adjacent site DM/22/0640.
 2. Detailed drawing of path shown in northeast corner adjoining adjacent site DM/22/0640.
- **Car parking** - additional access aisle hatching/lining and signing to make some visitor spaces suitable for disabled/accessible use.

Katie Kurek

West Sussex County Council – Planning Services

APPENDIX A2 – SITE LAYOUT PLAN





Pedestrian/Cycle link to adjacent development

Millennium H

1.8m high close boarded fence to gardens along eastern boundary, with 3m planted buffer zone on eastern side

Presentation House
Off-site acoustic fence

King Business Centre

Pavilion House

Proposed footpath link to village south of King Business Centre

Existing public right of way incorporated within development with green corridor adjacent to this

Proposed footpath to cross ditch and link on to Reeds Lane

G	17.03.26	8 visitor spaces amended to have an additional access aisle for disabled/accessible use	KB	KE
F	09.02.26	HT44 Amended, Layout Recoloured	MC	AK
D	25.11.25	Landscape Updated	CV	KE
E	20.11.25	Amended Red Line	MC	KE
C	13.11.25	Amended Layout to Client Comments	CV	KE
B	06.11.25	Car Spaces and Pumping Station Updated	CV	KE
A	05.11.25	Amended Layout to Tracking Comments	MC	KE
Rev	Date	Revision Details	Dr	Ch

ECE Architecture

London: 76 Great Suffolk Street, London, SE1 0BL, T: 0207 928 2773
Sussex: 64-68 Brighton Road, Worthing, BN11 2EN, T: 01903 248 777
Bristol: Beacon Towers, Colston Street, Bristol, BS1 4DE, T: 0117 214 1101

