

**PROPOSED RE-DEVELOPMENT OF SHOPPING CENTRE –
SECTION 73 APPLICATION
THE MARTLETS SHOPPING CENTRE, BURGESS HILL**

NewRiver Retail Ltd
Transport Assessment

May 2025

Proposed Re-Development of Shopping Centre – Section 73 Application

The Martlets Shopping Centre, Burgess Hill

Transport Assessment

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1.0 INTRODUCTION

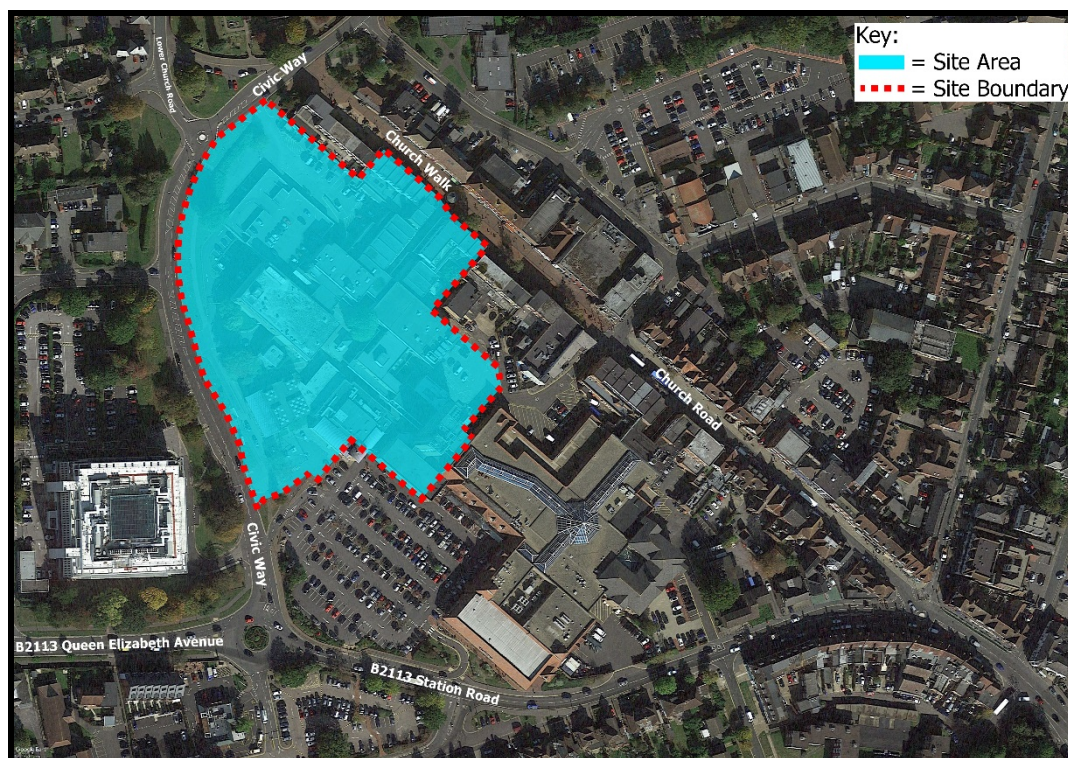
1.1 Appointment of Connect Consultants

- 1.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by NewRiver REIT Ltd to prepare a Transport Assessment (TA) in support of proposals for minor alterations to the permitted retail, leisure and residential elements of 'The Martlets' Shopping Centre in Burgess Hill Town Centre.

1.2 Site Location

- 1.2.1 The proposal site is 'The Martlets' Shopping Centre in Burgess Hill Town Centre, West Sussex.
- 1.2.2 The proposal site is bound to the north by Church Walk and the Burgess Hill Town Council offices, to the east by Church Walk and the remainder of Burgess Hill Town Centre, to the south by the Waitrose Car Park and to the west by Civic Way.
- 1.2.3 The site is located within Burgess Hill Town Centre, as identified in Map 4 of the 'Burgess Hill Neighbourhood Plan 2019-2031'. As with the previous permitted applications, the proposals intend to redevelop the town centre into a mixed-use site, including retail units, residential units and leisure units.
- 1.2.4 Figure 1.1 below shows the site in the context of the local area.

Figure 1.1 – Site in Local Context



Source: Google Earth N.B. All Areas and Locations approximate.

1.3 Planning Background

- 1.3.1 The proposal site has extensive planning history, a summary of which is provided below: -
Planning Application DM/15/3858
- 1.3.2 Planning permission (local planning authority reference: DM/15/3858) was granted by Mid Sussex District Council on 14th March 2016 for the *“Demolition of multi-storey car park, public library, community building and offices. Provision of additional retail floor space (Class A1-A5), residential units (Class C3), a multi-screen cinema (Class D2), public library (Class D1), a hotel (Class C1), the reconfiguration and expansion of existing car park, amendments to the site access, public realm improvements including landscaping and other associated works”* at The Martlets Shopping Centre.
- 1.3.3 The above application was accompanied by a Connect Transport Assessment (TA) dated September 2015. The access proposals including highway works were shown on Drawing 14091 – 010 – C ‘Proposed Highways Layout’ within the TA. A summary of the highway works is provided below:
- Construction of an additional arm on the Civic Way / Lower Church Road Mini-Roundabout to enable access into a basement level car park for the residential units
 - Three on-street parking spaces to the east of Civic Way to serve community hub / library.
 - New tactile paving on all crossings and updated refuse island to south of northern Civic way roundabout.
 - New taxi bays to the east of Civic Way.
 - New Bus stop lay-by to the east of Civic Way.
 - Removal of redundant multistorey car park access junction to the east of Civic Way.
 - Modifications to the left-out egress from Waitrose to Civic Way.
- 1.3.4 Following comments from West Sussex County Council (WSCC), the local highway authority, on 19th November 2015, a Stage 1 Road Safety Audit (RSA) was undertaken of Drawing 14091 – 010 – C ‘Proposed Highways Layout.’
- 1.3.5 It raised a concern with the entry deflection on the north and south bound Civic Way approaches to the Civic Way / Lower Church Road Mini-Roundabout.
- 1.3.6 Additional comments were also received from WSCC on 29th January 2016 and 12th February 2016 in relation to the design of the highway works. Connect responded to comments on 5th February 2016 in a Technical Note titled ‘Highway Matters’.
- 1.3.7 Connect also submitted Drawing 14091 – 008 – A to WSCC. It included changes to the alignment of the Civic Way / Lower Church Road Mini-Roundabout and changes to the library related on-street parking.
- 1.3.8 A positive consultation response was received from WSCC dated 26th February 2016, with planning permission granted on 14th March 2016.
- 1.3.9 An application to vary condition 33 of planning reference DM/15/3858 to allow amendments to the approved plans (DM/18/1580) was approved in July 2018.
- 1.3.10 It included some of the above changes to the highway layout.

- 1.3.11 A number of other applications were also submitted in 2017 and 2018 to discharge planning conditions relating to permission DM/15/3858.

Planning Application DM/19/3331

- 1.3.12 Planning permission (local planning authority reference: DM/19/3331) was granted by Mid Sussex District Council on 2nd July 2021 for the “*Demolition of multi-storey car park, public library and offices. The conversion of existing buildings and erection of new buildings to provide, additional retail floor space (Classes A1 and A3), residential units (Class C3) with undercroft car parking, a multi-screen cinema (Class D2), bowling alley (Class D2), gymnasium (Class D2), a hotel (Class C1), the reconfiguration and expansion of existing public car park, amendments to the site access, public realm improvements including landscaping, and other associated works (revision of DM/15/3858 and DM/18/1580). (Amended plans received 19th June including one additional residential unit, design amends and additional transport information)*” at The Martlets Shopping Centre.
- 1.3.13 The above application was accompanied by a Connect Transport Assessment (TA) dated August 2019.
- 1.3.14 A summary of the permitted proposals in terms of quantum of development (compared to DM/15/3858) is as follows:
- An increase of 888 sq.m Gross Internal Area (GIA) of A1 / A3 retail space compared to existing (8,414 sq.m. existing, 9,302 sq.m proposed), including a permanent retail kiosk located outside the building footprint.
 - The demolition of The Martlets Heights, resulting in the reduction of 1,960 sq.m B1 Gross Internal Area (GIA), with a further 195 sq.m reduction in B1 office space across the remainder of the site.
 - Construction of 1,338 sq.m GIA of B1 office space across the site, resulting in a net reduction of 622 sq.m of B1 space compared to existing.
 - An 89no. bedroom hotel with ancillary hotel Food & Beverage (F&B) unit.
 - 11,924 sq.m GIA of D2 leisure space, broken down as:
 - An 8,991 sq.m GIA, 10 screen cinema, with 1,661 seats.
 - A 2,013 GIA, 16 lane bowling alley.
 - A 698 sq.m. GIA gym.
 - The demolition of The Martlets Multi-Storey Car Park (MSCP).
 - 172 residential apartments, with an associated 75 space car park.
 - Reconfigured and extended surface car park to provide 167 spaces (an additional 2 spaces compared to the multi storey car park to be demolished).
- 1.3.15 At the time, the applicant requested that this 2019 Connect TA considered a slightly greater quantum of development than that being applied for, which also included an additional 483sq.m of A1 / A3 retail floor space and the provision of a 690sq.m library to replace the existing Burgess Hill Library.

1.3.16 The access proposals including highway works where shown on Drawing 14091 – 012 – C 'Proposed Highways Layout' within the TA. A copy is provided at Appendix 1. A summary of the highway works is provided below: -

- The proposed highways works are largely similar to the extant permission, except that the additional arm on the Civic Way / Lower Church Road Mini-Roundabout ('Lower Church Road Mini-Roundabout') is no longer proposed and residential traffic is to instead utilise the improved Civic Way / Martlets MSCP Exit junction.
- The alteration to the Waitrose car park egress to allow right turns out of Waitrose is to alleviate pressure on the B2113 Queen Elizabeth Avenue / B2113 Station Road / Civic Way / McDonald's Roundabout ('McDonald's Roundabout'), to respond to concerns raised by local residents.
- The bus stop on the north side of Civic Way is to be retained as existing, with the bus stop relocated to accommodate the proposed pedestrian paths along the north side of Civic Way.
- A footpath is to be provided to the north of the relocated bus stop, leading into the centre of the proposed development. This was included in the previous permission.
- Removal of redundant multistorey access junction to the east of Civic Way.
- The addition of a 40m taxi bay on the east side of Civic Way. This was included in the previous permission.
- The additional of a 10m Loading Only lay-by on the east side of Civic Way. This was included in the previous permission.
- The provision of a pedestrian refuge island, and associated tactile paving, to the south of the Civic Way / The Brow priority Junction.
- Tactile paving is also to be provided across the altered Waitrose Car Park egress and the altered Civic Way / Martlets MSCP junctions.

1.3.17 The TA was accompanied by a Stage 1 RSA dated 22nd August 2019. No safety concerns were raised within the audit.

1.3.18 Comments were received from WSCC on the 9th October 2019 in relation to the August 2019 TA. Additional parking surveys were requested. This was subsequently provided by Connect.

1.3.19 A positive consultation response was received from WSCC dated 13th July 2020, with the application granted planning permission on 2nd July 2021.

1.3.20 A TEAMS meeting was also held on 26th May 2023 between Mid Sussex District Council, West Sussex County Council and Connect to discuss reducing the approved highway works shown on Drawing 14091 – 012 – C. This work was not concluded.

