

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council - FAO: Stuart Malcolm
FROM:	WSCC – Highways Authority
DATE:	22 July 2025
LOCATION:	Land Rear Of Chesapeake, Reeds Lane, Sayers Common, Hassocks
SUBJECT:	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.
RECOMMENDATION:	More Information

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on proposals for 27 x dwellings and associated works on land rear Chesapeake, Reeds Lane. The application is supported by various plans and documents including Transport Statement (TS) and Stage 1 Road Safety Audit (RSA).

In addition to these comments on behalf of West Sussex County Council (WSCC) as Highway Authority a separate consultation response shall be sent from WSCC detailing all of the S106 contributions that the authority is seeking as a result of this planning application. This may include a S106 financial contribution towards transport infrastructure to mitigate any severe or unacceptable impacts of this development as required by paragraph 111 of the NPPF. This consultation shall set out the Total Access Demand (TAD) which is the methodology that has been adopted to calculate the necessary transport contribution. Further details of this methodology can be found here <https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/section-106-planning-obligations/#services-requiring-contributions>.

Site Context

Mid Sussex Local Plan

The site is in Mid Sussex draft District Plan Review as being suitable for up to 33 x homes (policy DPSC4). 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 approx. 2,393 dwellings). Concerns have been raised over the local plan with reference to the duty to cooperate and MSDC have been asked to withdraw the local plan from examination. Whilst the development is one of the smaller allocations, it will still need to demonstrate how sustainable/active transport can be encouraged even without the adjacent and surrounding allocated sites coming forward and how proportionate contributions to the sites overall transport mitigation is being provided.

DPSC4 requires sustainable transport measures and highway works including;

1. Demonstrate a coordinated approach and collaboration with other housing allocations in the Plan within Sayers Common to deliver high-quality placemaking which supports the 20-minute neighbourhood principles, with direct enhanced active/sustainable travel connections, and includes enabling the viability of new public transport services.
2. Prioritise pedestrian and cycle access through the site to enable connection into Significant allocation DPSC2 and towards Reeds Lane, including integration and upgrade of existing PRow which crosses the site.
3. Provide suitable access onto Reeds Lane either directly or via Meadow View

Considering the wider strategic allocations within Sayers Common, there is a need to provide financial contributions to wider infrastructure. What infrastructure and the scope of contribution should be proportionate to the scale of development and considered as part of the wider allocations in Sayers Common.

Pre-App advice was given in June 2023 which included advice in respect to PROW 11, integration of proposed site access with that consented under DM/22/0640 – Land north Reeds Lane, visibility, swept path and RSA requirement.

The site is also located adjacent allocation DPSC3 Land south Reeds Lane for mixed use development (which is south and west of the site). This includes approximately 2000 homes, school and other community uses. The development will need to demonstrate how it will link to this adjacent site, were it to come forward.

Accessibility

Walking

Existing footway on south side Reeds Lane running from Meadow Close and meeting with that on B2118 where there is tactile paving and central refuge crossing facilities on each arm of roundabout. There are limited amenities in Sayers Common (although is a community shop) currently but it is acknowledged that allocated strategic site DPSC3 includes requirement for café and retail etc.

PROW 11 routes through south of site and will be integrated in to the proposals to further promote walking. The Local Planning Authority (LPA) should formally consult WSCC PROW for their comments. LHA have commented in more detail in respect to the internal walking connections in 'Internal Layout'.

The LHA consider additional improvements could be made on the pedestrian desire line into village and nearest bus stops, namely:

- Tactile paving at existing dropped kerb crossing of Oakhurst
- Tactile paving at existing dropped kerb crossing of Berrylands Farm

It is considered that these improvements are required to *provide safe and suitable access for all users* (para. 115 National Planning Policy Framework - NPPF) *...give priority to pedestrian movements...address needs of people with disabilities and reduced mobility in relation to all modes of transport* (para. 117 NPPF).

