

MONSON

Structural Engineering
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**HOLLYTREE HOUSE (2025)
CUCKFIELD ROAD
BURGESS HILL
WEST SUSSEX RH15 8RE**

**PROPOSED RESIDENTIAL
RE-DEVELOPMENT**

TRANSPORT STATEMENT

Issue A

Date 5th February 2025

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Job No 25003



Registered No. FS 37624

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**Proposed Residential Re-development
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1.00 Introduction

- 1.01 This Transport Statement (TS) is prepared in support a Planning Application being made on behalf of Mr Chris Jones for the re-development of land at the property known as Hollytree House nr Burgess Hill. The proposal is for the demolition of the existing detached house on the site and the construction of a new detached house together with 4 semi-detached houses with a new access/crossover and onsite parking provided.
- 1.02 The level of the development falls below that which would normally require either a Transport Assessment or Transport Statement however a report has been requested by the applicant to support the application.
- 1.03 The TS deals with issues relating to trips generated by the proposed use as well as the proposed arrangements for accessing the site, and any effect this may have on the local highway network.
- 1.04 A previous application ref DM/23/2023 for one replacement and one new house on the site, was approved by Mid Sussex Council on 27th Nov 2023. West Sussex County Council acting as Highway Authority raised no objection subject to conditions.
- 1.05 Monson Engineering Ltd was commissioned by the applicant to prepare the TS and it should be read in conjunction with other document submitted with the planning application.

2.00 Existing Site, Local Network and the Proposal

- 2.01 The site currently houses a large 4-bed detached house with extensive gardens. It has onsite parking with a driveway leading to a crossover onto Cuckfield Road, the site lying a short distance from the urban edge of Burgess Hill. The center of Burgess Hill and railway station are approx. 2.5km to the south.
- 2.02 The site is free standing with access onto B2036 known locally as Cuckfield Road. The B2036 runs locally between a junction with the A272 in the north at Ansty and the A273 just to the south of the site. In the vicinity of the site, it is a single carriageway with edge markings of approx. 5.9m width with a wide verge on the western side and a footway and verge/ditch on the eastern (site) side. There is no street lighting or parking restrictions, and the road is subject to a 40mph speed limit.
- 2.03 The current access crosses the ditch and footway and is gated with the gate sufficiently back from the road.

The Proposal

- 2.04 The application proposes the following:
- The demolition of the existing dwelling, Holly Tree House. An existing timber framed outbuilding, currently used as garage will be retained;
 - Sub-division of the site into two residential plots;
 - Erection of 6-bedroom replacement dwelling in the same location as the demolished house, with rear link extension to the timber framed outbuilding. Detached outbuilding to side of the front parking area with garaging for two cars and a 2-bed annex;
 - Creation of a new vehicle access on to Cuckfield Road to serve the replacement dwelling, hard-surfaced parking and turning area;
 - The erection of a four no 3 bedroom semi-detached houses with separate hard surfaced parking and turning area;
 - Widening the existing vehicle access on to Cuckfield Road to form the access to the new dwelling;
 - Bin store close to the highway for collection;

- 2.05 The new detached house will be provided with a minimum of 3 onsite parking spaces to include the provision of EVCPs. The 4 houses will have 2 allocated spaces with an additional 2 visitor parking spaces and will be provided and secure and covered cycle parking will also be provided for a minimum of 3 cycles per house.
- 2.06 Both the detached house and the four houses will have a turning area fronting them and parking which will allow small delivery vehicles to turn on site. Refuse collection will be from roadside, as at present, using collection points on site located close to the accesses.
- 2.07 Each unit will be provided with an electric vehicle charging point to Mode 3 standard (providing up to 7kw) and will be SMART (enabling Wi-Fi connection).
- 2.08 Both accesses will be gated but with the gates located at least 6m from the carriageway to avoid blocking. Visibility at both accesses will be to current standards of 2.4m x 120m, benefiting from the wide footway/ditch/verge and the road curving away at this point. Both accesses will also include acceptable pedestrian visibility splays to the footway.

3.00 Trip Generation

- 3.01 It is normal for trip generation assessments to be made using a recognized database system such as the TRICS database system with the trips anticipated from the proposed use being compared to that for the existing use. In this instance the proposal is for four additional dwellings on the current site.
- 3.02 The new properties will generate around 5-6 additional trips each per day amounting to 20 to 24 overall which is insignificant in traffic terms and will have no material impact on the operation of the local highway.

4.00 Sustainability

4.01 The site lies just beyond the northern edge of Burgess Hill which lies to the south. The whole of Burgess Hill lies within 3.5km as the crow flies and this includes an extensive range of retail, leisure, education and employment facilities, many of these within 2km and reachable by footways. The nearest primary school is just over 1km by foot with the secondary school less than 2.5km.

4.02 The area is reasonably flat and suitable topography for cycling to be an option for some journeys be they commuting to/from work or to access the local secondary schools.

