

DM/25/1434|Proposed demolition of an existing dwelling house, stables and barn buildings and the proposed development of 27 dwellings, with a new vehicular access, associated landscaping, parking, open space, and all other associated development works. (Amended plans, FRA and Drainage Strategy and TA Addendums received 12/12/25) Land Rear Of Chesapeake Reeds Lane Sayers Common Hassocks West Sussex BN6 9JG

I would like to make the following additional comments concerning the documents provided by the applicant for the above application since my previous submission.

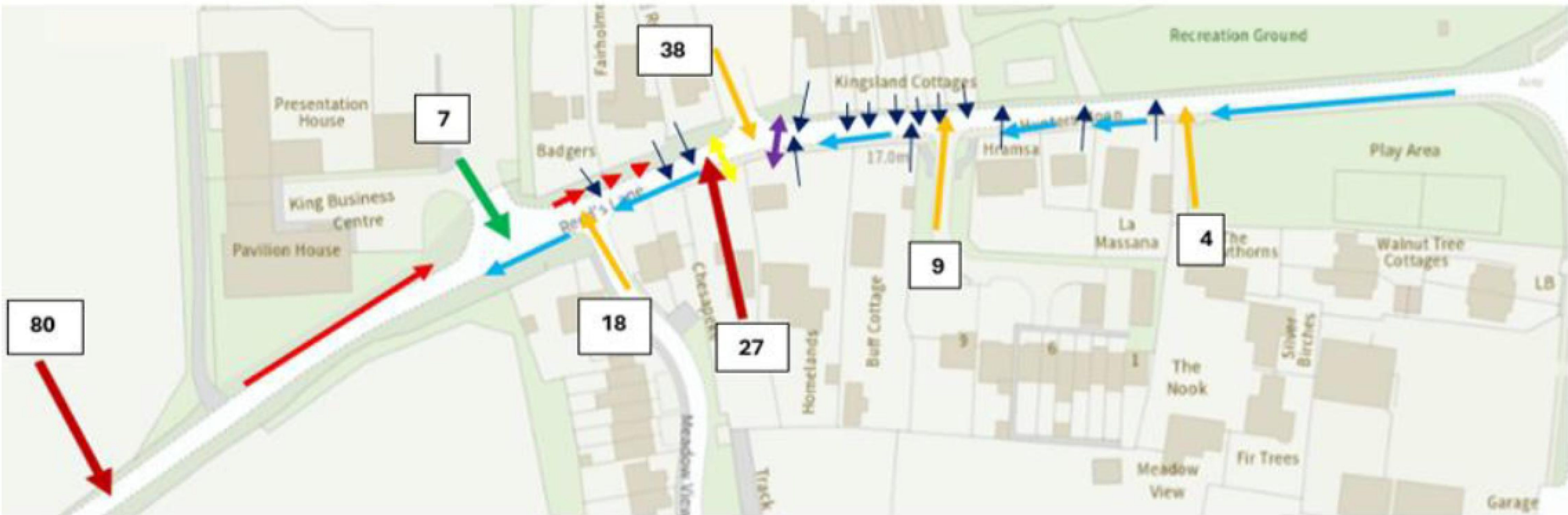
1 Transport Statement Addendum

a) The issue of on street parking in Reeds Lane obstructing the visibility splays of the newly proposed site access junction.

With regards to this issue the applicant still seems to lack a working knowledge as to what in reality actually happens on Reeds Lane with regards to on street parking.

This issue seems to have just been dismissed by the applicant on the basis that the Vehicles are only parked on Reeds Lane on a temporary basis and are therefore not permanent structures. However all vehicles are only ever parked temporarily and no matter what their status, or how long they are parked for, it is still impossible to be able to look through a solid vehicle to see if traffic is coming. This means that it will be necessary, when exiting the new junction, to go out into Reeds Lane before being able to look round a parked vehicle to see if any traffic is coming. Parked vehicles do not automatically disappear when a vehicle wishes to exit the proposed development, nor can vehicles wait at the exit of the development for parked vehicles to suddenly move out of their visibility splays.

On street parking is an issue on Reeds Lane with vehicles including vans parked on it every day, for hours sometimes days at a time. This will be increased by the new paved footway along the northern side of Reeds Lane between Kings Business Park and the Woodlands estate pedestrian road crossing. This footway has been insisted upon by MSDC as part of planning application DM/25/3067 Land to the west of Kings Business Park now being considered by MSDC, and it has not been taken into consideration by this applicant nor their Road Safety Audit.