2022, 2023 and 2024 – Non-Material Amendments

1.3.21 A number of non-material amendment applications have been submitted since application DM/19/3331.

1.3.22 The latest applications show 167 commercial parking spaces and 75 residential parking spaces.

1.4 Development Proposals

- 1.4.1 The development proposals are shown on the plan provided at Appendix 2.
- 1.4.2 The proposals are for alterations to permission DM/19/3331 (and subsequent minor amendments) to be submitted by Section 73 application.
- 1.4.3 A brief description of the changes (when compared to DM/19/3331) are set out below, whilst full details are provided in Section 3.0.
- 1.4.4 The proposals retain the 172 residential apartments, increase the number of hotel bedrooms from 89 to 102, remove the 1,338 sq.m of office space, reduce the retail / café / restaurant space by 3,816 sq.m and reduce the leisure space by 8,374 sq.m when compared to permission DM/19/3331.
- 1.4.5 The residential apartments will continue to be accompanied by 75 spaces however 23 of these will be in the main Civic Way car park.
- 1.4.6 The number of spaces in the Civic Way car park will be increased to 192 (169 commercial and 23 residential) to provide 244 spaces overall, 2 more than previously permitted.
- 1.4.7 The access proposals including highway works where shown on Drawing 14091 – 012 – H 'Proposed Highways Layout' within the TA. A summary of the highway works is provided below: -
- Alterations to the previously approved Waitrose 'left-out' car park egress to provide an all-movements raised table access.
 - Retention of the Waitrose ingress from Station Road. This was included in permission DM/19/3331.
 - Residential traffic will utilise the improved Civic Way / Martlets MSCP Exit junction which will be an all-movement raised table access junction. This was included in permission DM/19/3331.
 - The bus stop on the north side of Civic Way is to be retained as existing, with the bus stop relocated to accommodate the proposed pedestrian paths along the north side of Civic Way. Real time information will be provided at the stop. This was included in permission DM/19/3331.
 - A walkway is to be provided near to the relocated bus stop, leading into the centre of the proposed development. This was included in the permission DM/19/3331.
 - A 3.5m footway is provided on the east side of Civic Way to tie into the Station Road improvements designed by AECOM.
 - Removal of redundant multistorey access junction to the east of Civic Way. This was included in the permission DM/19/3331.
 - The addition of a 40m taxi bay on the east side of Civic Way. This was included in the previous permission. This was included in the permission DM/19/3331.
 - The addition of a 12m Loading Only lay-by on the east side of Civic Way. This was included in the previous permission, but is 2m larger in size.
 - New tactile paving and an updated refuse island to south of Civic Way / Lower Church Road roundabout.

1.5 Pre-Application Advice

1.5.1 Connect has engaged in pre-application consultation with West Sussex County Council, the local highway authority.

1.5.2 A TEAMS meeting was held between Connect, the client team and West Sussex County Council on Thursday 1st May 2025 to discuss the Section 73 application. The following formal response was received on 2nd May 2025: -

- *"The revised layout as assessed on drawing 19085-SK250402.1 has been assessed and in principle no concerns would be raised following assessment of these. The LHA would advise the following comments and recommendations are taken into account however:*
- *A Stage 1 Road Safety Audit is being re-commissioned at the time of writing on the highway works. It has been over 3 years since the original Audit was commissioned and the proposals have changed therefore this would be a requirement of any formal submission*
- *Confirmation that the bus shelters would still have Real Time Information has been included*
- *The crossing point at the roundabout with Lower Church Road will be upgraded with tactile paving as originally proposed under the 2019 application, the drawings will be updated accordingly.*
- *Confirmation of the type of treatment on the raised tables should be provided. Ideally this should be a continuous treatment through the scheme. Again, as you with the point above it is understood the drawings will be further detailed as the scheme progresses.*
- *No change to the overall consented parking layout. Therefore, turning of vehicles shouldn't change. It is understood however that a revised tracking drawing will be provided for private cars and a fire tender.*
- *At this stage it is not anticipated there would be any changes to the permitted vehicle movements to and from the site as a result of his S73 application."*

1.5.3 The proposal and this report have been guided by the pre-application advice received.

1.6 National Planning Policy Framework

1.1.1 This report section provides a brief overview of the national planning policy context and objectives.

National Planning Policy Framework (NPPF), December 2024

1.6.1 The National Planning Policy Framework (NPPF) was first published on the 27th March 2012. A revised NPPF was published on 12th December 2024, with a minor update on 7th February 2025. It sets out the Government's planning policies for England and sets out a framework for local authorities to produce their own local plans.

1.6.2 The key purpose of the NPPF is to contribute to the achievement of sustainable development. It sets out three overarching interdependent objectives as, a) an economic objective, b) a social objective, and c) an environmental objective.

1.6.3 At its heart, the NPPF maintains its presumption in favour of sustainable development.

1.6.4 Paragraph 109 sets out how transport solutions should be based on a vision-led approach:

“109. Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

a) making transport considerations an important part of early engagement with local communities;

b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;

c) understanding and addressing the potential impacts of development on transport networks;

d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;

e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and

f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.”

1.6.5 Paragraphs 115 – 118 address how development proposals are to be considered:

“115. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location ;

b) safe and suitable access to the site can be achieved for all users; and

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”

“116. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”

“117. Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment

area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

“118. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.”

1.7 Local Transport Policy

West Sussex Transport Plan 2022 to 2036

1.7.1 WSCC adopted the West Sussex Transport Plan (WSTP) on April 1st 2022. The WSTP identifies policies and strategies relating to improvement and development of, and investment in, the transport network for the period up to 2036.

1.7.2 The WSTP establishes an overarching vision for transport in West Sussex, which is as follows:

“A West Sussex transport network in 2036 that works for communities in the Coastal West Sussex, Gatwick Diamond and Rural West Sussex economic areas by helping to address the spatial economic challenges of the County, level up the coastal economy and provide access to employment and services countrywide.

The transport network will be on a pathway to achieve net zero carbon emissions by 2050 through more local living, increased use of electric vehicles and reduced use of fossil-fuels. It will also be safer, more efficient and resilient overall with more walking, cycling and use of public or shared transport and less congestion on major routes that connect West Sussex towns with Gatwick Airport, London and nearby cities.

The transport network will connect communities and allow residents to live healthy lifestyles with good access to the West Sussex coast and the protected South Downs, High Weald and Chichester Harbour.

Active travel modes, public or shared transport will be attractive options in built up areas and between towns, and rural communities will have access to the services they need.

Transport impacts such as air pollution, noise and rat-running on adjacent communities and the environment will be minimised to protect a quality of life that reflects the characteristics of the County."

1.7.3 The WSTP also identifies area-specific transport strategies; the area strategy for Mid Sussex, in which the proposed development is located, is provided below: -

"Our transport strategy for the Mid Sussex area (in no particular order) is to:

- Improve the performance of the A22, A23, A264, A272 and A2300;*
- Facilitate provision of on-street electric vehicle charging infrastructure, initially in East Grinstead, Lindfield, Ardingly and Balcombe followed by other areas;*
- Prioritise active travel modes in the towns as development takes place;*
- Increase space for active travel through infrastructure improvements on priority routes such as between Haywards Heath and Burgess Hill;*
- Deliver Air Quality Action Plans in Hassocks;*
- Deliver improvements largely within existing highway land to provide bus priority where possible and viable including priority at signal-controlled junctions;*
- Improve interchange facilities at Burgess Hill and Wivelsfield stations;*
- Improve public realm in Haywards Heath and Burgess Hill town centres;*
- Use on-street parking and traffic management techniques to manage demand, particularly in Burgess Hill, East Grinstead and Haywards Heath;*
- Use behavioural initiatives to tackle inappropriate speed and use of unsuitable rural routes; and*
- Work with strategic partners to improve rail services to Brighton and London in the long term."*

Mid Sussex District Plan 2014 – 2031

1.7.4 MSDC adopted the Mid Sussex District Plan (MSDP) in March 2018 sets out policies and strategies relating to planning and development in the Mid Sussex District, and how these policies/strategies will be delivered.

1.7.5 The vision for Mid Sussex is as follows: -

"A thriving and attractive District, a desirable place to live, work and visit. Our aim is to maintain, and where possible, improve the social, economic and environmental well-being of our District and the quality of life for all, now and in the future."

1.7.6 Policy DP21 of the MSDP relates to transport, which states, in part, the following: -

"Development will be required to support the objectives of the West Sussex Transport Plan 2011-2026, which are:

- *A high-quality transport network that promotes a competitive and prosperous economy;*
- *A resilient transport network that complements the built and natural environment whilst reducing carbon emissions over time;*
- *Access to services, employment and housing; and*
- *A transport network that feels, and is, safer and healthier to use.*

To meet these objectives, decisions on development proposals will take account of whether:

- *The scheme is sustainably located to minimise the need for travel noting there might be circumstances where development needs to be located in the countryside, such as rural economic uses;*
- *Appropriate opportunities to facilitate and promote the increased use of alternative means of transport to the private car, such as the provision of, and access to, safe and convenient routes for walking, cycling and public transport, including suitable facilities for secure and safe cycle parking, have been fully explored and taken up;*
- *The scheme is designed to adoptable standards, or other standards as agreed by the Local Planning Authority, including road widths and size of garages;*
- *The scheme provides adequate car parking for the proposed development taking into account the accessibility of the development, the type, mix and use of the development and the availability and opportunities for public transport; and with the relevant Neighbourhood Plan where applicable;*
- *Development which generates significant amounts of movement is supported by a Transport Assessment/Statement and a Travel Plan that is effective and demonstrably deliverable including setting out how schemed will be funded;*
- *The scheme provides appropriate mitigation to support new development on the local and strategic road network, including the transport network outside of the district, secured where necessary through appropriate legal agreements;*
- *The scheme avoids severe additional traffic congestion, individually or cumulatively, taking account of any proposed mitigation;*
- *The scheme protects the safety of road users and pedestrians; and*
- *The scheme does not harm the special qualities of the South Downs National Park or the High Weald Area of Outstanding Natural Beauty through its transport impacts.*

Where practical and viable, developments should be located and designed to incorporate facilities for charging plug-in and other ultra-low emission vehicles.

Neighbourhood plans can set local standards for car parking provision provided that it is based upon evidence that provides clear and compelling justification for doing so."

- 1.7.7 The District Council is in the process of reviewing and updating the Plan where necessary. The new District Plan 2021 – 2039 will replace the current adopted District Plan.
- 1.7.8 The Mid Sussex District Plan 2021 – 2039, Submission Draft (Regulation 19) was published in 2023.
- 1.7.9 The vision for Mid Sussex is still as set out above in 2018.
- 1.7.10 Chapter 12 of the new MSDP relates to transport. Policy DPT1 states the following: -

"Development must provide appropriate infrastructure to support the vision and objectives of the West Sussex Transport Plan 2022-2036 and meet the requirements of the NPPF.

To meet these objectives:

1. Development that is likely to generate significant amounts of movement and/or have a significant impact on the transport network shall provide a Transport Assessment/ Statement, Sustainable Transport Strategy and Travel Plan to identify appropriate mitigation and demonstrate how development will be accompanied by the necessary sustainable infrastructure to support it and to accord with the requirements of the NPPF.

2. All major developments must demonstrate how all relevant sustainable travel interventions (for the relevant local network) will be maximised and taken into account in terms of their level of mitigation before considering physical highway infrastructure mitigation.

3. Developments which generate significant amounts of movement must provide a Travel Plan and undertake and report regular monitoring of travel movements by all modes, to enable enforcement of agreed travel plan actions and targets.

4. Development shall create liveable communities which embody the 20-minute neighbourhood principles, demonstrate accordance with the movement hierarchy and deliver attractive, healthy places that have a permeable street network within the site, connecting to existing networks and services, with clearly defined street hierarchies that are safe, and incorporate green infrastructure, particularly on walking and cycling routes, whilst ensuring they are designed for all users and supporting desirable opportunities for people to choose not to travel by car.

5. Development must integrate relevant requirements of Chapter 4 of the Mid Sussex Design Guide SPD and be designed to prioritise sustainable and active modes of travel and define a clear street hierarchy, providing safe and convenient routes for walking, wheeling and cycling through the development and linking with existing and enhanced networks beyond, including schemes identified in Local Cycling & Walking Infrastructure Plans, before the highway layout is planned.

6. New streets must be designed and built to adoptable standard which can easily incorporate advanced digital infrastructure, including full fibre to support opportunities for home working and incorporate and integrate with green infrastructure."

Northern Arc, Burgess Hill Masterplan – Homes England September 2018

- 1.7.11 The overarching vision for the Northern Arc is as follows: *“The Northern Arc will combine the best of town and country to offer vibrant local centres, excellent community facilities and well-designed residential neighbourhoods set within a highly attractive landscape of existing mature woodlands, river valleys and extensive natural areas to provide a great place to live, work and visit. It will provide up to 3,500 new homes, local employment, education, health, leisure, sports, recreation and community facilities within a series of sustainable neighbourhoods linked by a new Northern Arc Avenue, green cycle and footpaths and successfully integrated into Burgess Hill and the wider improvements to the town.”*

1.8 Car Parking Policy

- 1.8.1 NPPF Chapter 9 *Promoting sustainable transport* sets out at paragraph 112 that,

“If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;*
- b) the type, mix and use of development;*
- c) the availability of and opportunities for public transport;*
- d) local car ownership levels; and*
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”*

- 1.8.2 Paragraph 113 states,

“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.”

Adopted Local Parking Standards

- 1.8.3 The parking standards relevant to the proposed development can be found within WSCC's 'Guidance on Parking at New Developments' document, which was adopted in September 2020.
- 1.8.4 The WSCC document states *“although new guidance has been prepared, it should only be used as an initial guide for developers, who should undertake a site-specific assessment and seek to balance operational needs, space requirements, efficient use of land and cost attributed to providing parking and where relevant, attracting/retaining staff.”*
- 1.8.5 A full assessment of parking provision is provided in Section 3.0 of this report.