Cycling

No off-street cycle infrastructure currently exists, though the Active Travel corridor proposed in the MSDC District plan review would improve cycling facilities and links to Burgess Hill. Considering the development site is part of a wider set of allocations within Sayers Common, the applicant would need to demonstrate what mitigation is proposed, including providing proportionate contributions to such an Active Travel corridor improvement.

Public Transport

The nearest bus stop to the site is on the B2118 opposite community shop for northbound services, whilst the nearest southbound stop appears to be further north (of the junction with Oakhurst). A contribution toward Realtime Information boards (RTPI) at both these stops is necessary to ensure the site benefits from quality public transport provision (as per NPPF para. 115 & 117) and could be secured via s106 agreement (RTPI pole mounted display, supply, installation and warranty are just under £8000 each).

It is noted that side road crossings and crossing of B2218 are available along this route, to reach the southbound stop, though improvements as set out in the 'Walking' section above could still be provided. Bus services from these stops provide access to Horsham, Burgess Hill, Crawley and Brighton. The Burgess Hill Train Station is reachable via 100 bus service or a 24 min (4.2 mile) cycle indicating that there are options for sustainable travel for residents of the site.

Hassocks Train Station is similar cycle time of 21 minutes (3.7 miles) using NCR20, yet much of this route is on major roads with faster speed vehicle traffic and would not be suitable or attractive for all.

Due to the scale of development, a full Travel Plan Statement is not required, however, we would advise a Residents Travel Information Pack be secured by condition on any planning approval. This could include £150 sustainable travel voucher and other promotional information (e.g. bus timetable's/walking routes). There would be no monitoring fee attached to this.

Access Arrangements

Reeds Lane is subject to 30mph with footway on southern side. Joins with B2118 to east, linking to Albourne to south and A23 to north/south. The wider road network links to Brighton to south and Burgess Hill to east.

LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There have been no recorded injury incidents on Reeds Lane in vicinity of site. There is no evidence to suggest that the road is operating unsafely.

Access proposed in form of priority bellmouth junction with 6m kerbed radii and 2m footway eastern side of access road to connect to existing on Reeds Lane. The access will have dropped kerb/tactile paving across and require that existing pedestrian crossing point of Reeds Lane (provided under DM/22/0640) be relocated. ATC surveys measured vehicle volumes on Reeds Lane and 85th percentile speeds of 32.1mph eastbound and 26.8mph westbound. Visibility splays of 2.4m x 47m west and 37m east have been provided in line with Manual for Streets (MfS) co-efficients for calculating stopping sight distance based on recorded speeds. These splays should be maintained in perpetuity via suitably worded condition. Suitable pedestrian visibility splays from the relocated crossing of Reeds Lane (east of north Reeds Lane development site access) have also been demonstrated from 1.5m distance from carriageway edge.

Swept path tracking demonstrates refuse collection vehicle and fire appliance can access, turn on site and exit in a forward gear. Also shows that two cars can pass within the access and along access road.

Stage 1 Road Safety Audit (RSA)

1 – risk of obstructed visibility east of site access due to parked cars – auditor recommends appropriate visibility splays – Designers respond that on-street parking within 10 metres junction would be in contravention of Highway Code (parking within this would apply to new junction and that of Meadow View). Designer has welcomed parking restrictions at detailed design stage – if this is considered necessary. The WSCC Highways Agreement Engineer has been consulted in respect to whether providing such parking restrictions at detailed design stage would be acceptable (or whether this should be agreed at planning/ Stage 1 RSA stage). His comments are awaited. Considering the auditors recommendation did not include parking restrictions as a solution, but did advise that suitable visibility splays are demonstrated, the LHA also recommend that these are provided to auditor along with any justification for parking within these splays i.e. Manual for Streets 2 para. 10.7.1, 10.4.2.

2 – Width of site access appears narrow – swept path indicates vehicles can't pass at northern extent – auditor recommends sufficient width or passing places. Additional tracking for two large cars passing has been provided and internal visibility assessment shows suitable forward visibility along bends in access road. LHA consider this point suitably addressed.

3 – dropped kerb/tactile paved crossing of site access is away from pedestrian desire line – auditor recommends locating to pedestrian desire line – Designer accepts and this has been relocated. LHA consider this point suitably addressed.