E: hello@ecearchitecture.com, W: ecearchitecture.com, Client's Name: Reside

Job Title: Land at Reeds Lane, Sayers Common

Drawing Title: Site Layout

Scale: 1:500 @ A1 / 1:1000 @ A3

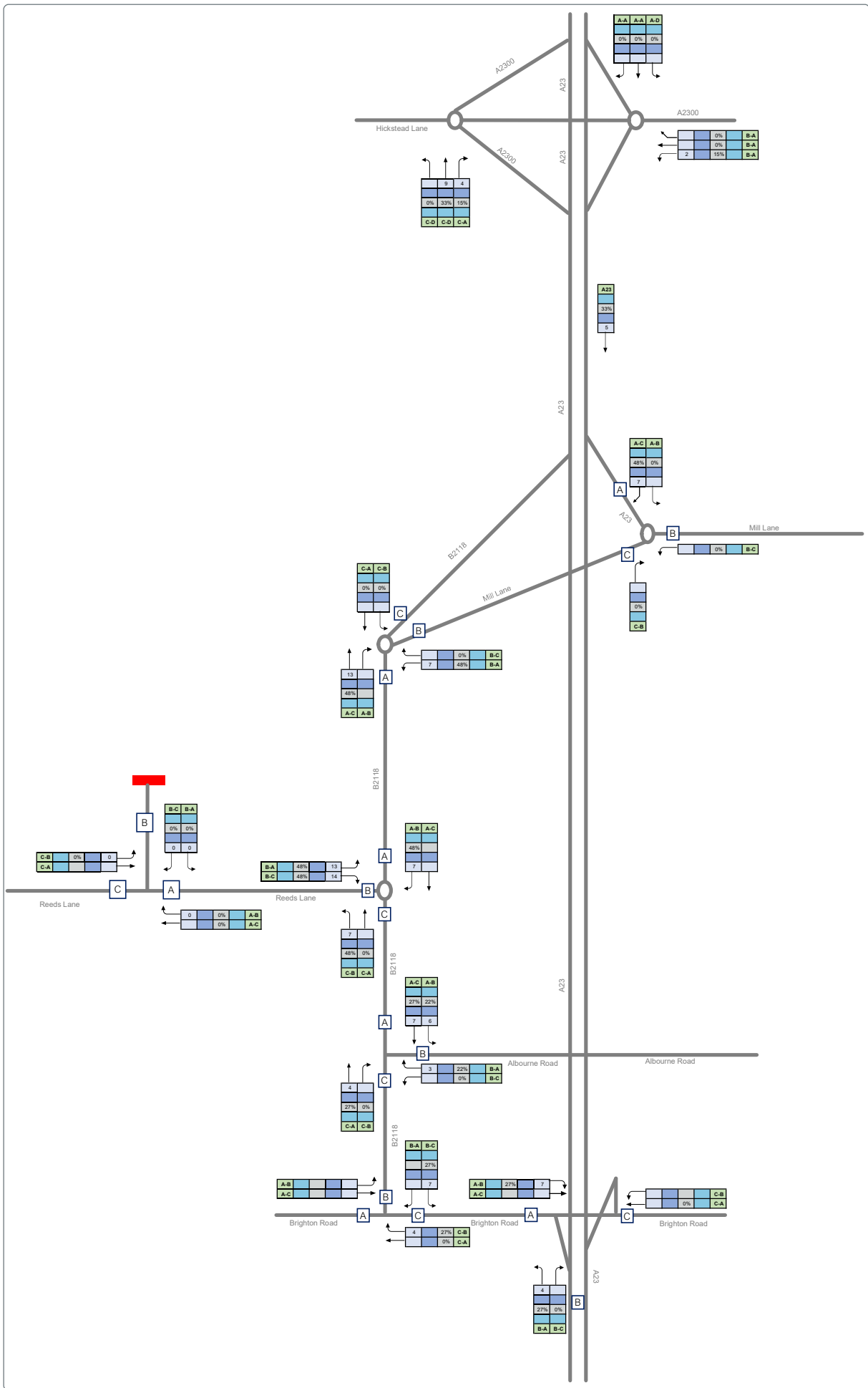
metres 10 20 30 40 50

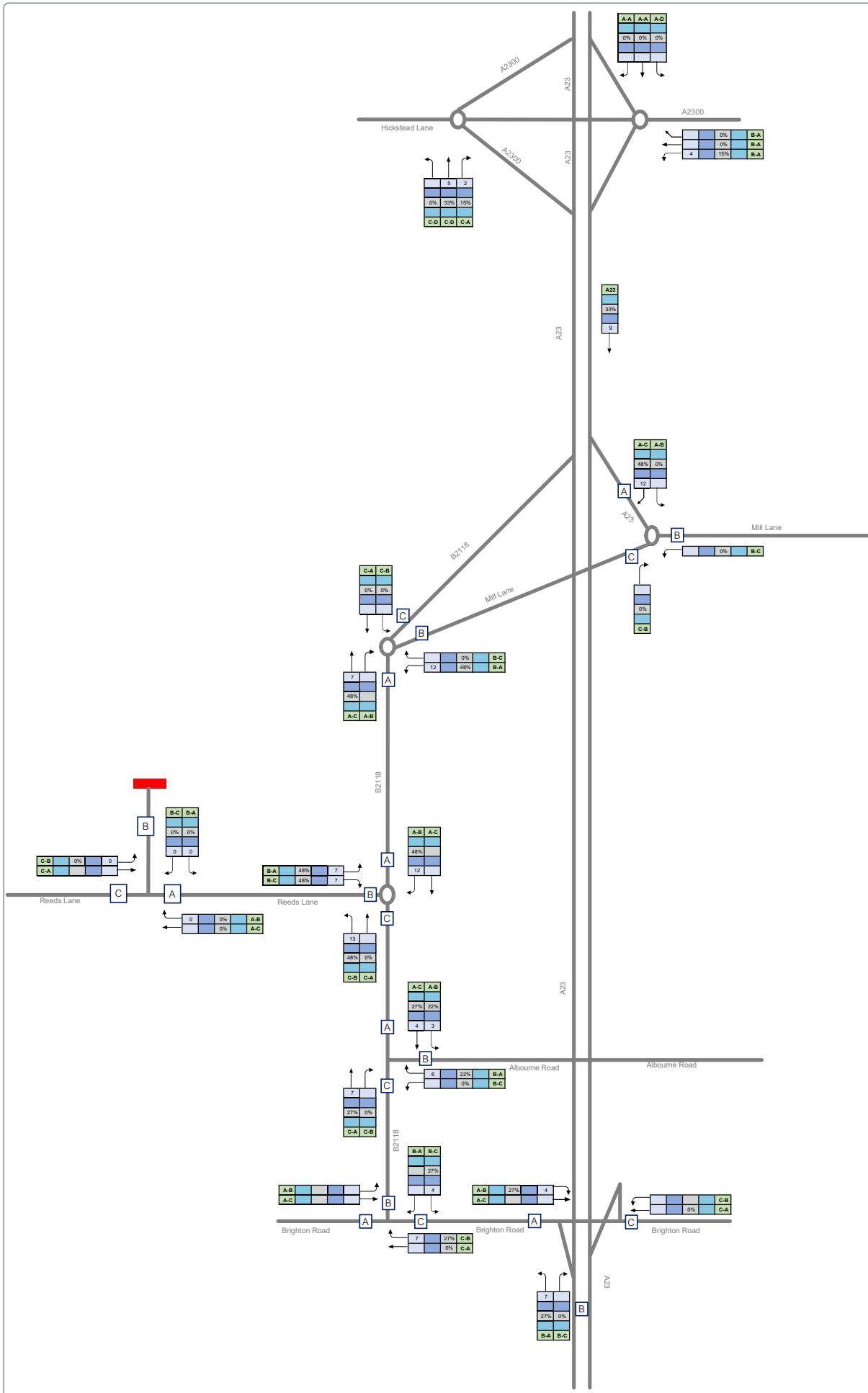
Drawn: KE, Checked: AK, Date: 23.10.25

Job No: 7463, Drawing No: PL-02, Rev: G

Status: APPROVAL

APPENDIX A3 – FLOW DIAGRAMS AND RAW CENSUS DATA

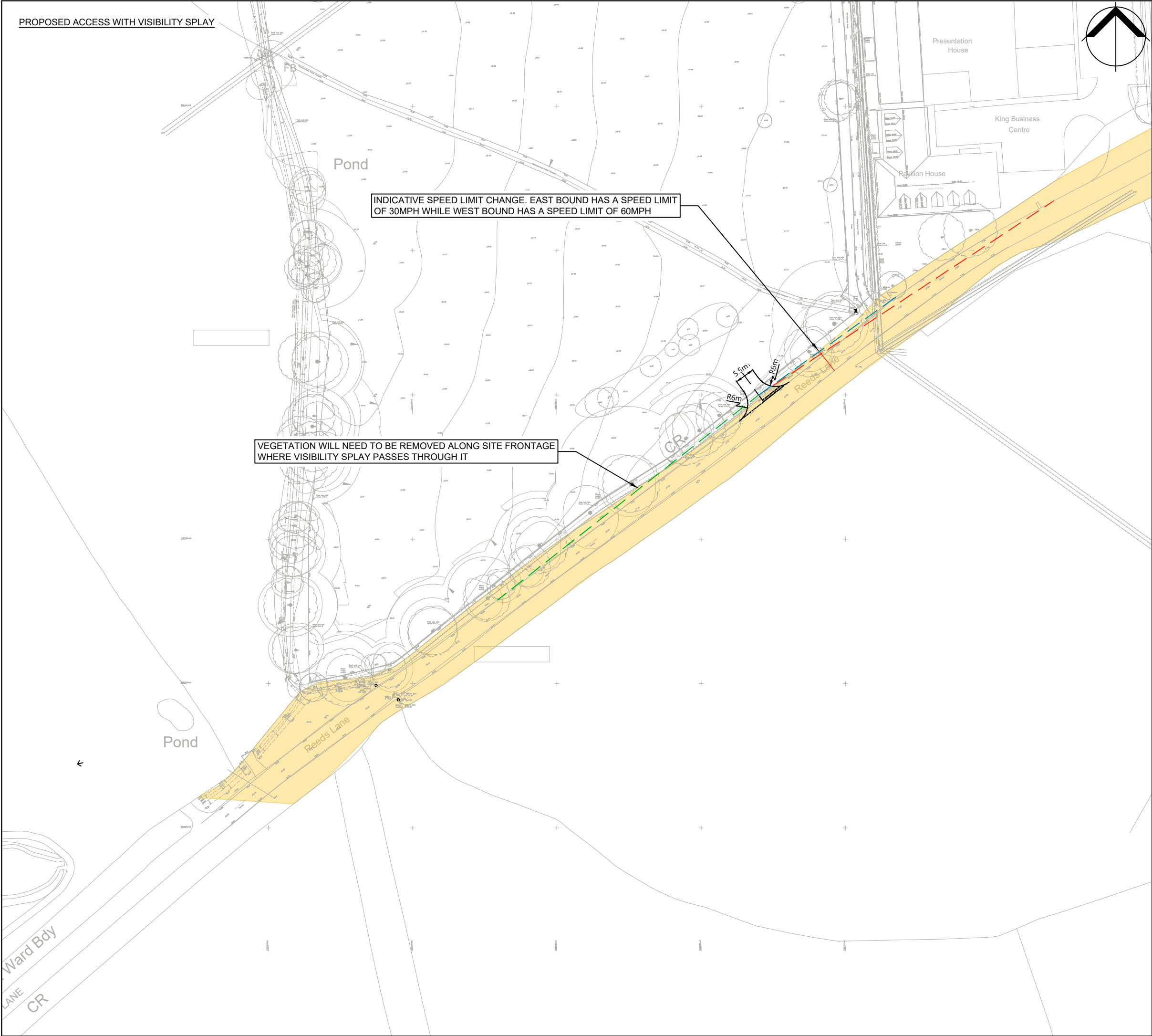




WU03EW	#	%	Destination
		226	14% Hurstpierpoint
E02006617 : Mid Sussex 014	130		8% Burgess Hill Town Centre
E02006578 : Crawley 004	108		7% Premier Inn, Gatwick Airport
E02006612 : Mid Sussex 009	96		6% Haywards Heath Station
E02006620 : Mid Sussex 017	81		5% Hassocks Station
E02006614 : Mid Sussex 011	75		5% High Street, Cuckfield
E02003517 : Brighton and Hove 027	72		5% Queens Rd, Brighton Town Centre
E02006575 : Crawley 001	72		5% Gatwick Airport
E02006618 : Mid Sussex 015	60		4% Birchwood Grove School
E02003521 : Brighton and Hove 031	38		2% St Georges Rd, Brighton Town Centre
E02006601 : Horsham 014	36		2% Henfield
E02006610 : Mid Sussex 007	36		2% Handcross
E02006615 : Mid Sussex 012	35		2% Screwfix, York Rd
E02006593 : Horsham 006	31		2% Dunelm, Horsham
E02004381 : Lewes 003	30		2% Sussex Police HQ
E02004380 : Lewes 002	27		2% Plumpton Green
E02006611 : Mid Sussex 008	24		2% Lindfield
E02003492 : Brighton and Hove 002	23		1% The AMEX
E02003511 : Brighton and Hove 021	23		1% Portslade by Sea