1.9 BREEAM Assessment

- 1.9.1 BREEAM or Building Research Establishment Environmental Assessment Method is an industry standard sustainability assessment method. Launched in 1990, by the Building Research Establishment it sets standards for the environmental performance of buildings through the design, specification, construction and operation phases and can be applied to new developments or refurbishment schemes.
- 1.9.2 The BREEAM Assessment utilises a system of credit scoring to determine the level of sustainability and environmental impact of a development. Credits are collated from a set of environmental sections and issues outlined in the 'BREEAM UK New Construction Version 6.1 Technical Manual - SD5079' to give an overall BREEAM rating. These sections and issues include Management, Health & Wellbeing, Energy, Transport, Water, Materials, Waste, Land Use Ecology, Pollution and Innovation.
- 1.9.3 The 'Tra 01 Transport Assessment and Travel Plan' section of 'BREEAM UK New Construction Version 6.1 Technical Manual - SD5079' outlines a set of values that aim to raise awareness of the existing local transport network and amenities, and identify ways to improve transport sustainability.
- 1.9.4 A maximum of two credits are awarded if development proposals include a Transport Assessment or Statement and an associated Travel Plan during the feasibility or design stages.
- 1.9.5 Both a Transport Assessment and Travel Plan have been produced for the proposed development, thereby earning two credits for Tra 01. They have been produced in accordance with the following BREEAM guidance set out in the 'BREEAM UK New Construction Version 6.1 Technical Manual - SD5079': -

"No later than Concept Design stage, undertake a site-specific transport assessment (or develop a travel statement) and draft travel plan, which can demonstrably be used to influence the site layout and built form;

The site-specific travel assessment (or statement) shall cover as a minimum:

a If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities.

b Predicted travel patterns and transport impact of future building or site users.

c Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors.

d Reporting of the number and type of existing accessible amenities within 500m of the site.

e Disabled access accounting for varying levels and types of disability, including visual impairment.

f Calculation of the existing public transport Accessibility Index (AI).

g Current facilities for cyclists.

Following a transport assessment (in accordance with the requirements set out in criteria 2), develop a site-specific travel plan that provides a long-term

management strategy which encourages more sustainable travel. The travel plan includes measures to increase or improve more sustainable modes of transport and movement of people and goods during the building's operation.

If the occupier is known, involve them in the development of the travel plan.

Demonstrate that the travel plan will be implemented and supported by the building's management in operation."

1.10 Proposed Development Vision

- 1.10.1 In line with paragraph 109 of the NPPF, the vision of the proposed development is to provide a mixed-use development that has safe and suitable access by sustainable travel modes, and encourages their use, with an emphasis on travel by foot to retail units, and by all non-car modes to the residential units. Car club spaces, electric bike and car chargers will also be provided. Also, that the development provides safe and suitable access by vehicular modes, to achieve reduced travel distances, and also encourage the use of electric vehicles. Furthermore, that the development does not unacceptably impact on the operation of the surrounding road network.

1.11 Report Overview

- 1.1.2 The remainder of this report is divided into five further sections, which are as follows: -

Section 2.0 Site Transport Context

- 1.1.3 This section of the report provides details of the site context, including its accessibility by all relevant transport modes and collision analysis.

Section 3.0 Proposed Development

- 1.1.4 The various components of the development proposal, including the site access arrangements and parking provision, are described within this section of the report.

Section 4.0 Traffic Assessment

- 1.1.5 This report section provides an assessment of the vehicular attraction of the proposed development and its traffic effects.

Section 5.0 Junction

- 1.1.6 The results of the traffic assessment have been used to inform junction capacity and collision analysis, and the methodology and results are outlined in this section of the report.

Section 6.0 Summary and Conclusions

- 1.1.7 A summary and the conclusions of the report are provided in this section.

2.0 SITE TRANSPORT CONTEXT

2.1 Introduction

- 2.1.1 This section of the report considers the accessibility of the site in terms of a range of transport modes, as well as undertaking an accident analysis, which identifies the road safety context of the highway network local to the proposal site.

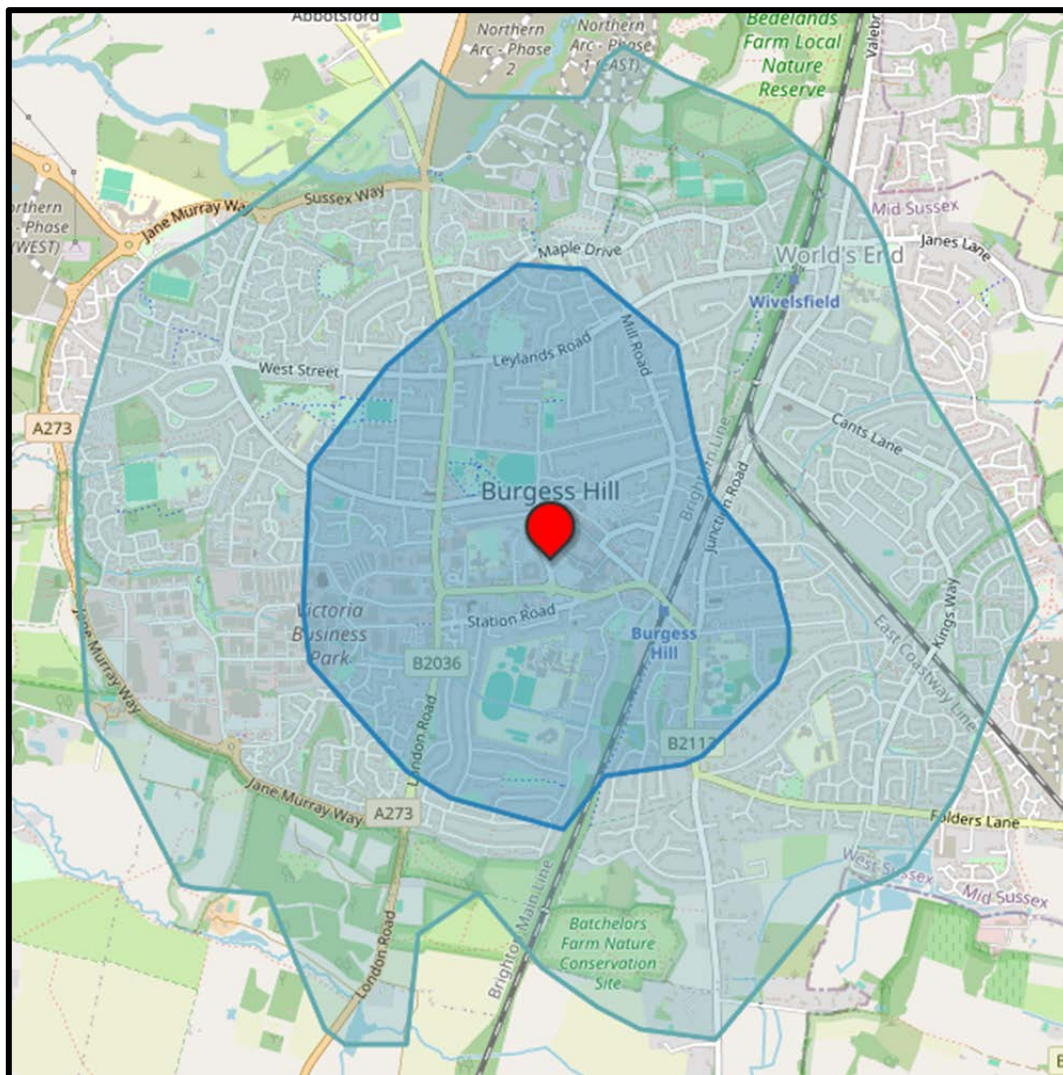
2.2 Pedestrian Access

- 2.2.1 The CIHT document 'Planning for Walking' (April 2019) reiterates the advice presented in 'Manual for Streets', Section 6.4 of 'Planning for Walking' states the following:

"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design."

- 2.2.2 Furthermore, 'Planning for Walking' indicates that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot.
- 2.2.3 Table 3.2 of The Institute of Highways and Transportation (IHT) guidance document titled 'Providing for Journeys on Foot' identifies a maximum walk distance of 2.0km for commuter, school and sightseeing walk trips, 800m for town centre walk trips and 1.2km for trips elsewhere.
- 2.2.4 The actual distance that people will be prepared to walk will vary depending on the trip purpose and other factors such as the presence of road crossings, terrain, and the attractiveness of the environment. For retail trips, the likely maximum walk distance is 800m due to the fact that shoppers will be carrying bags on their return journey, while for work-based / commuting trips, people are likely to be prepared to walk further.
- 2.2.5 Based on walking distances of 800m and 2km, the indicative walking catchments of the Site are shown at Figure 2.1 below. These have been shown as 1km and 2km isochrones.

Figure 2.1 – Indicative 1km and 2km Walk Catchments



Source: Open Route Service.

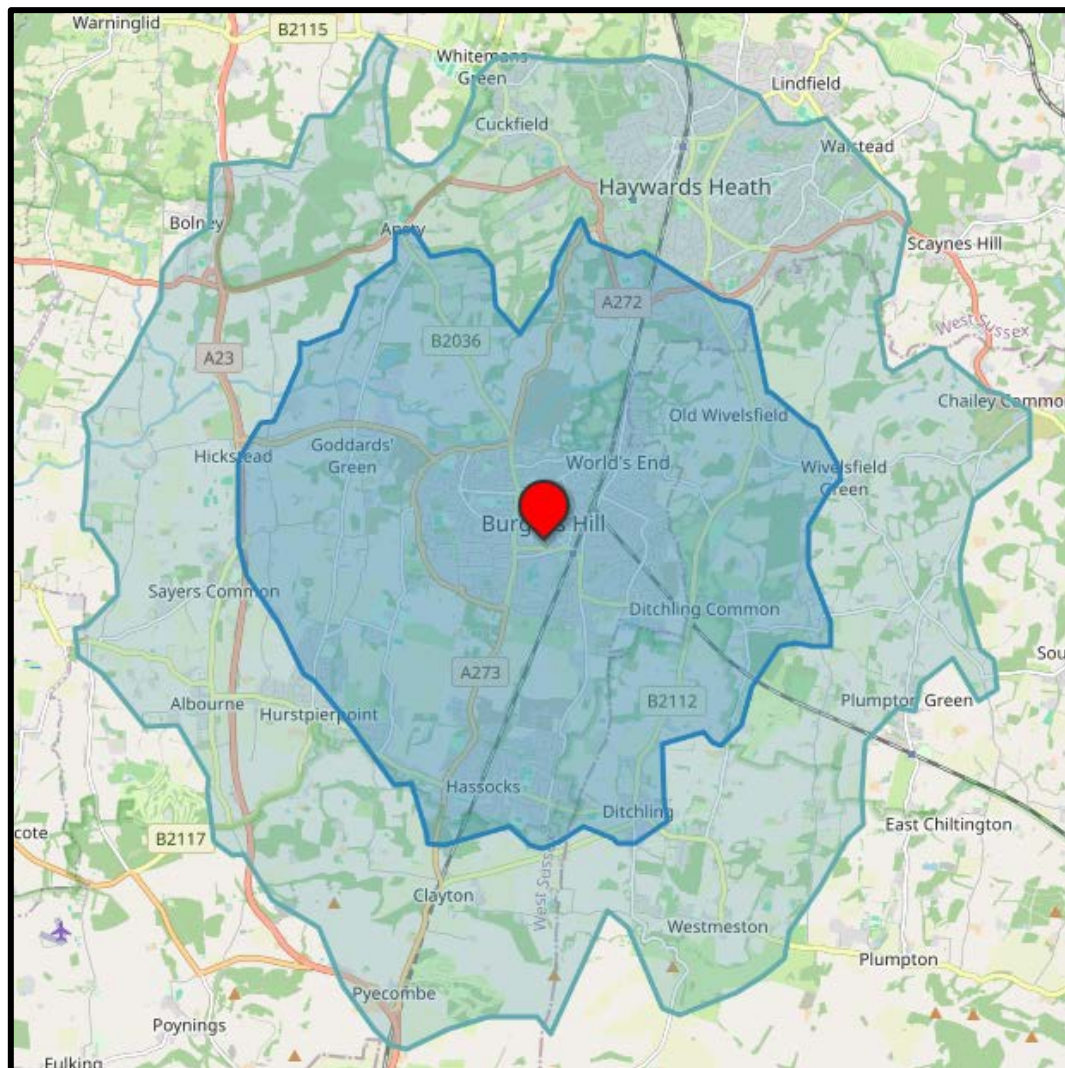
- 2.2.6 In relation to the proposed development, the walk catchments indicate that there are a significant number of residences within the 1km customer walk catchment area and a substantial staff and leisure pool residing within the 2km walk catchment.
- 2.2.7 For the proposed residences, the entirety of Burgess Hill Town Centre is within walk distance of the site, which includes potential employment, leisure facilities, pharmacies, retail, as well as all of the facilities proposed as part of the development, including the gym and cinema.
- 2.2.8 Church Walk to the immediate north of the Martlets is pedestrianised and provides an attractive environment for walking.
- 2.2.9 To the immediate south of the Martlets, there is a signalised pedestrian crossing on Civic Way and to the immediate north a signalised pedestrian crossing on Church Road.
- 2.2.10 Approximately 100m to the southeast of the Martlets there is a signalised pedestrian crossing on B2113 Station Road and approximately 150m to the south a signalised pedestrian crossing on B2113 Queen Elizabeth Avenue.