	Existing On Street Parking Places
	New On Street Parking Places (generated by DM/25/3067)
	Property Accesses onto Reeds Lane
	Housing Estate Accesses onto Reeds Lane (with number of houses)
	Proposed Housing Estate Accesses onto (with number of Houses)
	Commercial Sites accesses onto Reeds Lane (with number of businesses)
	The proposed location of pedestrian road crossing on Reeds Lane

Diagram of all the existing and new parking areas along Reeds Lane and the accesses onto it

Vehicles park all along Reeds Lane, from the junction in the east with the London Road (B2118) to Kings Business Park in the west. Any length of pavement without any traffic restrictions painted along it is extremely attractive for parking vehicles against. These lengths appeal to the residents of the new housing estates, their visitors, and existing residents of Reeds Lane, Osborn Close and the Meadowview estate who lack enough parking on their premises for all of their vehicles. It would also appeal to those using the businesses of Kings Business Centre, such as the NHS customer facing Spa Medica Eye Clinic, and also to the houses and businesses in London Road who similarly lack parking capacity on their premises. Some parking restrictions have been applied at the eastern end of Reeds Lane but this has only resulted in the on street parking moving further westwards down the road.

On street parking not only causes traffic congestion but results in it being difficult for vehicles to see on coming traffic to then be able to stop in time before colliding with them, and reduces the road to the width of a single track. Vehicles (including vans, lorries, HGVs and Farm vehicles) frequently have to duck and dive between parked cars, pull into driveways and mount pavements to let traffic pass, or sometimes they even have to reverse back down the road. It is also very difficult for pedestrians to see around parked cars without having to first step into the road, in order to do so, when crossing it. This is equally an an issue at the new Reeds Lane crossing by the Woodlands housing estate because of the curved nature of the road at this point. From experience it can be quite difficult and terrifying as a pedestrian to cross the road at this point.



07/01/2025 11:45am Photos of the vehicles parked in the visibility sprays of both the proposed new entrance to the site and also at the place of the new site of the pedestrian crossing to the Woodland estate. It also shows the obstructed views that those exiting the proposed site access or crossing Reeds Lane would have at this point, exacerbated by the curved nature of the road as it lies on a bend in the road.



07/01/2025 1:45pm Photos of the vehicles parked in the visibility splays of both the proposed new entrance to the site and also at the place of the new site of the pedestrian crossing to the Woodland estate. It also shows the obstructed views that those exiting the proposed site access or crossing Reeds Lane would have at this point, exacerbated by the curved nature of the road as it lies on a bend in the road.

The above two sets of photos, taken 2 hours apart, show that on street parking on Reeds Lane is continuous and can be for long periods at a time. A vehicle can move away but it is very quickly replaced by another vehicle. At all times of the day visibility from the proposed access point and pedestrian road crossing can be blocked, made even worse by fog, mist, dull weather, dusk and nighttime. If cars pulling out can not see the vehicles already travelling on the road then those same vehicles can not see them. The situation is even worse for pedestrians trying to cross the road as they are less visible to vehicles and slower moving. Adherence to the speed limit of 30mph in Reeds lane is very patchy, including by the many HGVs who use the road who also have longer stopping distances than cars.

To therefore just dismiss this issue of on street parking and visibility, as the applicant is doing so, is both reckless and dangerous and as a result the new access junction is unsafe. Serious examination and consideration should be given at this point in the application process as to how parking restrictions should be used to mitigate the issue of on street parking obstructing the visibility splays and to make the junction safe for all vehicle users and pedestrians. So far only resident's cats have been run over and killed on Reeds Lane but it could easily be a person instead, which would raise liability issues for both the applicant and WSCC Highways.

2 Flood risk assessment and drainage strategy addendum

a) Flood Risk at the vehicle access point to the site

As mentioned in my previous submission, there is a concern about an underground spring located beneath what will be the entrance to the site's access roadway onto Reeds Lane. In front of the current house Chesapeake, on the land between it and the Reeds Lane roadway, there is what was once a spring fed pond. This shows up on OS maps going back to at least the 1800's. The pond also shows up on a land registry plan when the Environment Agency Depot existed on the west side of the site before the Meadowview estate was built. The pond has since been filled in and the spring has instead been capped.

Both MSDC & Antler Homes are aware of this former spring fed pond and were reminded of its existence during the latest District Plan process. However there is no mention of it in any of the paperwork submitted by the applicant. No attempt has been made to establish the depth down to the capped spring and the risk of water escaping from it. Water flowing up through the ground to the surface can undermine the integrity of the road surface above it weakening it. This can lead to potential cracks and potholes in the road surface or, at worse, the collapse of the roadway.

As this former pond and spring lie directly underneath the proposed access junction of the site with Reeds Lane, this matter should be investigated as a matter of urgency to ensure that the roadway can be built without its structural integrity being compromised and that it can take the weight of the traffic proposed. Not doing so would therefore lead to possible accidents and the roadway continually have to be repaired several times a year. It is not clear if the roadway would be adopted at this point so it is unclear if the cost of these continual road repairs would then have to be paid by WSCC Highways or the applicant.

b) Discharge of northern surface water to the culverted watercourse in Reeds Lane

The applicant continues to show a poor knowledge of the drainage systems that actually exist in Reeds Lane.

The applicant advises in point 2.1.5 that in respect of excess surface water in the northern part of their site that *"an alternative discharge point has been identified for the site, therefore discharge to the highway drain is no longer proposed. The culverted watercourse in Reed's Lane is presented in the Plan of Existing Watercourses at The Old Brickworks drawing (reference 680344-10-01 P1) in Planning Application DM/22/0640 at Land North of Lyndon, Reed's Lane, Sayers Common. The drawing is located in Appendix A of the 'Agent – Additional drainage information' document. The drawings demonstrate that the culverted watercourse has continuity towards the north"*

The applicant has prior knowledge of this watercourse as it is the one that they used to discharge into the overflow from their Klagester, for the next door Meadowview estate, when it broke down. This caused pollution and flooding.