E02003516 : Brighton and Hove 026	23		1% The Well Brighton and Hove
E02004383 : Lewes 005	23		1% Anne of Cleves House Museum
E02006609 : Mid Sussex 006	21		1% Horsted Keynes
E02003504 : Brighton and Hove 014	19		1% Preston Park Brighton and Hove
E02003520 : Brighton and Hove 030	18		1% Black Dove, Brighton
E02003497 : Brighton and Hove 007	17		1% Blatchington Mill School
E02003503 : Brighton and Hove 013	17		1% Sainsburys West Hove
E02006631 : Worthing 011	16		1% Worthing Hospital
E02006581 : Crawley 007	15		1% McDonalds, Crawley
E02006613 : Mid Sussex 010	15		1% Haywards Heath Town FC
E02006537 : Adur 004	14		1% Dolphin Fitness, Shoreham by Sea
E02006598 : Horsham 011	14		1% Partridge Green
E02006603 : Horsham 016	14		1% Tottington Manor Hotel
E02004379 : Lewes 001	13		1% Barcombe
E02003509 : Brighton and Hove 019	12		1% Hove Station
E02006616 : Mid Sussex 013	12		1% Wivelsfield Station
E02003491 : Brighton and Hove 001	11		1% Hollingbury
E02006902 : Manchester 054	10		1% National Football Museum
E02003502 : Brighton and Hove 012	10		1% Portslade Village Green
E02003505 : Brighton and Hove 015	10		1% The Park Crescent
E02003510 : Brighton and Hove 020	10		1% Sussex County Cricket Club
E02003518 : Brighton and Hove 028	10		1% King Alfred Leisure Centre
E02006538 : Adur 005	10		1% The Shoreham Centre
E02006588 : Horsham 001	10		1% Faygate

APPENDIX A4 – TECHNICAL DRAWINGS

PROPOSED ACCESS WITH VISIBILITY SPLAY



- NOTES:
1. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
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KEY:

96M VISIBILITY SPLAYS WEST SUSSEX CC REQUEST

92M VISIBILITY SPLAYS AS PER WEST SUSSEX CC REQUEST

TANGENTIAL VISIBILITY SPLAY

TRANSCRIBED HIGHWAY BOUNDARY

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mail@iceniprojects.com



CLIENT

RESIDE DEVELOPMENTS LTD

PROJECT

LAND AT REEDS LANE, SAYERS COMMON
WEST SUSSEX, BN6 9LS

TITLE

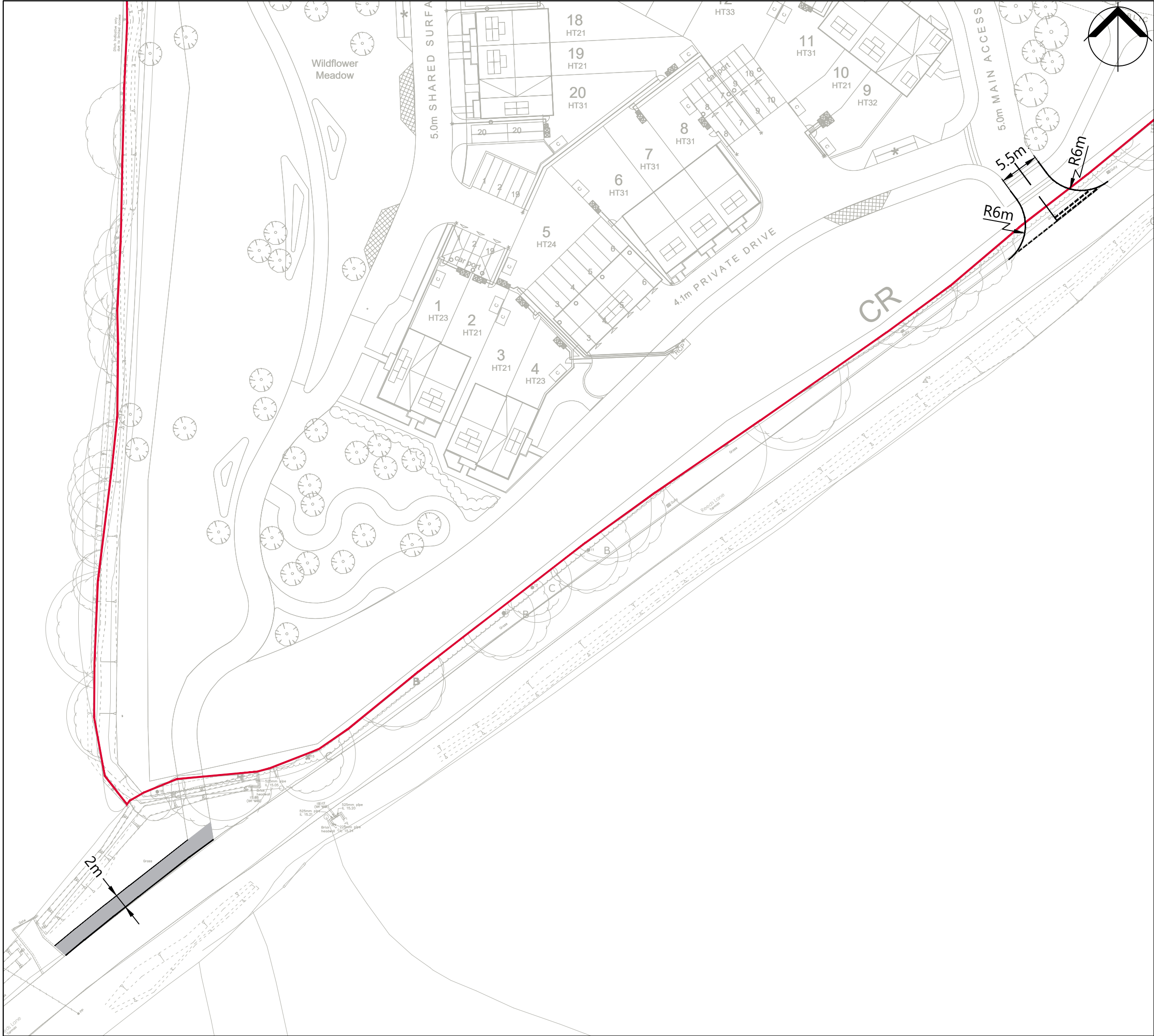
PROPOSED ACCESS WITH VISIBILITY SPLAY

DRAWN BY AKC	CHECKED BY HG 16.03.2026	APPROVED BY RJ 16.03.2026
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SCALE @ A3 1:1000	DATE 16.03.2026
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PROJECT NO. 21-T115	DRAWING NO. 04	REV. -
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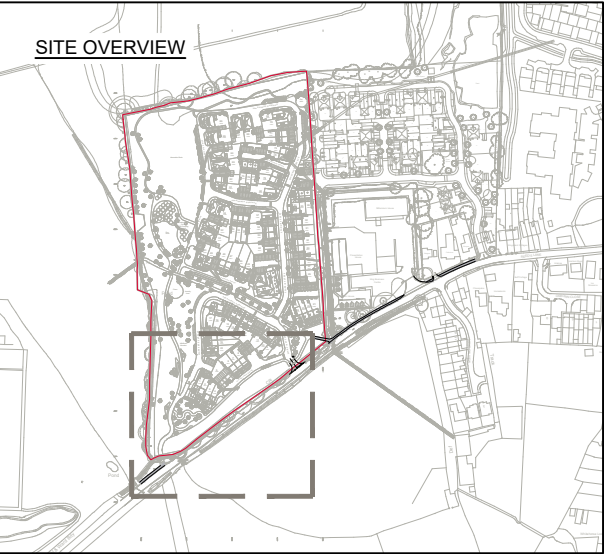
iceni Projects accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions are to be worked to.



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KEY:

APPLICATION BOUNDARY	=	
EXISTING LINING	=	
PROPOSED KERB	=	
PROPOSED FOOTWAY EDGING	=	
PROPOSED FOOTWAY	=	



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PROJECT

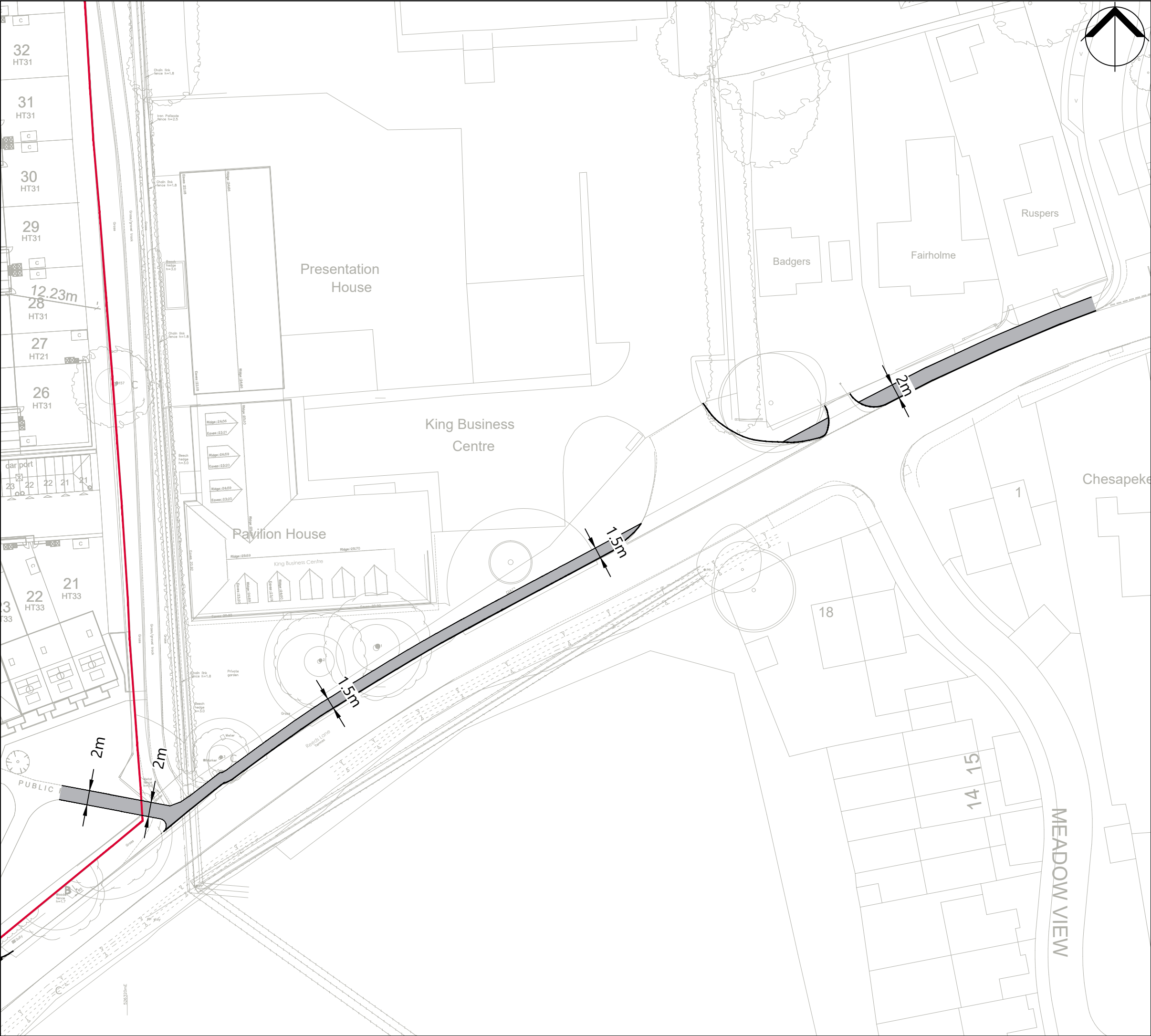
SAYERS COMMON, REEDS LANE

TITLE

FOOTWAY CONNECTIONS INTO SITE

DRAWN BY AKC	CHECKED BY NM 16.03.2026	APPROVED BY CB 16.03.2026
SCALE @ A3 1:500	DATE 16.03.2026	
PROJECT NO. I002003	DRAWING NO. 05.1	REV. -

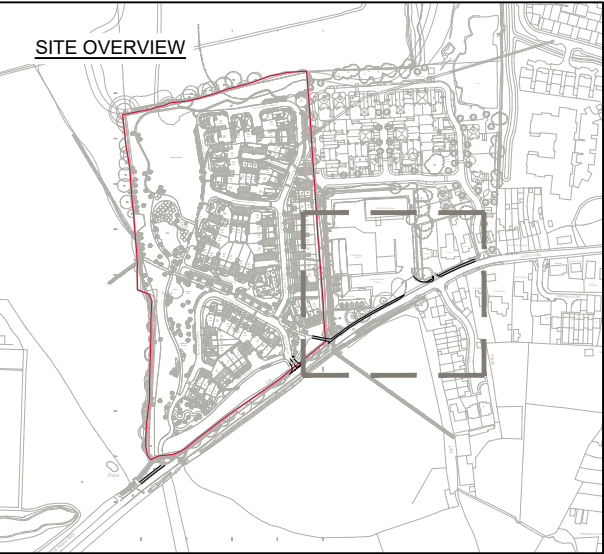
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KEY:

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EXISTING LINING	=	
PROPOSED KERB	=	
PROPOSED FOOTWAY EDGING	=	
PROPOSED FOOTWAY	=	