- 2.2.11 The footways are street-lit, and there are dropped-kerbs with tactile paving at crossings, thereby appropriately providing for age-related requirements of residents, occupants and visitors on foot.
- 2.2.12 In light of the local pedestrian facilities, the Martlets is well connected to the local pedestrian network with opportunities for residents, employees and customers to make trips by foot.

2.3 Cycle Access

- 2.3.1 The 2023 National Travel Survey table NTS0303 identifies average journey lengths by cycle in England of c.4.8km. The CIHT document titled 'Planning for Cycling' (October 2014) indicates that 80% of cycling trips are up to five miles (8km) and 40% are less than two miles (3.2km). This suggests that cycling can offer an alternative to car travel particularly for trips of less than 8km.
- 2.3.2 For the purposes of this assessment, it has been assumed that cycling has the potential to replace short car trips, particularly for journeys of less than 5km in length. Small quantities of shopping can be carried on a cycle rack without impediment and cycling is therefore a viable mode of transport, particularly for staff and customers making 'top-up' shopping trips.
- 2.3.3 Indicative cycle catchments are shown at Figure 2.2 below, being a 5km catchment (representing the 4.8km NTS average cycling distance) and an 8km catchment (being the distance of 80% of cycle trips).

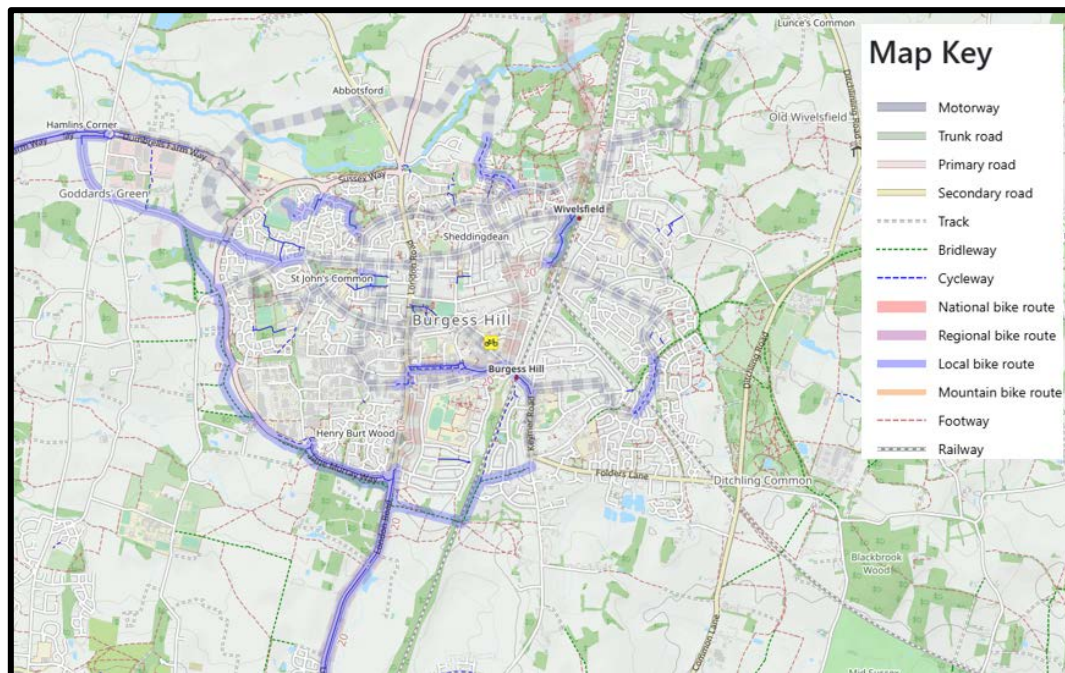
Figure 2.2 – Cycle Catchment Area



Source: Open Route Service

- 2.3.4 The 5km cycle catchment includes the entirety of Burgess Hill with the 8km catchment including other peripheral towns and communities including Haywards Heath. This includes a significant local population within cycle distance of the site, and for the proposed residences an abundance of facilities.
- 2.3.5 The OpenStreetMap cycle map below shows local cycle routes in the area.
- 2.3.6 Station Road to the south of The Martlets includes footway / cycleways on both sides of the road connecting the site to the local cycle network.
- 2.3.7 The local roads and cycleways are street-lit, and there are dropped-kerbs with tactile paving at crossings, thereby appropriately providing for age-related requirements of occupants and visitors travelling by cycle.

Figure 2.3 – Cycle Map

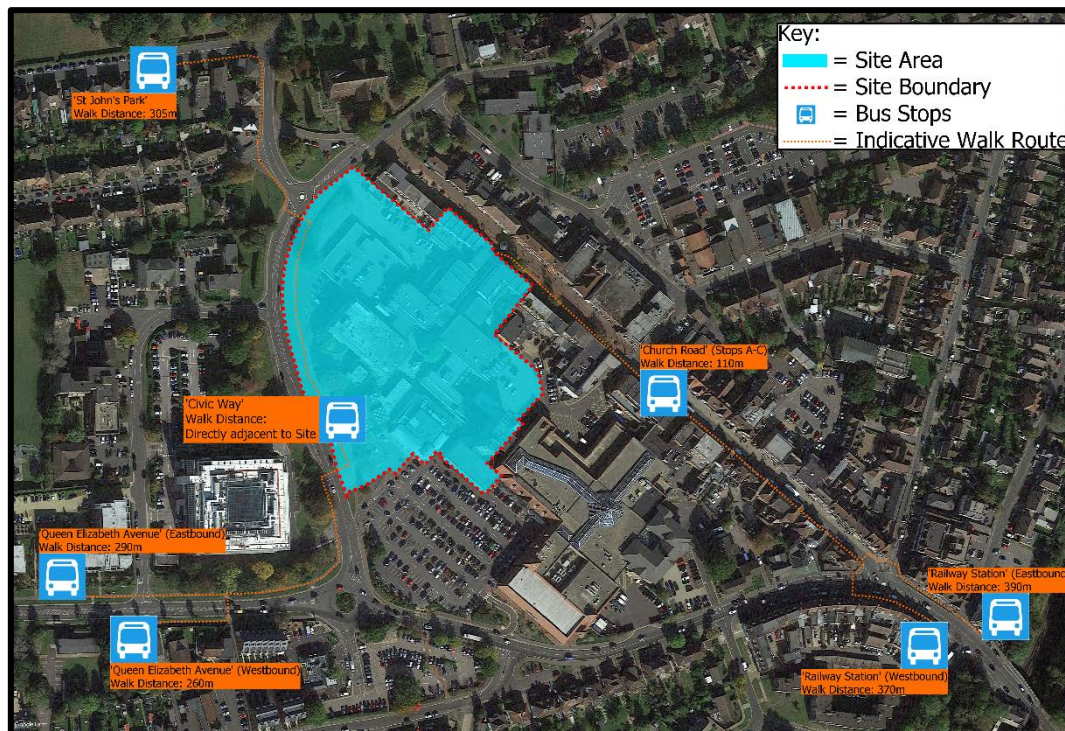


- 2.3.8 As part of the proposals additional cycle parking is proposed including Sheffield stands and a cycle hub. The hub will be a high-quality structure providing attractive covered cycle storage, electric bike charging and a cycle repair facility.
- 2.3.9 Considering, the local catchment, that the roads local to the sites are urban in character, and that the local topography is generally gentle, cycling provides the opportunity to travel to/from the site by a sustainable mode of transport.

2.4 Bus Access

- 2.4.1 The publication 'Planning for Public Transport in Developments' produced by the Institution of Highways and Transportation (IHT) specifies that new developments should be located within 400m of the nearest bus stop.
- 2.4.2 The existing bus stops that are located within the recommended 400m walk catchment include the 'Civic Way' bus stop, the 'St Johns Park' bus stop, the 'Church Road' stops, the 'Queen Elizabeth Avenue' bus stops and the 'Railway Station' bus stops.
- 2.4.3 Figure 2.4 below shows the location and distances of the above bus stops in relation to the proposed development, as well as indicative walk routes to / from the bus stops.

Figure 2.4 – Bus Stop Locations and Distances



Source: Google Earth. N.B. All Areas, Locations and Distances Approximate.

- 2.4.4 The above stops are served by a number of different services including the 35A, 100, 168, 270, 271, 272 at frequencies of up to every 60 minutes. These services provide connections to Burgess Hill, Brighton, Pulborough and the Royal Sussex County Hospital.
- 2.4.5 The operating times of the services cater for peak period commuter travel as well as retail, leisure and other trip types. The services therefore provide a genuine alternative to the private car and should assist in encouraging modal shift away from the private car. Given the location of existing bus stops and the availability of bus services near the site, the site is in a sustainable location.
- 2.4.6 Having regard to the proximity of the bus stops, the frequency of buses and the areas that the existing local buses serve, the site has good accessibility by bus and, for the proposed residences provides bus links to a number of destinations.

2.5 Rail Access

- 2.5.1 The guidance contained within the IHT's publication titled 'Planning for Public Transport in Developments' identifies that railway stations have an 800m walk catchment.
- 2.5.2 The site is located approximately 600m walk distance northwest of Burgess Hill Rail Station.
- 2.5.3 Rail services connect Burgess Hill with the national rail network linking to major settlements including London and Brighton along with key transport nodes such as ports and airports. Locally, rail services connect Burgess Hill to settlements including Haywards Heath, Crawley and Lewes.
- 2.5.4 Wivelsfield Rail Station is also located within Burgess Hill, approximately 1.2km from the proposed development. Wivelsfield Rail Station provides additional hourly services to and from Eastbourne to the south east of Burgess Hill.

- 2.5.5 The potential exists that future residents of the proposed residences will utilise rail as a mode of transport, particularly with regards to commuter trips. The potential also exists for future customers and staff to travel to Burgess Hill Town Centre by rail.

2.6 Highways Access

- 2.6.1 The site lies within Burgess Hill Town Centre, and can be accessed via Civic Way to the north, by the B2113 Queen Elizabeth Avenue to the west or by the B2113 Station Road to the east.
- 2.6.2 Further to the west, the B2113 Queen Elizabeth Avenue connects to the B2036 which provides a key north/south route through the western part of Burgess Hill. Further to the east, the B2113 Station Road connects to the B2113 Keymer Road and Junction Road. The B2113 Keymer Road and Junction Road perform a similar function to that of the B2036, but for the eastern part of Burgess Hill.
- 2.6.3 The A23 is located approximately 6km west of Burgess Hill, providing a link south into Brighton and north into Crawley, as well as to other Strategic Road Network (SRN) roads, such as the M23 and M25.

2.7 Accessible Amenities within 500m

- 2.7.1 The proposal site is surrounded by a range of amenities that are accessible via safe pedestrian routes, which includes footways / cycleways and crossing facilities.
- 2.7.2 This assessment is based on Table 7.6 of the 'BREEAM UK New Construction Version 6.1 Technical Manual - SD5079', which lists the key amenities applicable to this type of development (which is classified as a BREEAM BG1 and BG5 building type).
- 2.7.3 Table 2.1 lists the distances to the closest accessible amenities within 500m of the site; Figure 2.8, below, shows the locations of these amenities.