It is noted that they have not surveyed the watercourse for its condition and capacity to be able to take their surface water at the discharge rate they are requesting without increasing flooding elsewhere. If they had they would see that it has capacity issues which were identified when MSDC Drainage officers examined it with regards to the planning application DM/22/0640, which the applicant has mentioned above.

In the drainage section of the MSDC Planning Officer's Delegated Report for application DM/22/0640 they advised that:

"The Councils Flood Risk and Drainage team note that they are aware of instances of flooding associated with the eastern watercourse. It is their opinion that many of the flood instances are caused by / exacerbated by variations in bed level and lack of maintenance along this eastern watercourse."

To resolve this situation and reduce the risk of flooding in Sayers Common they then went on to advise that the DM/22/0640 application:

"Includes the rerouting of an ordinary watercourse which flows south to north. The existing watercourse is formed by a mix of culverted sections and open channel. The culverted section comes from the south, across Reeds Lane and through 1 Kingsland Cottages. The watercourse then daylight into an open channel in the garden of 1

Kingsland Cottages before flowing north along the densely vegetated eastern boundary of the site. Due to the level differences between the culverted section and the open channel to the north the falls on this section of the watercourse are poor, in addition maintenance of the open channel in some areas has been lacking. This can result in increased chance of flooding as water is hindered in its downstream flow.”

MSDC then went on to explain further that the applicant for DM/22/0640 had confirmed that

“It is proposed that the development reroutes this watercourse away from the site's boundary and further into the site to allow for better maintenance and management of the system. The aim of this approach is to help mitigate / reduce flood risk to both the site and surrounding area caused by the existing system. The culverted watercourse would be picked up within Reeds Lane and rerouted, away from 1 Kingsland Cottages, into the access road of the site. The watercourse would then be daylighted into an open channel within the open space located along the eastern boundary of the site before discharging into the pond on site.”

This proposal was agreed and accepted as part of the planning permission for DM/22/0640 as it was *“thereby considered to comply with policy DP41 of the District Plan and policy SA30 of the Site Allocation DPD”*



Above is an image showing as a blue line the new route of the culverted watercourse diverted westwards from Reeds Lane in front of Kingsland Cottages and then down along the access road to the DM/22/0640 development which is opposite the site of this application. Image taken from the Flood Model report provided for DM/22/0640 on the Planning Portal.

WSCC LLFA advised in point 2 of their consultation response *“that we require evidence that the owner of the Page 1 of 5 system accepts in principle connection to their system, and that the receiving system has capacity for additional flows.”* The applicant should therefore have been entering into discussion with the developer of site DM/22/0640, Elivia Homes, to seek permission to for them to connect to their watercourse and confirmation that it will have the capacity to take their extra discharge at the rate that the applicant is requesting.

It should also be considered by the applicant as to whether it would be more beneficial for them to construct a new culverted water course link, south to north straight across Reeds Lane, to instead join the rerouted watercourse at the entrance to the new access road into the Elivia Homes Woodlands estate.



Yellow arrow demonstrating a more direct link between the applicant's watercourse and that of Elivia Homes

This would reduce the length of the route the water would have to take between the two sites and remove the meandering route that it would have originally taken, firstly east to in front of Kingsland Cottages and then going west and back again on itself to reach the access point of the Elivia Homes Woodlands estate. This would reduce the risk of silt building up in the bends of the culvert and therefore reducing the overall risk of blockages in the culvert causing flooding in the applicant's site and in Reeds Lane.

c) Other flooding issues previously raised but not mitigated.

The applicant has still not advised how they would mitigate the flooding in the southern part of the site which would affect the informal play area. Nor have they shown satisfactory mitigation to prevent PROW 1A1 from flooding without increasing flooding elsewhere in and outside of the site.

The water coming down into the site from outside of its boundaries has still not been taken into account in the flood assessment, only the water that falls on the site in the form of rain has been considered. The applicant's sole focus has been on preventing the houses on its site from flooding, and not the additional issues that would be caused by their methods of doing so. The standard building policy to prevent on site houses from flooding, which has been used in the most recent developments in Sayers Common (the Sayers Meadow estate and the Elivia Homes Woodlands estate) is to raise the ground level of sites by 30cm or more. This was not made clear or acknowledged in either of the above two estates planning applications, and that it looks like this is also happening with this development's planning application.

Therefore the applicant has still not demonstrated that they would not be increasing the flood risk outside of their site with their development and drainage proposals, or provided sufficient mitigation to ensure it cannot happen.

3 Conclusions

The above issues concerning road safety and drainage have therefore still not been satisfactorily mitigated and resolved by the applicant. Without them being fully addressed this site has not as yet shown itself to be a suitable safe and sustainable site for development.

08/01/2026