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SAYERS COMMON, REEDS LANE

TITLE

FOOTWAY CONNECTIONS INTO SITE

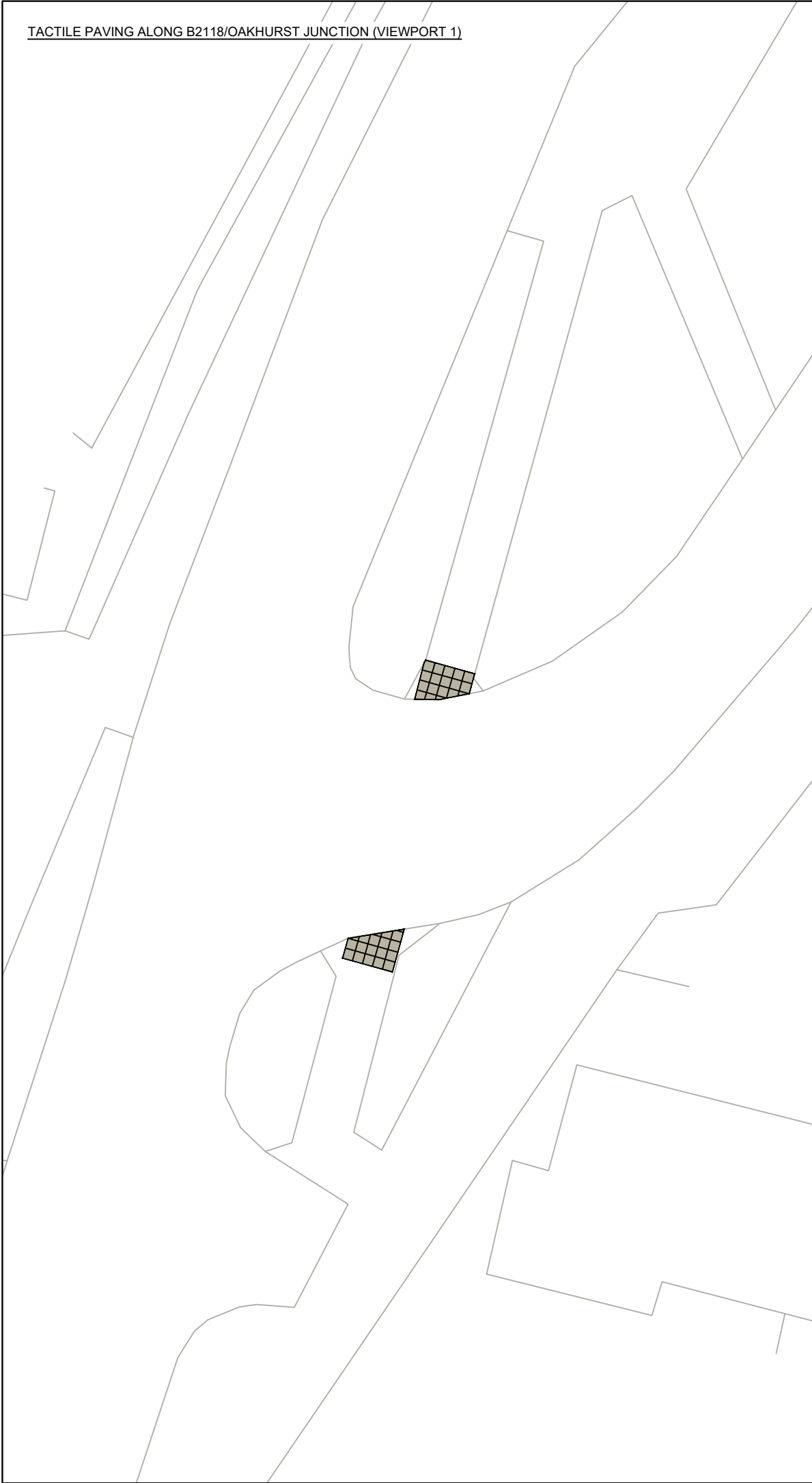
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SCALE @ A3 1:500	DATE 16.03.2026
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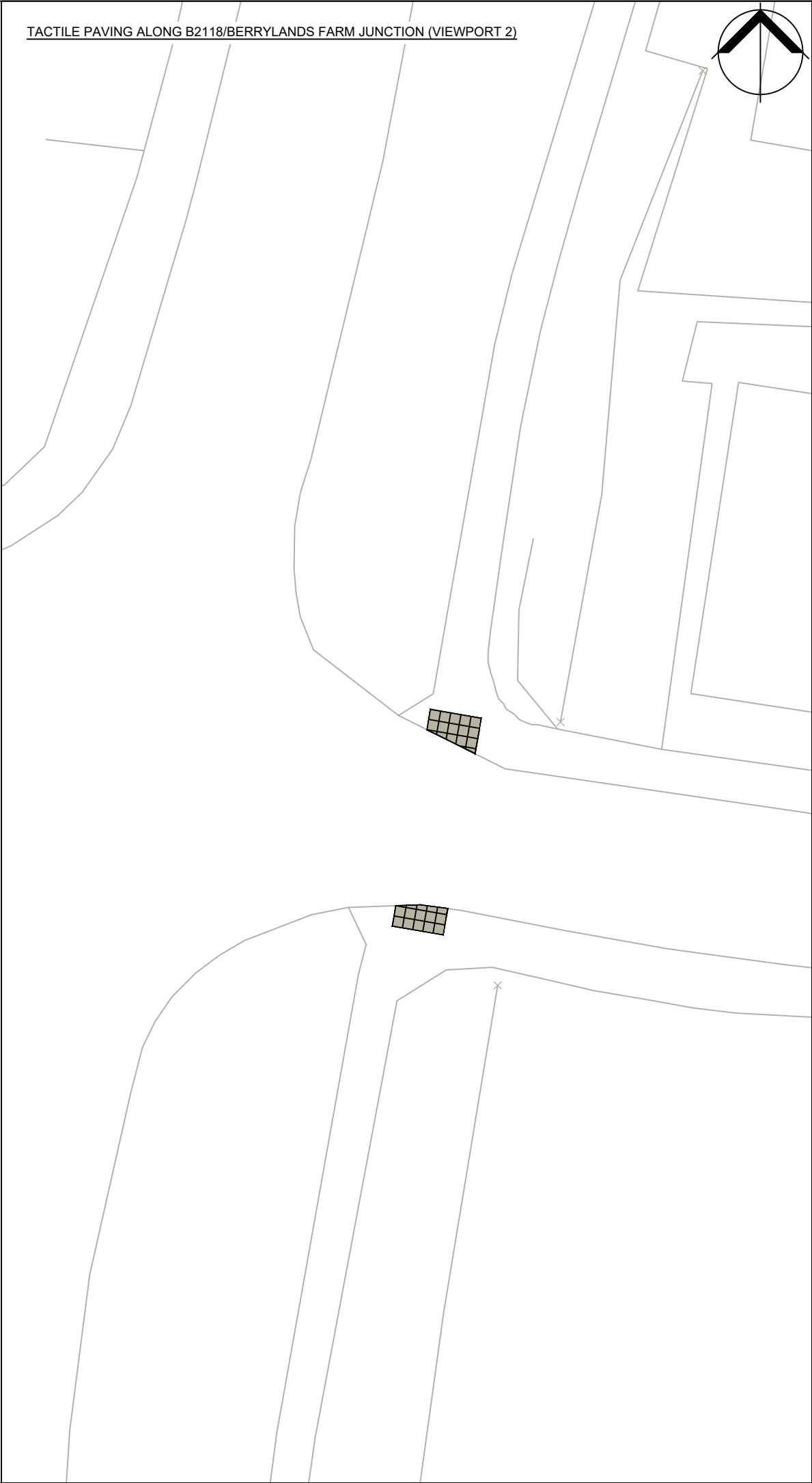
PROJECT NO. I002003	DRAWING NO. 05.2	REV. -
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TACTILE PAVING ALONG B2118/OAKHURST JUNCTION (VIEWPORT 1)