Table 2.1 – Accessible Amenities within 500m

Amenity	Location	Distance
Appropriate food outlet (i.e. groceries, convenience)	Waitrose and the proposed food store	On Proposal Site and Adjacent to Proposal Site
Access to cash	Santander ATM	Adjacent to Proposal Site
Access to an outdoor open space (public or private, suitably sized and accessible to building users)	Proposed Public Realm Square	On Proposal Site
	St Johns Park	400m
Access to a recreation or leisure facility for fitness or sports	Proposed Gym and Leisure Facilities	On Proposal Site
	Pure Gym	500m
Publicly available postal facility	Burgess Hill Post Office	Adjacent to Proposal Site
Community facility	Burgess Hill Guide Hall	180m
Over the counter services associated with a pharmacy	Boots Pharmacy	Adjacent to Proposal Site

Public sector GP surgery or general medical centre	The Brow Medical Centre	210m
Childcare facility or school	St Wilfrids Nursery Unit	200m

Figure 2.5 – Accessible Amenities within 500m

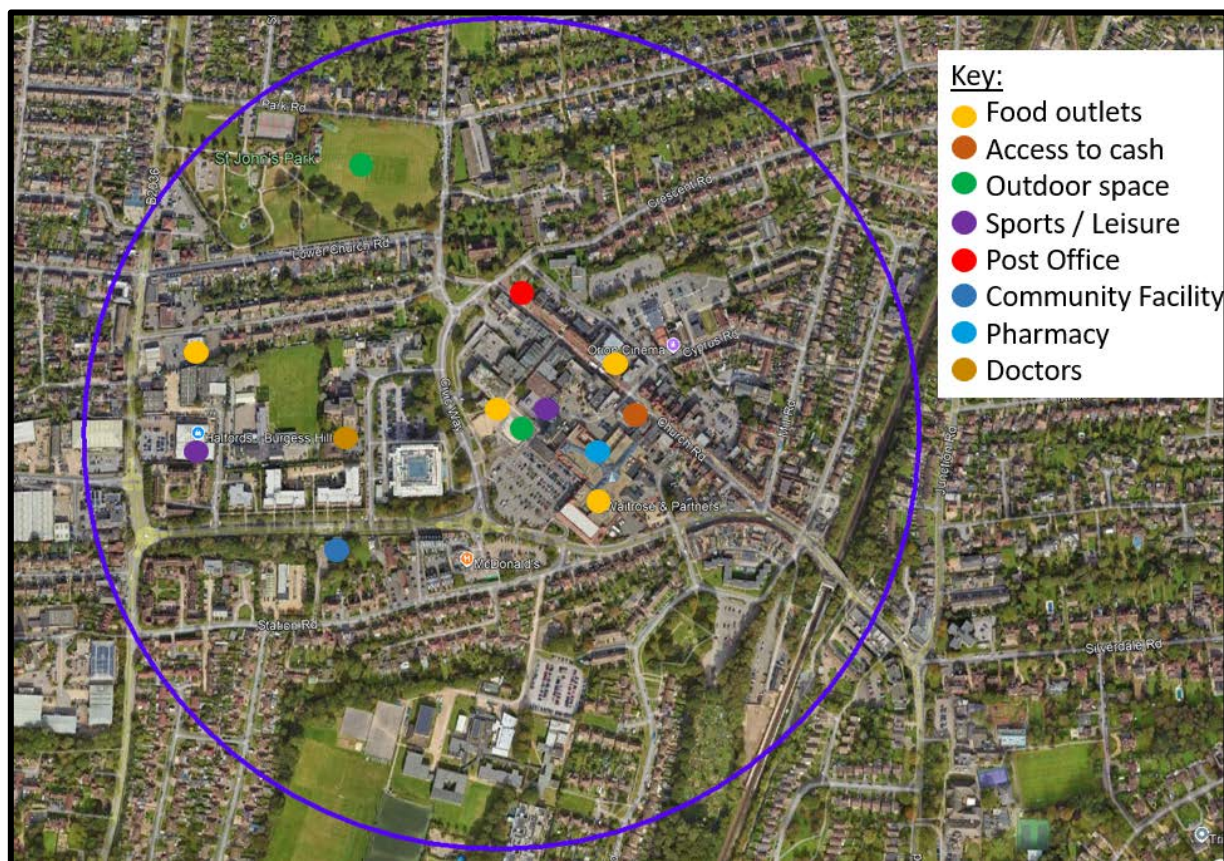


Image source: Google Map

2.8 Disabled Access

- 2.8.1 The pedestrian route along the site's Civic Way frontage is street-lit, and there are dropped-kerbs with tactile paving at crossings, thereby providing measures to facilitate access by disabled users.
- 2.8.2 Given the nature of this development, the site has been designed to allow mobility and independence by all users with varying levels and types of disability.

2.9 Public Transport Accessibility Index (AI)

- 2.9.1 As part of the BREEAM assessment, it is necessary to also calculate the Accessibility Index (AI) of the development site. The AI functions as an indicator for the accessibility and density of the public transport network relevant to the development site.
- 2.9.2 The AI is described in the 'SD5078: BREEAM UK New Construction 2018' Technical Manual as follows:-

“The index is influenced by the proximity and diversity of the public transport network and the frequency of services at the accessible nodes. The greater the number of compliant nodes, services and their proximity to the building, the higher the AI.”

2.9.3 Information on the local public transport network, as detailed above, is inputted into the BREEAM Accessibility Index tool to provide a value of accessibility.

2.9.4 For the proposal site, a score of 8.23 has been calculated.

2.10 Access to Facilities

2.10.1 The Department for Transport (DfT) publishes annual estimates of travel times from where people live to key local services including primary schools, secondary schools, GPs, hospitals, food stores, town centres and employment centres. These are known as the Journey Time Statistics (JTS) series, the latest set were recorded in 2019 (published in November 2021).

2.10.2 The statistics are published at national, regional, local authority and small area (Lower Super Output Area) level, for the seven key local services listed above, and for the following three modes of transport; public transport / walking, cycle and car.

2.10.3 The 2019 JTS “cycle time” has been converted to distance using the assumption that average cycle speed is 16 km/h. This is the most common cycle speed input to the program used when calculating the JTS.

2.10.4 The accessibility distance has been calculated by multiplying the average minimum cycle time (in minutes) presented at Table JTS0101 by 16 (km) and dividing by 60 minutes (1 hour) to give the average distance.

Access to Employment

- 2.10.5 The 2019 JTS average distance to the nearest employment centre (providing 100-499 jobs) is 2.3 km, based on Table JTS0101.
- 2.10.6 In addition to the employment opportunities within the proposed development itself and the remainder of Burgess Hill Town Centre, the key employment destinations close to the site include the following:
- Victoria Industrial Estate – 600m walk distance west of the proposal site.
 - Marchants Way Business Estate – 1.9km walk distance north of the proposal site.
 - Ditchling Common Industrial Estate – 3.5km walk distance east of the proposal site.
- 2.10.7 Two of the above lie below the JTS average distance, implying that future residents will benefit from being closer to their nearest employment centre than the national average. Note: It is unknown how many staff the above employment destinations employ.

Access to Education

- 2.10.8 The statutory maximum walking distance for primary school pupils is two miles (3.2km); for secondary school pupils, the distance is 3 miles (4.8km). Data from the National Travel Survey¹ shows that the proportion of primary pupils walking to school decreases sharply for trip lengths in excess of one mile (1.6km). Table 2.2 contains a summary of National Travel Survey (NTS) Table 0614, “trips to school by main mode, trip length and age”.

Table 2.2 – NTS 0614 Summary

Age Group	Mode / Distance	<1 mile (%)	1-2 mile (%)	2-5 miles (%)	5+ miles (%)
5-10 years	Walk	78	26	-	0
	Bicycle	2	1	-	0
	Car/van	20	65	80	84
	Bus	0	6	18	13
	Other	0	1	1	3
11-16 years	Walk	87	57	8	-
	Bicycle	3	5	2	0
	Car/van	8	26	42	22
	Bus	2	11	44	62
	Other	-	1	5	16

- 2.10.9 The JTS average distance to the nearest primary school is 2.3km, and for the nearest secondary school, the JTS average distance is 3.7km.
- 2.10.10 The closest primary school to the proposal site is St. Wilfrid's Catholic Primary School, located approximately 550m walk distance from the site. Similarly, the London Mead C.P. is approximately 1km walk distance from the site.

- 2.10.11 The closest primary school is therefore within the JTS average distance and maximum walking distance for children of primary school age. 80% of trips to schools of less than one-mile walk-distance by 5-10-year olds are made by non-car modes.
- 2.10.12 The closest secondary school is the Burgess Hill Academy, approximately 500m walk distance from the proposal site. The closest secondary school is therefore under the JTS average walk distance for secondary schools. 92% percent of school journeys less than one mile undertaken by 11-16-year olds are made by non-car modes.
- 2.10.13 Overall, the closest primary and secondary schools to the site are located under the JTS average distances, meaning future residents of the proposal site will benefit from above average access to local education facilities. The schools are also within the distances where 80% of trips to school by 5-10 year olds and 92% of trips to school by 11-16 year olds are made by non-car modes.

Access to Other Facilities

- 2.10.14 The 2019 JTS average distance to the nearest town centre is 4.6km. The site itself forms part of Burgess Hill Town Centre.
- 2.10.15 The 2019 JTS average distance to the nearest food store is 2.3km. A Waitrose food superstore forms a significant part of Burgess Hill Town Centre, and is therefore within close proximity of the proposal site. A foodstore is proposed as part of the proposals.
- 2.10.16 The 2019 JTS average distance to the nearest GP surgery is 3.0km. The Burgess Hill Clinic and The Brow Medical Centre are located 290m walk distance from the proposal site.
- 2.10.17 The 2019 JTS average distance to the nearest hospital is 10.0km. The Princess Royal Hospital is located in Haywards Heath and is approximately 7km north of the proposal site.
- 2.10.18 Additionally, 'The Triangle' leisure centre is located approximately 3km from the proposal site, while Burgess Hill Town Football Club is located approximately 2km from the proposal site. Although JTS does not include leisure, NTS Table 405 indicates that the average distance travelled for the purpose "*sport: participate*" was 9.8km in 2019. A gym and leisure facilities are included in the proposals.
- 2.10.19 All of the above facilities are located under the JTS average distance, meaning that future residents will benefit from being closer to a range of opportunities than the national average.

2.11 Section Conclusion

- 2.11.1 The proposed development benefits from being accessible by foot, bicycle, public transport as well as by private vehicle.
- 2.11.2 Given the level of accessibility by sustainable travel and public transport and the location of the proposal site, directly within the Town Centre, it is entirely feasible that the future residents of the proposed development will be able to live car-free lifestyles.
- 2.11.3 The proposed development is shown to have above-national-average access to a range of key local facilities, many of which are within close enough distances that the majority of people will travel by non-car modes.

3.0 PROPOSED DEVELOPMENT

3.1 Introduction

- 3.1.1 This section of the TA sets out the details of the proposed development, from a highways and transport perspective.

3.2 Development Composition

- 3.2.1 The development proposals are shown on the plan provided at Appendix 2.
- 3.2.2 The proposals are for alterations to permission DM/19/3331 (and subsequent minor amendment applications) to be submitted by Section 73 application.
- 3.2.3 A description of the changes (when compared to DM/19/3331) are set out below: -
- 3.2.4 The proposals retain the 172 residential apartments, increase the number of hotel bedrooms from 89 to 102, remove the 1,338 sq.m of office space, reduce the retail / café / restaurant space by 3,816 sq.m and reduce the leisure space by 8,374 sq.m when compared to permission DM/19/3331.
- 3.2.5 Each element is set out below.

Residential

- No alterations to the permitted residential quantum of 172 apartments or proposed total parking provision of 75 spaces.
- Structural alterations to the residential block and car park.
- Changes to the under-croft residential parking to provide 48 spaces (oppose to 71 spaces). Retention of the 4 residential parking spaces in the Civic Way service yard. Provision of 23 residential designated spaces in the main Civic Way car park.

Hotel

- Structural alterations to the hotel to target BREEAM excellent.
- Increase in rooms from 89 beds to 102 beds.
- Hotel to be occupied by Travel Lodge.

Office Space

- Removal of the 1,338 sq.m of B1 Office Space permitted under DM/19/3331.

Retail and Restaurant / Café Units

- Reduction in overall retail / café / restaurant space by 3,816 sq.m when compared to DM/19/3331.
- Provision of 2,645.3 sq.m of retail units.
- Provision of a 1,946.54 sq.m food store.
- Provision of 893.39 sq.m of café / restaurant space.

Leisure Block

- Reduction in overall leisure space by 8,374 sq.m when compared to DM/19/3331.
- Provision of a 676.2 sq.m Gym
- Provision of a 1,106.5 sq.m Cinema (with 185 seats and 4 screens).
- Provision of a 558.2 sq.m Bowling alley (5 alleys).
- Provision of a further 904.9 sq.m of café / restaurant space.

3.2.6 The number of parking spaces in the Civic Way car park will be increased to 197 spaces to retain 242 spaces overall.