Internal Layout

Primary site access road to be 4.8m which as per MfS fig 7.1 is suitable for two cars to pass or car to pass lorry. As per comments above, suitable swept path tracking has been provided for all anticipated vehicles (including water tanker for pumping station). The internal layout is designed to 20mph or less design speed through alignment and reduction of forward visibility where appropriate. Internal junctions show forward visibility of 25m around bends in primary access road and 17m around bends on secondary streets (where design speed is 15mph or less).

Site layout shows extent of footway within site and uncontrolled (dropped kerb/tactile paved) crossings of junctions and transition to shared surface within parking courts/lightly trafficked areas.

Link to PROW 11 internally via footpath connection and surfacing of PROW to be upgraded through development, future proofing for connection from allocated site DPSC3 south of site.

Applicant should future proof further connection to adjacent allocated site DPSC4. It is understood DPSC4 boundaries up to east of site and thus a link to west of parking spaces 6 (between plots 5 and 6) would enable a future pedestrian/cycle link to PROW ALB/1_1A/1 and in turn DPSC4. This would mean a gap where currently shown as green belt of trees. This would accord with policies for DPSC3 and DPSC4 in that *coordinated approach and collaboration with other housing allocations in the Plan within Sayers Common and Prioritise pedestrian and cycle access through the site.*



South of open space (furthest point) could be future proofed with pedestrian/cycle link up to southern most boundary that could provide future link to DPSC4.



Car Parking

The car parking provision has been assessed on the allocated parking shown on site layout plan on basis of 2 x 1-bed, 8 x 2-bed, 12 x 3-bed and 5 x 4-bed units. It is noted that Plot 11 & 12 floor plans indicate a garage adjacent to a car port for plot 12 yet the site layout plan indicates that this adjacent garage is actually provided for plot 13. It should also be noted that under WSCC Guidance on Parking at New Developments, garages of 3m x 6m count as 0.5 space (car ports have been counted as single allocated space each).

Floor plan for plots 15 & 16 have been labelled as Plot 14 and 15, presumed to be a typo.

Whilst there are some units that are under provided in parking spaces, some are over provided and the overall provided spaces is 57 and the overall demand for the site for allocated parking is 56.5, based off PBZ1 requirements in table 2 of WSCC Guidance. There are also 5 x visitor spaces (WSCC Guidance requires 0.2 visitor space per unit), bringing total parking on site to 62 x spaces. In comparison, using the Parking Demand Calculator (PDC) determines a demand for 74 x spaces. Working off PDC demand (and accounting for additional 5 x visitor spaces, reducing demand to 69 x spaces) the shortfall could therefore be 7 x spaces. Both methods for calculating parking demand are acceptable. The applicant could consider some additional visitor parking along the access road considering rural location of site and reliance on private car, however the provision as shown is not reason for highway safety or capacity concern.

Cycling parking will be provided in accordance with WSCC Guidance and details of this can be secured via condition, so that it can be ensured that plots without garage will be provided with suitable facility.

Trip Generation

TRICs estimates 15 two-way vehicle trips in AM and 14 in PM peak hours. ATC data reveals 52% expected eastbound and 48% expected westbound. The site access junction has been modelled for capacity and consented development land north of Reeds Lane included and found no 'severe' impact in RFC or queue/delay on site access or Reeds Lane.

No additional junction capacity modelling is required and a 7% increase in traffic flow in any direction during the busiest periods of the day is not considered to result in 'severe' increase or impact to operational capacity of nearby road network.

CONCLUSION

In summary, the LHA require further information:

- Set out what contributions to site wide transport mitigations
- Demonstrate identified footway improvements: Tactile paving at existing dropped kerb crossing of Oakhurst & Tactile paving at existing dropped kerb crossing of Berrylands Farm
- Commitment to provide contribution toward Realtime
- Address issue 1 of RSA
- PROW connections (and to adjacent site DPSC4) as identified above.

Please ask the applicant to provide this additional information and re-consult.

Katie Kurek
West Sussex County Council – Planning Services