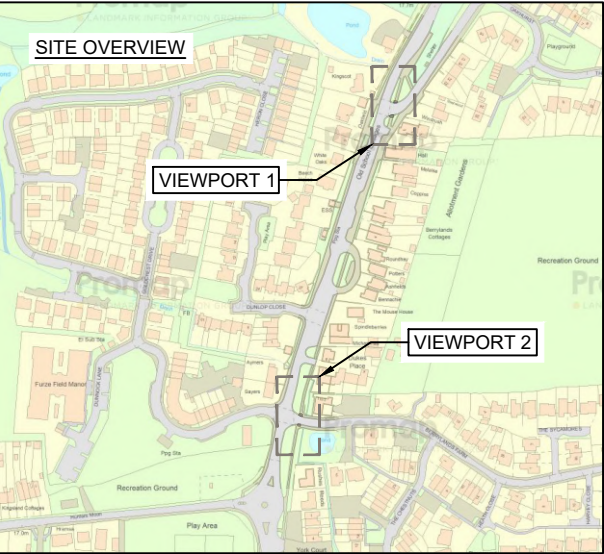
TACTILE PAVING ALONG B2118/BERRYLANDS FARM JUNCTION (VIEWPORT 2)



- NOTES:
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 - 2. THIS DRAWING IS BASED UPON THE ORDNANCE SURVEY'S (1:1250) MAP WITH PERMISSION OF THE CONTROLLER OF HIS MAJESTY'S STATIONERY OFFICE, CROWN COPYRIGHT RESERVED.
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KEY:

PROPOSED TACTILE PAVING = 



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PROJECT

SAYERS COMMON, REEDS LANE

TITLE

PROPOSED TACTILE PAVING

DRAWN BY AKC	CHECKED BY HG 16.03.2026	APPROVED BY CB 16.03.2026
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SCALE @ A3 1:500	DATE 16.03.2026
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PROJECT NO. I002003	DRAWING NO. 06	REV. -
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APPENDIX A2 – NH SECOND SET OF COMMENTS



National Highways Planning Response (NHPR 25-01) Formal Recommendation to an Application for Planning Permission

From: Hermes Luli (Head of Planning & Development)
Operations Directorate
South East Region
National Highways
Planningse@nationalhighways.co.uk

To: Mid Sussex District Council (FAO Stuart Malcolm)
stuart.malcolm@midsussex.gov.uk

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: DM/25/3067

Location: Land West of Kings Business Centre Reeds Lane Sayers Common West Sussex

Proposal: Erection of 80 new residential dwellings (Use Class C3), including affordable housing units, vehicular, pedestrian and cycle access (including new footpath links to the east and west of the site along Reeds Lane), landscaping and open space, parking, sustainable drainage and other related works

National Highways Ref: NH/25/14070

Referring to the consultation on a planning application dated 8 December 2025 referenced above, in the vicinity of the A23 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- ~~a) offer no objection (see reasons at Annex A);~~
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);**

d) ~~recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority propose not to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to Planningse@nationalhighways.co.uk.

This response and all comments outlined herein are made in respect of planning matters only in National Highways' position as a statutory planning consultee, and does not confer any proprietary rights nor amount to the giving or refusal of consent, assent, approval, or awareness of or by National Highways in or of any other aspects or matters (including, but not limited to, the use of property belonging to National Highways). If anyone wishes for National Highways to consider any aspects which do not relate to planning submissions, they should call our contact centre on 0300 123 5000.

Signature: 	Date: 18 May 2026
Name: Nigel De Wit	Position: Spatial Planner
National Highways Ground Floor, Building 1000, Cathedral Square, Guildford, GU2 7YL www.nationalhighways.co.uk	

¹ Where relevant, further information will be provided within Annex A.

Annex A **National Highways' assessment of the proposed development**

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Recommend that planning permission not be granted for a specified period: Reasons

It is recommended that the application should not be determined for a period of three months until **18 August 2026**.

This recommendation can be replaced, renewed, or reviewed during the three-month period, or at its end, dependent on progress made with regards to the outstanding matters.

We will be concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN, in this case, particularly within the vicinity of the A23.

Since our response dated 26 March 2026, we have been consulted on additional information submitted in support of this application. This additional information comprises a Transport Technical Note (TTN) (April 2026) and a Travel Plan Statement (TPS) (March 2026).

We have reviewed our previous comments in the context of the TTN and TPS.

There remain outstanding SRN-related matters that the applicant needs to resolve.

Throughout this response **ACTION points** for the applicant are highlighted in **underlined bold**.

Policy Requirements

The submitted material still does not provide a site-specific transport vision or refer to Circular 01/2022. **We therefore request that the applicant should revise the Transport Assessment to include a site-specific vision prepared in accordance with the requirements of DfT Circular 01/2022 and explain how that vision will be delivered. Any proposed modal shift should be clearly linked to the site's Transport Vision.**

Trip Generation

No revised vision-led trip rates have been provided, and the applicant's vehicle trip rates remain suitable for a pre-vision scenario, we maintain that this is acceptable.

Trip Assignment and Distribution

The applicant has provided 2011 Census Journey to Work data (Appendix A3). The Census data identifies the site location within Mid Sussex 016 MSOA and which uses Google Maps to assign traffic to the network during a peak hour. Whilst the methodology is acceptable in principle, the assignment chooses a preferred route as opposed to incorporating alternative routing choices and does not include all destination MSOAs. This could underestimate the forecast level of traffic expected to arrive and depart via SRN junctions.

Additionally, the flow diagrams do not show arrivals or departures at the site access, nor are they clearly labelled or titled, making them difficult to verify or review.

We request that the applicant provides updated trip distribution and assignment which clearly shows assignment of traffic routed towards the SRN and updated Census Data to show percentages routing to each SRN junction.

Assessment Scenarios

The TTN does not clarify the proposed opening year for the development or provided any further detail on the assessment scenarios. Therefore, we reiterate our previous response: **Any required assessment of the SRN needs to be undertaken in accordance with Circular 01/2022, including a validated and calibrated base year model.**

Traffic Growth and Committed Development

The TTN has not provided any further information regarding traffic growth or committed development. It does not provide a committed development schedule; does not distinguish clearly between committed and allocated development in the Circular 01/2022 sense; and does not include evidence of agreement with the Local Planning Authority (LPA) on committed developments for SRN purposes.

Should it emerge that assessment of the SRN is required, there will be a need to review the committed developments considering the requirements of DfT Circular 01/2022. There would also be a need to agree the committed developments with the LPA and to then provide this information to National Highways for review, with evidence of the LPA's acceptance.