3.3 Proposed Site Access Arrangements & Highways Works

3.3.1 Drawing 14091 – 012 – H, provided at Appendix 3, shows a proposed highway layout plan for the proposed development.

3.3.2 There are significant similarities between the highways proposals of the scheme in question and the highways proposals of the permitted scheme DM/19/3331, with a number of proposals carried over.

3.3.3 In terms of vehicular access arrangements, the following is proposed:

- Alterations to the previously approved Waitrose 'left-out' car park egress on Civic Way to provide an all-movements raised table access junction. This access will be used by customer and emergency vehicles only.
- Retention of the Waitrose ingress junction from Station Road, as existing.
- Residential and service vehicles will utilise the improved Civic Way / Martlets MSCP Exit junction which will be an all-movement raised table access junction. This was included in permission DM/19/3331.
- An internal two-way ramp will provide access to the under-croft residential parking. This has been designed to be a 1:6 gradient with transition lengths of 1:12 at each end.
- Removal of redundant multistorey access junction to the east of Civic Way. This was included in the permission DM/19/3331.
- Retention of the Church Road service yard access, as existing.

3.3.4 In terms of non-car access:

- The bus stop on the east side of Civic Way is to be upgraded to include a new shelter with real time passenger information board. The stop will also be moved slightly north to accommodate the proposed footway/cycleway along the north side of Civic Way and internal site walkway. This was included in permission DM/19/3331.
- A walkway is to be provided near to the relocated bus stop, leading into the centre of the proposed development. This was included in the permission DM/19/3331.
- A 3.5m footway / cycleway is proposed on the east side of Civic Way to tie into the Station Road improvements designed by AECOM.

- The site will also be accessible to pedestrians and cyclists from the north via Church Walk, as existing.
- A public realm square is proposed connecting Church Walk to Civic Way, via dedicated internal walk and cycleways. This is shown on the landscaping plan at Appendix 4.
- Provision of additional cycle parking is proposed including Sheffield stands and a cycle hub. The hub will be a high-quality structure providing attractive covered cycle storage, electric bike charging and a cycle repair facility.
- The provision of passive and active electric vehicle charging points.
- A set of stairs and a wheelchair / cycle accessible ramp is also proposed for access to the residential apartments. A similar arrangement was included in the previous permission.
- The residential apartments will have internal lift access to the on-site cycle parking.

3.3.5 Other highways work include:

- The addition of a 40m taxi bay on the east side of Civic Way. This was included in the permission DM/19/3331.
- The additional of a 12m Loading only lay-by on the east side of Civic Way. A 10m loading bay included in the permission DM/19/3331.
- New tactile paving and an updated refuse island to south of Civic Way / Lower Church Road roundabout.

3.4 Road Safety Audit

- 3.4.1 The proposed design of the highway improvements shown on drawing 14091 – 012 – H has been subject to a Stage 1 Road Safety Audit (RSA), completed by an independent, qualified Road Safety Auditor.
- 3.4.2 The RSA Report is provided at Appenidx 5, which concludes that the audit team did not identify any areas of concern in terms of highway safety associated with the proposed works.
- 3.4.3 A designer's response is provided at Appendix 5.

3.5 Deliveries and Servicing

Proposed Residential Apartments

- 3.5.1 The proposed residential dwellings will be serviced from the proposed 12m Loading only layby on the east side of Civic Way, and from within the service yard to the north of the residential apartments. This service yard will be accessed via the improved Civic Way / Martlets MSCP Exit junction which will be an all-movement raised table access junction.
- 3.5.2 The 12-loading bay will enable van and rigid vehicle deliveries to the apartments, with the reception in close proximity.
- 3.5.3 Smaller delivery vehicles, e.g. cars or motorbikes will be able to service the apartments from the main Civic Way car park.
- 3.5.4 Two residential bin stores are located on ground floor level (one to the north at upper ground and one to the south at lower ground) within the residential apartment block. The residential

bin stores are designed to have regards to the following guidance set out in the Mid Sussex District Council document *“Waste Storage and Collection Guidance for New Developments”*.

1. *“Communal storage facilities are deemed to be more appropriate for flats and apartments and should be provided at strategic locations throughout the site. The Council operates an Alternate Weekly Collection of refuse and recycling and it is expected that new developments will have storage capacity for sufficient waste containers for this service. The Council use 4 wheeled 1100 litre bins in communal bin areas and recycling bins should preferably have a lockable blue lid with an aperture.*
2. *Bin storage areas should be in a position that is mutually convenient and easily accessible for the occupants and the collection crew.*
3. *The design of storage areas should allow for easy removal of the bins over smooth, continuous surfaces, including the use of dropped kerbs to allow for emptying of the bins.*
4. *Gradients should not be more than 1 in 12 and avoid steps.*
5. *Doorways should provide at least 1.3m clearance (including thickness of doors).*
6. *A walkway of at least 1.3m wide should be provided within the store that allows access to each of the individual bins and ensures that an individual bin can be removed from the store without the need to move any other bins.*
7. *Storage areas should be well illuminated to allow residents to use the areas in the evenings and feel safe doing so.*
8. *The horizontal distance that occupants will be required to travel to waste storage areas from their apartments should not exceed 30m, in line with the building Regulations 2002, Part H.*
9. *Two options exist for the collection of waste bins from flats and apartments: 1. Waste bins are collected directly from the container store, in line with the points below. 2. Waste bins are collected from an agreed collection point, in line with the points below. ii. It is the responsibility of the caretaker / management company (or similar) to allow the collection crews access to the container stores / collection point on collection day and to ensure that access is not restricted, for example by parked cars.*
10. *Sufficient room should be allowed to manoeuvre and load a vehicle of the following dimensions: • Length – 10.5m • Width – 2.6m.”*

3.5.5 The document states that to calculate the number of bins required the following should be applied: -

- Number of properties x 240 divided by 0.75.
- Divide by 1100 and round up for number of 1100 bins required.

3.5.6 The above equates to 50 bins ($172 \times 240 = 41,280 / 0.75 = 55,040$) / 1100 = 50.

3.5.7 30 bins are proposed as permitted under application DM/19/3331.

3.5.8 The distance between the bin store and servicing areas is less than 25m in line with Manual for Streets (MfS) recommendation.

3.5.9 Swept path analysis of a 11.2m refuse vehicle and 12m rigid vehicle utilising the loading bay are at Appendix 6. The tracking shows that the vehicles can access and manoeuvre within

the service yard, entering and exiting the site in forward gear. The refuse and delivery vehicle also have plenty of room to utilise the loading bay.

Proposed Travel Lodge Hotel

3.5.10 The proposed Travel Lodge hotel will also be serviced from the service yard to the north of the residential apartments. This service yard will be accessed via the improved Civic Way / Martlets MSCP Exit junction which will be an all-movement raised table access junction.

3.5.11 A dedicated loading bay is proposed for Travel Lodge as shown on the plan at Appendix 2.

3.5.12 A dedicated bin store area comprising a minimum of the following is also proposed for the Travel Lodge: -

- 2 no. 1100 litre Euro bins for General Waste.
- 1 no. 1100 litre Euro bins for Card.
- 4 no. 240 litre Euro bins for Glass.

3.5.13 The Travel Lodge will be serviced by a range of van and rigid HGV deliveries e.g. food, laundry and refuse.

3.5.14 Swept path analysis shows a 12m rigid vehicle can manoeuvre within the service yard with or without an HGV parked in the loading bay is provided at Appendix 7. The vehicle can enter and exit the loading area in forward gear.

Proposed Food Store

3.5.15 A food store of this size, typically receives an average of three to four HGV deliveries per day. Three articulated HGV deliveries per day come from the Regional Distribution Centre (RDC) and there is one delivery per day of milk by a local supplier, usually using a medium sized goods vehicle.

3.5.16 Daily deliveries of milk, bread and morning fresh produce are received prior to, or as early as possible after, the store opening in the morning, and are delivered by one HGV and one milk delivery vehicle.

3.5.17 In addition to goods deliveries, each store has 1-2 collections of General Waste and Animal By-products per week.

3.5.18 Stores have a cardboard bailer within the warehouse, and all cardboard packaging is bailed. Together with any plastics as required for recycling, this is then back loaded to the RDC with each HGV.

3.5.19 The store warehouse has been designed as a result of years of experience to hold enough stock to prevent unnecessary deliveries, but is also of efficient size to ensure the freshest possible products and to prevent over-stocking. The efficient stock holding in their stores further reduces the need for multiple daily deliveries.

3.5.20 Stores are constructed with a delivery ramp, sheltered canopy and dock leveller system which means products can be unloaded without any external activity, such as forklift trucks, scissor lifts or cages, and in less than half the time were these facilities not provided. The usual time for unloading a HGV is 30 - 60 minutes. The dedicated loading bay is shown on the plan at Appendix 8.

- 3.5.21 During unloading, the back of the vehicle body is at the shop floor level, enabling the driver to wheel pre-packed pallets directly from the HGV to the dedicated storage area within the store. The delivery system is extremely efficient.
- 3.5.22 All vehicles are equipped with Reversing Cameras and Audible Warning Systems enabling the driver and customers to be aware of the reversing vehicle. Where required, a trained Pedestrian Marshal is utilised by the store to guide pedestrians in a safe manner whilst a service vehicle is manoeuvring.
- 3.5.23 HGV access to the service area has been designed to accommodate the required turning manoeuvres of the largest service vehicle (FTA 16.5m articulated goods vehicle). The service vehicle will drive forwards into the site, reverse into the service bay and then drive out forwards to exit the site.
- 3.5.24 Swept path analysis shows an FTA 16.5m articulated vehicle can manoeuvre within the service yard with or without a Travel Lodge parked in the Travel Lodge loading bay is provided at Appendix 8. The vehicle can enter and exit the loading area in forward gear.

Proposed Retail and Leisure Facilities

- 3.5.25 The existing retail units, proposed retail units and leisure uses will be serviced via the existing service yard to the rear of the Martlets Shopping Centre, accessed from Church Road.
- 3.5.26 Swept path analysis showing an FTA 16.5m articulated vehicle and 12m rigid vehicle can manoeuvre within the service yard is provided at Appendix 9. The vehicle can enter and exit the loading area in forward gear.
- 3.5.27 The overall number of service vehicles is unlikely to be affected by the proposals.

3.6 Car Parking Provision

- 3.6.1 The car parking for the proposed development is separated into two elements; the residential car parking and the town centre / commercial car parking.

Residential Car Parking

- 3.6.2 The proposed development provides 75 car parking spaces for the residential element of the proposed development, as previously proposed under DM/19/3331.
- 3.6.3 Under application DM/19/3331, the 75 residential apartments were accompanied by 71 spaces within an under-croft car park and 4 ground level spaces to the north of the apartments.
- 3.6.4 Due to structural changes, including the provision of columns within the car park, 48 spaces are now proposed within the under-croft car park. All 48 spaces will have passive electric vehicle charging provision. The 4-ground level spaces are retained with active electric vehicle charging.
- 3.6.5 23 residential parking spaces are proposed within the main town centre / commercial car park accessed off Civic Way. The spaces will be, clearly marked, convenient to the residential entrance, and provide passive electric charging facilities.
- 3.6.6 Therefore, the residential apartments will continue to be accompanied by 75 spaces as accepted under application DM/19/3331.
- 3.6.7 The local parking standards applicable to the residential element of the proposed development are located within Table 2 of the West Sussex County Council (WSCC) document

'Guidance on Parking at New Developments', dated September 2020. An extract of the document showing Table 2 is provided at Figure 3.1 below.

Figure 3.1 – WSCC Residential Parking Standards Extract

Table 2: Residential Parking Demand (spaces per dwelling)						
Number of Bedrooms	Number of Habitable Rooms	PBZ1	PBZ2	PBZ3	PBZ4	PBZ5
1	1 to 3	1.5	1.4	0.9	0.9	0.6
2	4	1.7	1.7	1.3	1.1	1.1
3	5 to 6	2.2	2.1	1.8	1.7	1.6
4+	7 or more	2.7	2.7	2.5	2.2	2.2

Source: WSCC, 'Guidance on Parking at New Developments', May 2019.