Train

4.03 Wivelsfield End station lies just over 2.2km to the west at Worlds End and can be reached by cycle and on foot. Burgess Hill station is a little further away at 2.65km to the south. Frequent services run to London, Croydon, Gatwick and Brighton as well as other local destinations.

Pedestrian Connectivity

4.04 Footways link the site with the town centre and the extensive facilities are easily accessible.

Planning Policy

4.05 The National Planning Policy Framework (2021) states in para 105: -

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

4.06 Para 111 states: -

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

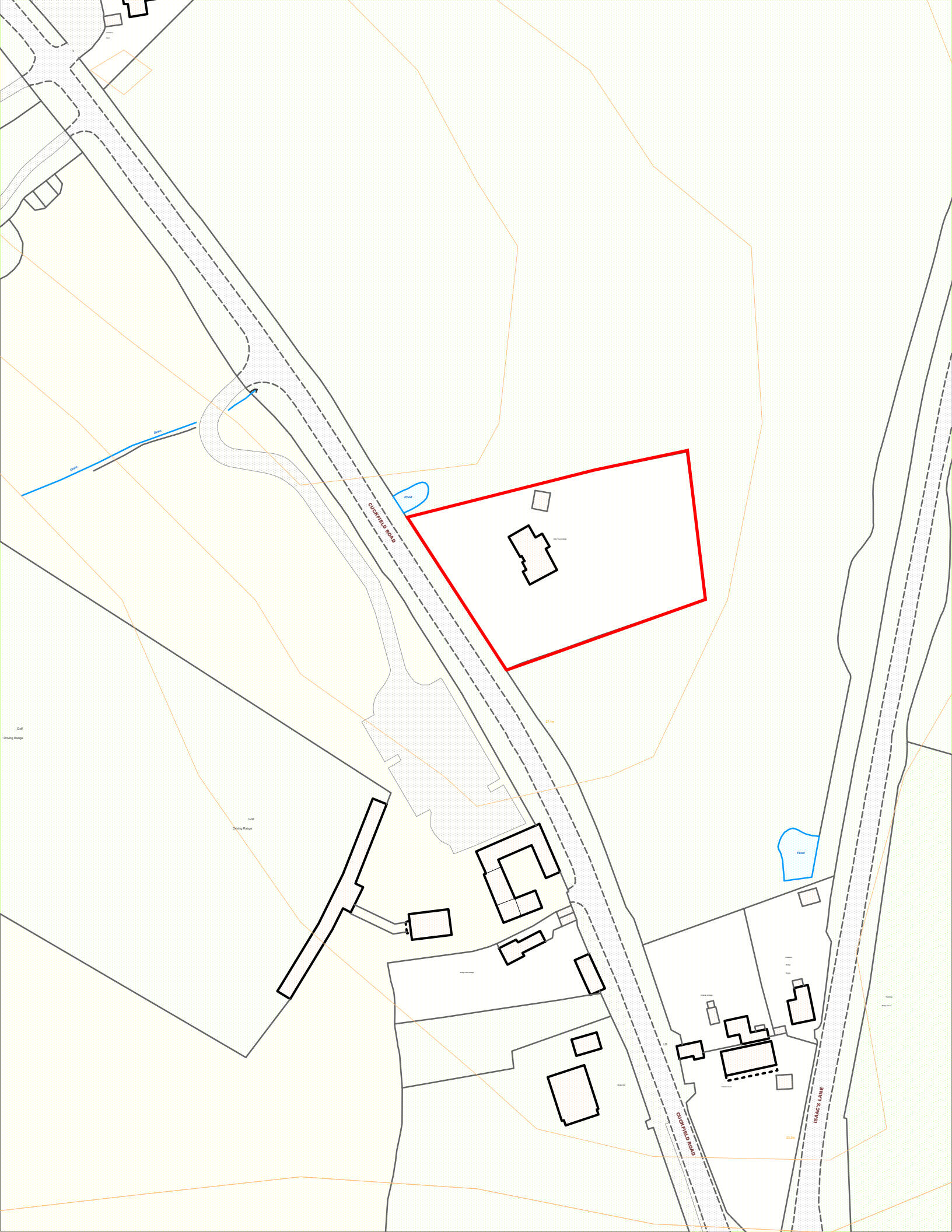
5.00 Conclusions

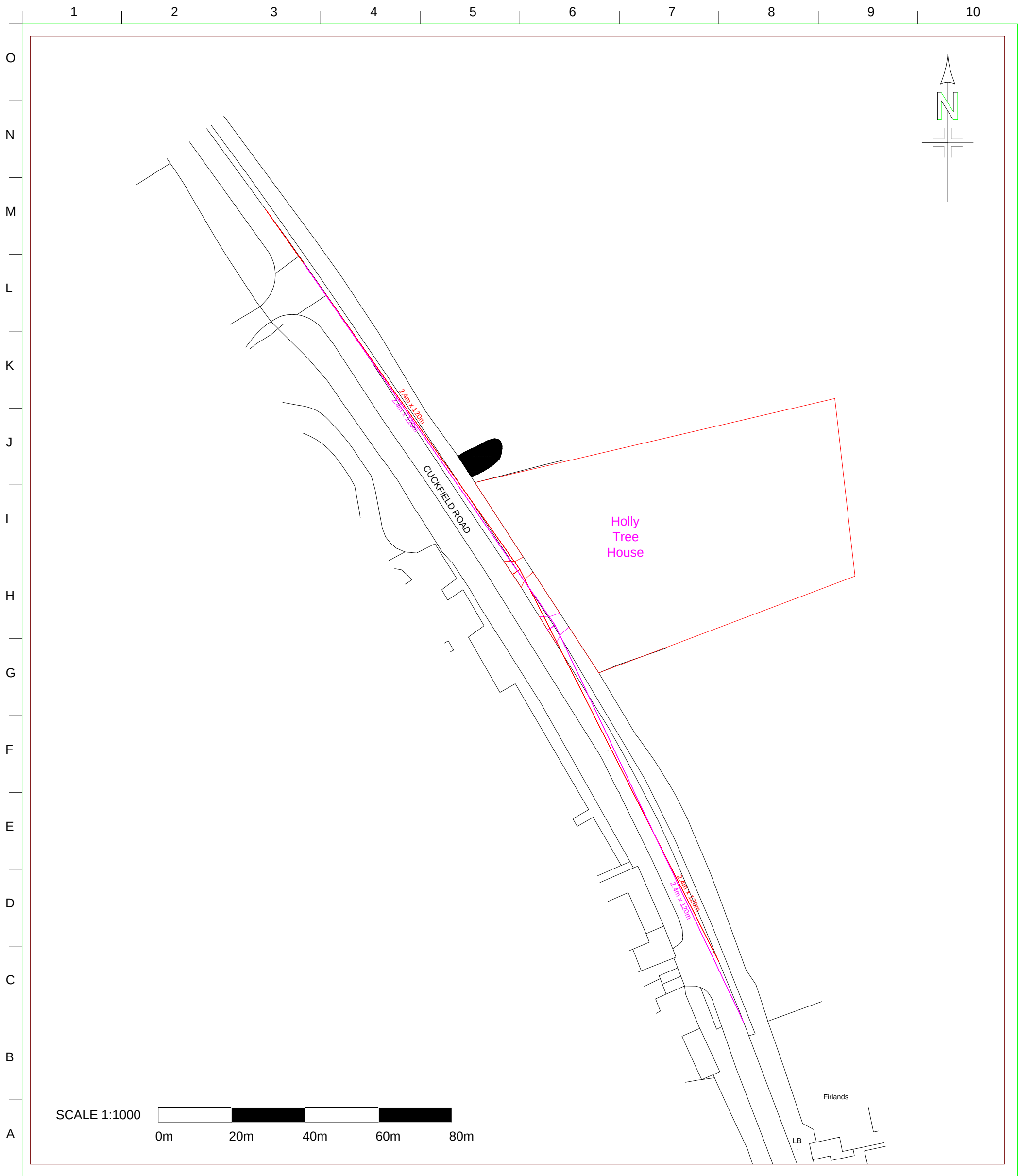
- 5.01 It can be seen from the assessment that the additional trips generated by the proposal will be small in number and this level of trips will have no material impact on the local highway network.
- 5.02 The existing crossover will be widened, and a new access crossover built to provide separate accesses for each area. Both will have vehicular and pedestrian visibility splays to current standards, benefitting as they do from a wide footway/ditch/verge frontage onto the Cuckfield Road.
- 5.03 Each house will have ample space for parking onsite for both cars and cycles and each will be provided with EVCPs. The driveway/forecourt for each area will allow for delivery vehicles to turn within the site thereby ensuring all movements to and from the site in a forward gear. Refuse collection will be from roadside with a collection point near the access points.
- 5.04 The development site lies on the edge of a large residential area and is a reasonably sustainable location with many facilities within walking and/or cycling distance.
- 5.05 It is concluded that there are no grounds for refusal of the application in relation to transport issues.

Appendices

Appendix A - Location & Site Plan

Appendix A - Location & Site Plan





Notes:

1. This drawing to be read in conjunction with all other relevant Monson drawings and specifications, any discrepancies to be reported to Monson prior to any fabrication or work commencing on site.
2. Do not scale this drawing use figured dimensions only
3. All dimensions in millimetres, all levels in metres.

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MONSON

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Project:
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Cuckfield Road
Burgess Hill
RH15 8RE

Description:
Visibility Splays

Scale: 1:1000	Dwg No: 23017/03	Issue: A
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A	GL	06/11/23	Original Issue
Issue	By	Date	Amendments

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Current Issue:	Approved	GL	
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