Collision Analysis

On collision analysis, as the full study area and raw collision data have not yet been provided, we reiterate our previous response. Once agreed, **we recommend that the applicant provides an assessment of the existing conditions, including STATS-**

19 collision data with detailed analysis of trends and contributory factors for the latest five complete years for which accident data is available.

Travel Plan

While the TPS has been strengthened through £100 travel vouchers per dwelling for initial residents and Travel Plan management and monitoring secured by legal agreement, it still lacks a clear vision in line with Circular 01/2022 and any firm financial commitments beyond monitoring. The baseline and target modal splits are derived from 2025 Census-based data for Mid Sussex 016 MSOA using journey-to-work patterns. It seeks a 10% mode shift away from private car use over five years.

Given the above, we request that the forthcoming Travel Plan needs to accord to the principle of Circular 01/2022 policies; including a linkage to a development vision. Firm financial commitment should be made in the TP with regards to funding for a range of measures (including infrastructure, incentive and information-based measures) proposed in the short, medium and long-term.

Construction Traffic Management Plan

Given the proximity of the site to the SRN (A23), at the appropriate stage of the planning process we are minded to recommend a suitable planning condition in relation to the preparation, approval and adherence to a Construction Traffic Management Plan.

Conclusion

Given the above, it is currently not possible to determine whether the application would have an unacceptable impact on the safety, reliability and/or operational efficiency of the SRN.

National Highways currently recommends that planning permission not be granted (other than a refusal if the Council so wishes) for a period of three months until 18 August 2026 to allow the applicant to resolve the outstanding matters.

This recommendation can be replaced, renewed, or reviewed during the three-month period, or at its end, dependent on progress made with regards to the outstanding matters.

Standing advice to the local planning authority

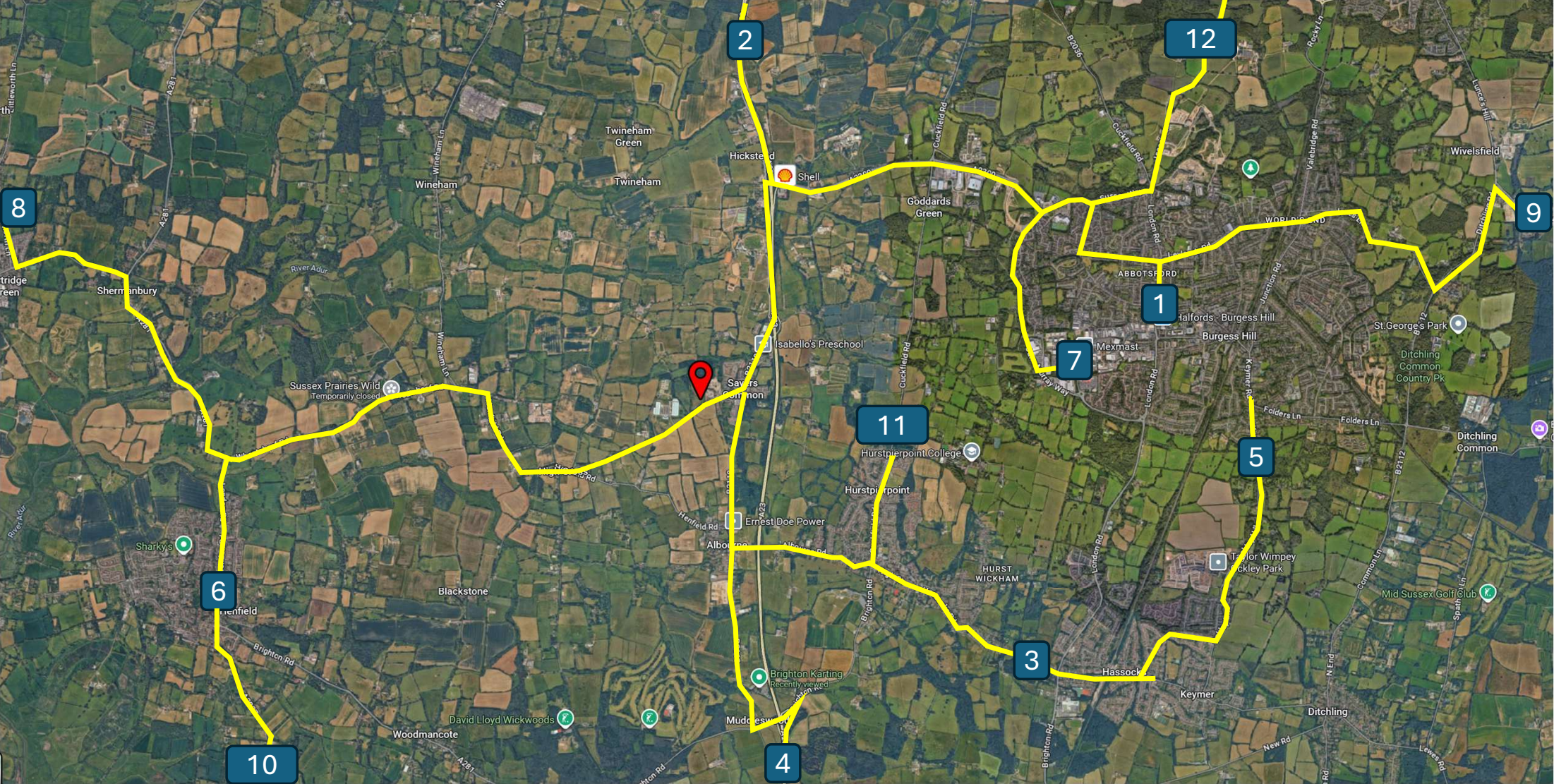
The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 77 and 110 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 109 and 115 advise that appropriate opportunities to

promote walking, cycling and public transport should be taken up as part of a vision-led approach.

Moreover, the carbon reduction hierarchy (avoid-switch-improve) as set out in clause 4.3 of PAS2080:2023 promotes approaches and measures to minimise resource consumption and thereby reduce carbon emissions.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.

APPENDIX A3 – FLOW DIAGRAMS AND RAW CENSUS DATA



[illegible]

APPENDIX A4 – RAW COLLISION DATA