- 3.6.8 The proposed development lies in the 'Burgess Hill Meeds' ward which identified as Parking Behaviour Zone 3, according to the diagram on page 20 of the WSCC document.
- 3.6.9 The proposed development includes 172 residential flats, of which 106 are one-bedroom flats and 66 are two-bedroom flats. Not applying any of the site-specific considerations mentioned in the WSCC document, the standards expect a total of 181 car parking spaces ($106 * 0.9 = 95.4$, $66 * 1.3 = 85.8$, $95.4 + 85.8 = 181.2$), i.e. more than 1 car parking space per flat.
- 3.6.10 In the previous TA, parking provision was assessed using car ownership data from the 2011 census for the output area in which the site lies (E00161697). The census data showed that there were approximately 0.75 cars / vans per dwelling in the output area.
- 3.6.11 Applying this rate to the 172 flats included in the proposed development, this results in 129 cars / vans ($172 * 0.75 = 129$).
- 3.6.12 The fact that in 2011, 25% of residents of the local area did not own a car or van provides evidence that residents of the area are not dependent on the car to travel. Couple this with the Burgess Hill Regeneration project, run by Mid Sussex District Council, that includes major investment in transportation improvements and it is likely that that residents of Burgess Hill Town Centre will have increasingly less need for their own car into the future.
- 3.6.13 The residential flats within the proposed development will also be within a newly re-developed and highly accessible Town Centre that will include an enhanced range of retail and leisure opportunities that will provide for most for most of the needs of the future residents, all within walking distance.
- 3.6.14 Furthermore, Town Centre flats generally appeal to those who envisage a largely 'car-free' lifestyle, hence the residents of the proposed flats are likely to be part of a self-selecting group of people that are less reliant on travelling by car.
- 3.6.15 Therefore, the actual parking demand of the residential flats is likely to be significantly lower than the reported census figures, especially into the future, considering the extensive investment into transport improvements being made by the Burgess Hill Regeneration project that include enhanced cycle provision as well as increased rail capacity.
- 3.6.16 Online data on car club provision also suggests that each car club vehicle saves between 10 and 32 private cars. If two car club space are provided for the residential element of the development the proposed parking will be likely to meet demand.

- 3.6.17 On the above basis, providing 75 car parking spaces including 2 car club spaces for the proposed flats is an appropriate provision that balances the anticipated needs of the future residents whilst promoting sustainable transport methods. It was also agreed as part of application DM/19/3331.
- 3.6.18 No dedicated disabled parking is proposed within the basement, however the car park has room to alter some spaces to provide disabled parking, if demand requires it. This is the same with the EV spaces.

Town Centre / Commercial Car Parking

- 3.6.19 The proposed development provides 169 commercial car parking spaces, two more than previously proposed under DM/19/3331.

Local Standards

- 3.6.20 The standards applicable to the commercial element of the proposed development are also found in the aforementioned WSCC document, at Table 3.
- 3.6.21 Figure 3.2 below provides an extract showing Table 3 of the document.

Figure 3.2 – WSCC Non-Residential Parking Standards Extract

Use Class	Vehicular	Cycle
C1 Hotels	1 space per bedroom	1 cycle space per 8 car-parking spaces provided. Subject to a minimum of 2 cycle spaces.
E Commercial, Business and Services – shops and retail	1 space per 14sqm	1 space per 100sqm for staff and 1 space per 100sqm for customers
E Commercial, Business and Services – Financial and Professional Services	1 space per 30sqm	1 space per 100sqm for staff and 1 space per 200sqm for customers
E Commercial, Business and Services – food and drink (mainly on premises) e.g. restaurants and cafés	1 space per 5sqm of public area and 2 spaces per bar (or 5m length of bar for large bars) for staff parking to be clearly designated	1 space per 4 staff and 1 space per 25sqm for customers
E Commercial, Business and Service – Assembly and Leisure (indoor sport, recreation or fitness, gyms)	1 space per 22sqm. For large scale places of assembly serving more than a local catchment, 1 space per 15sqm.	1 space per 4 staff plus visitor/customer cycle parking
F.1 Non-residential institutions (education, art gallery, museum, public library, public exhibition hall, places of worship, law courts)	Site-specific assessment based on travel plan and needs	Site-specific assessment based on travel plan and needs
Sui Generis, Cinema, Concert Hall, Bingo Hall, Dance Hall, Live music venue	1 space per 22sqm. For large scale places of assembly serving more than a local catchment, 1 space per 15sqm.	1 space per 4 staff plus visitor/customer cycle parking

Source: WSCC, 'Guidance on Parking at New Developments', September 2020.

- 3.6.22 Based on the proposed uses on-site, the above parking standards equate to in excess of 700 parking spaces. Given the proposal site forms part of the Town Centre where there is a high propensity for linked trips, the full parking provision based on individual uses isn't appropriate and the site should be considered as a whole. It also should be borne in mind that 167 spaces were previously accepted for a lesser development quantum on-site (DM/19/3331).
- 3.6.23 An assessment of the car parking provision for the whole of Burgess Hill Town Centre was conducted as part of the previous Connect TA's.
- 3.6.24 Six major car parks were considered in the assessment, which are as follows:
- The Cyprus Road Car Park – 322 spaces.
 - The Church Road Car Park – 83 spaces.

- The Martlets MSCP – 165 spaces.
- The Station Road Car Park – 117 spaces.
- The Queens Crescent Car Park – 154 spaces.
- The Waitrose Car Park – 294 spaces.

3.6.25 The smaller car parks within the Martlets were also been considered, including the following:

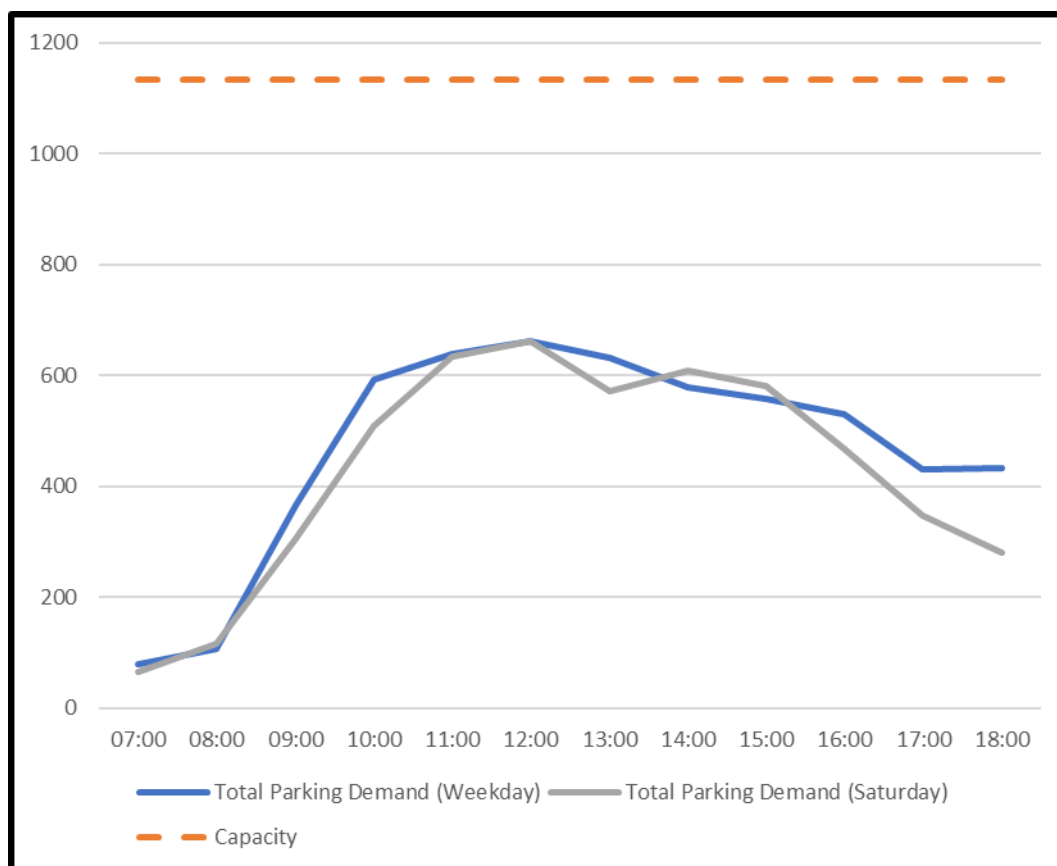
- The Civic Way service yard – 27 spaces.
- The Church Road service yard – 19 spaces.
- The Martlets private car park – 14 spaces.

3.6.26 The above totals 1,195 spaces.

3.6.27 The parking assessment concluded: -

- None of the above car parks exceeded their capacity at any point on the weekday or Saturday during the car park surveys.
- Burgess Hill Town Centre has significant spare parking capacity.
- Although the Waitrose car park is by far the most popular car park, which may be causing the perception that the town centre has insufficient parking provision.
- The permitted proposals (DM/19/3331) included the demolition of the 165 space Martlets MSCP and the removal of the Martlets private car park, as well as alterations to the Civic Way service yard and the Church Road service yard.
- The proposed development include the expansion of the Waitrose car park to provide an additional 169 car parking spaces. As previously mentioned, the Waitrose car park is the most popular car park by some margin, hence the provision of additional parking spaces in the most popular location will have the greatest effect on both the perception and the reality of parking in Burgess Hill town centre.
- The permitted proposals will therefore change the provision of parking from the existing 1195 parking spaces to 1137 parking spaces.
- TRICS data showed that with the permitted development DM/19/3331 in place the Burgess Hill Town Centre would still have significant spare parking capacity. This is shown at Figure 3.3 below.
- The proposals would also increase the quality of parking spaces over the existing spaces in the Martlets MSCP.

Figure 3.3 – 2019 Burgess Hill Parking Baseline + Permitted Development (DM/19/3331)



3.6.28 Given the development quantum has reduced on-site, including the reduction in leisure space which typically has a higher parking dwell time, but the parking provision of 169 spaces is only two more than permitted under application DM/19/3331, the proposed parking is expected to meet parking demand.

3.7 Cycle Parking Provision

Residential Cycle Parking

3.7.1 The local cycle parking standards applicable to the residential element of the proposed development are also located in the WSCC document, at Table 1. An extract showing Table 1 is provided at Figure 3.4 below.

Figure 3.4 – WSCC Residential Cycle Parking Standards

Table 1: Minimum levels of cycle provision		
Type	Dwelling Size	Cycle Provision (per unit)
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces
Houses	Multiple Occupation	1 space
Flats	Up to 3 rooms (1 & 2 bed)	0.5 space (if communal storage otherwise same as 1 & 2 bed house)
Flats	4+ rooms (3+ bed)	1 space

Source: WSCC, 'Guidance on Parking at New Developments', September 2020.

- 3.7.2 As the cycle storage is to be communal, the standards divert to using the cycle parking provision rates for one-to-two-bedroom houses. Based on the one-to-two-bedroom houses provision rates, the WSCC standards expect 172 cycle parking spaces for the proposed development ($172 * 1 = 172$).
- 3.7.3 The proposed development provides a total of 172 cycle parking spaces for the residential element of the proposal, split between a cycle store within the under-croft parking area and one within the residential courtyard.
- 3.7.4 The proposed development therefore accords with local cycle parking standards for the residential element.

Commercial Element

- 3.7.5 The local cycle parking standards applicable to the commercial element of the proposed development are located within Table 3 of the WSCC document. An extract of this table was previously provided at Figure 3.2.
- 3.7.6 For the food store the cycle parking standards state that 1 space per 100sq.m should be provided for staff and 1 space per 100sq.m for customers. This equates to 19 staff spaces and 19 customer spaces.
- 3.7.7 For the Travel Lodge Hotel, the cycle parking standards state that 1 cycle space per 8 car-parking spaces provided, subject to a minimum of 2 cycle spaces. This equates to between 2 and 13 spaces (based on what the car parking standards equate to).
- 3.7.8 For the leisure space, the cycle parking standards state that 1 space per 4 staff plus visitor/customer cycle parking should be provided.
- 3.7.9 For the non-food retail space, 1 space per 100sqm for staff and 1 space per 100sqm for customers should be provided. This equates to 26 staff spaces and 26 customer spaces.
- 3.7.10 For the restaurant / café units, 1 space per 4 staff and 1 space per 25sq.m for customers should be provided. This equates to in excess of 36 spaces.
- 3.7.11 In excess of 75 cycle spaces are proposed as part of the proposals. These consist of Sheffield stands outside of the individual uses and a proposed cycle hub.

- 3.7.12 The cycle hub will be a high-quality structure providing attractive covered cycle storage, electric bike charging and a cycle repair facility.
- 3.7.13 Additional public cycle parking is also available elsewhere in Burgess Hill Town Centre, for example at the north side of the existing Waitrose car park and on Church Walk, to the north of the site.

3.8 Disabled Parking Provision

- 3.8.1 The WSCC document states that for commercial uses, *“disabled persons parking spaces should be provided at a minimum of 5% of the total number of parking spaces being provided on the site.”*
- 3.8.2 10 disabled parking spaces are proposed in the commercial car park, according with standards.

3.9 Electric Vehicle Charging

- 3.9.1 The WSCC document states that *“there is no specific standard for electric vehicle charging points but developers should consider the Guiding Principles when designing parking provision. This guidance will be subject to review in line with the development of technology and relevant legislation.”*
- 3.9.2 All residential parking spaces will include passive charging cables, with 4 of the residential spaces including active charging point.
- 3.9.3 10 electric vehicle charging spaces are proposed for the commercial elements.

3.10 Section Conclusions

- 3.10.1 The proposed development includes a number of highways proposals, many of which were also included in the permitted development DM/19/3331.
- 3.10.2 The proposals have been subject to an independent Stage 1 Road Safety Audit that hasn't raised any safety concerns.
- 3.10.3 As detailed under application DM/19/3331 the proposed development does not materially affect the parking provision of Burgess Hill Town Centre as a whole, and the expanded Waitrose car park has been shown to operate within capacity during weekdays and Saturdays.
- 3.10.4 Additional car parking spaces are proposed in the most popular car park in the town centre and are therefore best placed to improve the perception and actual operation of parking within Burgess Hill town centre.
- 3.10.5 The residential car parking provision is appropriate for a new re-development of smaller one- and two-bedroom units in this Town Centre. Car club spaces are proposed reducing reliance of private car ownership.
- 3.10.6 The proposed development accords with local residential cycle parking standards and provides a higher proportion of the non-residential cycle standards than the permitted development.
- 3.10.7 Electric vehicle charging provision for cars and bikes is proposed.

4.0 TRAFFIC ASSESSMENT

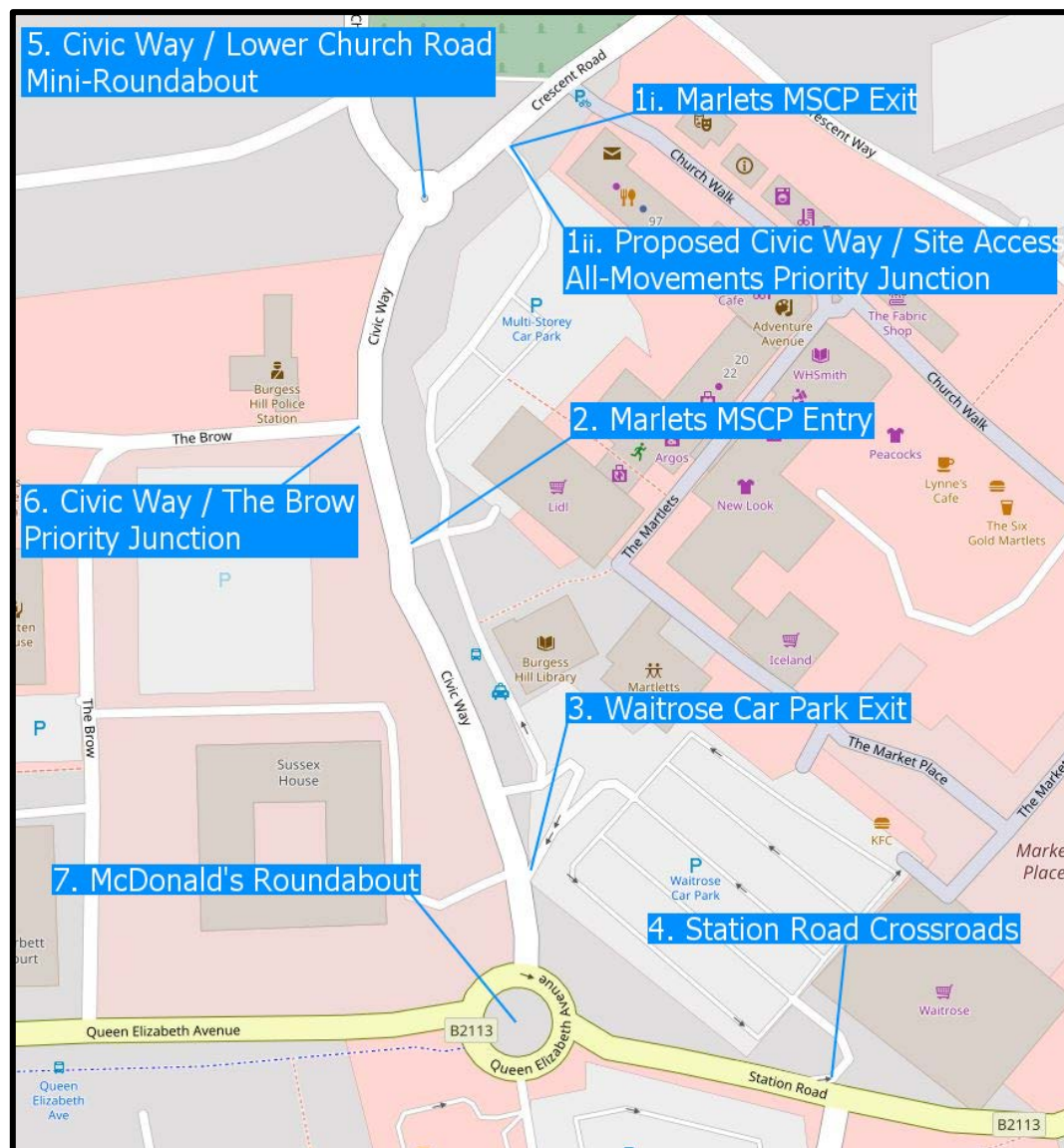
4.1 Introduction

- 4.1.1 This section of the report provides details of the traffic effect of the proposed development.
- 4.1.2 The pertinent question relating to the traffic effect is whether the proposal will result in significantly more traffic than the existing uses on the Site and the permitted approval granted under DM/19/3331, and if so, whether there would be an unacceptable impact on highway safety or whether the impact on the road network would be severe.
- 4.1.3 As detailed above, the proposed development retains the 172 residential apartments, increases the number of hotel bedrooms from 89 to 102, removes the 1,338 sq.m of office space, reduces the retail / café / restaurant space by 3,816 sq.m and reduces the leisure space by 8,374 sq.m when compared to permission DM/19/3331.
- 4.1.4 With the exception of the hotel, the previously permitted uses detailed above will decrease in development quantum as part of the proposals.
- 4.1.5 The traffic generation will be unaltered as the number of dwellings remains the same, whilst the traffic attraction of commercial uses will remain unaltered or more likely reduce when compared to permission DM/19/3331.
- 4.1.6 The residential apartments will continue to be accompanied by 75 spaces with the commercial units accompanied by 169 spaces a total of 244 spaces overall (two more than previously permitted).

4.2 Previous Traffic Assessment

- 4.2.1 The 2019 TA considered the impact of the traffic that would be attracted to the development assuming the following study area, as indicated at Figure 4.1 below:
 - 1) Martlets MSCP Egress.
 - 1) Proposed Civic Way / Site Access All-Movements Priority Junction.
 - 2) Martlets MSCP Ingress.
 - 3) Waitrose Car Park Egress.
 - 4) Waitrose Car Park Ingress ('Station Road Crossroads').
 - 5) Civic Way / Lower Church Road Mini-Roundabout.
 - 6) Civic Way / The Brow Priority Junction.
 - 7) McDonald's Roundabout.

Figure 4.1 – Traffic Assessment Study Area



Source: OpenStreetMap.org

4.3 Traffic Flow Surveys

- 4.3.1 Details of existing traffic flows for each of the study junctions were obtained from Manual Turning Count (MTC) and queue-length surveys undertaken on Thursday 20th June and Saturday 22nd June 2019.
- 4.3.2 An Automatic Traffic Counter (ATC) was installed across the B2113 Queen Elizabeth Avenue for the 4 week period between the 18th June 2019 and the 15th July 2019 that recorded traffic flow, vehicle classification and vehicle speed.
- 4.3.3 Given the reduction in development quantum, updated traffic surveys have not been undertaken as agreed with WSCC during pre-app.
- 4.3.4 The 2019 TA focussed on the peak traffic periods which were reported as follows:
 - Weekday AM Peak – 08:15 – 09:15 hours.

- Weekday PM Peak – 16:30 – 17:30 hours.
- Saturday Midday Peak – 11:00 – 12:00 hours.

4.4 Re-Distribution of Martlet's MSCP

- 4.4.1 To account for the traffic effect of the demolition of the Martlets MSCP (permitted under application DM/19/3331, all traffic recorded entering the Martlets MSCP in the 2019 surveys has been re-routed to utilise the Waitrose car park.
- 4.4.2 The distribution of trips around the network has been based on the proportion of recorded turning movements at each junction.

4.5 Base Year Traffic Flows

- 4.5.1 This assessment is based on a future assessment year of 2030 (application year + five years). Growth factors have been applied to the '2019 Surveyed' traffic flows to represent the predicted future traffic levels, accounting for projected economic growth and local development forecasts.
- 4.5.2 The growth factors have been derived based on the TEMPro (Version 8.1) database for the period of 2019 – 2030. The growth factors have been adjusted based on the TEMPro output for car drivers for the middle super output area of 'Mid Sussex 014' – in which the site lies – with road type 'All' and area type 'Urban'.
- 4.5.3 The resultant Growth factors used in the assessment are summarised in Table 4.1 below.

Table 4.1 – TEMPro Growth Rates

Growth Period	Peak Period		
	Weekday AM Peak	Weekday PM Peak	Saturday Daily
2019 - 2030	1.1028	1.0997	1.024

4.6 2019 TA Trip Attraction / Generation

- 4.6.1 Table 4.15 of the Connect 2019 TA detailed the total Burgess Hill Town Centre Traffic generation / attraction (application DM/19/3331). A copy is provided below.

Table 4.2 – Total Burgess Hill Town Centre Trip Attraction Generation / Attraction

Peak Hour	With Proposed Development		
	Arrivals	Departures	Total
AM Peak	336	191	528
PM Peak	535	624	1160
Sat Peak	605	536	1141

- 4.6.2 Given the proposed development quantum has reduced, the town centre is likely to attract at most the above number of trips, but in reality, a reduced number of trips.

4.6.3 The total traffic effect of the proposed development at each of the study junctions was provided at Table 4.3 of the 2019 TA, a copy of which is provided below.

Table 4.3 – Total Net Development Traffic Effect

Junction	Peak period		
	AM	PM	Sat
1. Martlets MSCP Exit + Civic Way / Service Yard Access	26	30	2
2. Lower Church Road Roundabout	49	65	39
3. Civic Way / The Brow Priority Junction	56	75	63
4. Civic Way / Martlets MSCP Entrance	34	48	23
5. Civic Way / Waitrose Car Park Exit	127	183	207
6. McDonald's Roundabout	186	256	304
7. Station Road Crossroads	130	219	275

4.6.4 As detailed above, the traffic effect of the proposed development is likely to be lower than that detailed at Table 4.3 above.

4.6.5 The proposed development does however include an all-movements junction at the Civic Way / Waitrose Car Park Exit.

4.6.6 In order to be robust all of the traffic shown at Table 4.2 above has been assumed to use the proposed all movements junction to exit the site (60% of the south and 40% to the north). 50% has also been assumed to enter the site via the junction (equal split).

4.6.7 The above have been combined with the 2030 Base traffic flows for the purpose of junction capacity testing provided in Section 5.0.

4.7 Section Conclusions

4.7.1 As detailed above, the proposed development retains the 172 residential apartments, increases the number of hotel bedrooms from 89 to 102, removes the 1,338 sq.m of office space, reduces the retail / café / restaurant space by 3,816 sq.m and reduces the leisure space by 8,374 sq.m when compared to permission DM/19/3331.

4.7.2 With the exception of the hotel, the previously permitted uses detailed above will decrease in development quantum as part of the proposals.

4.7.3 The traffic generation will be unaltered as the number of dwellings remains the same, whilst the traffic attraction of commercial uses will remain unaltered or more likely reduce when compared to permission DM/19/3331.

4.7.4 The above assessment is overly robust as it is based on the permission DM/19/3331 quantum, which has now reduced.

5.0 JUNCTION CAPACITY & ROAD COLLISION ANALYSIS

5.1 Introduction

5.1.1 This section of the report provides details of junction capacity testing as well as an analysis of local road collision data.

5.2 Capacity Testing Rationale

5.2.1 Considering the net traffic effect of the proposed development represents a reduction compared to the permitted development, it is assumed that the junction capacity conclusions of the 2019 TA remain valid for the proposed development.

5.2.2 That being said, for robustness specific consideration will be given to the following junctions for the following reasons:

- The Waitrose Egress – Junction altered to provide all movements, unlike 2019 TA.

5.3 Junction Capacity Modelling

Proposed All Movement Access Junction – Civic Way

5.3.1 The PICADY9 computer program has been used to assess the operation of the altered Waitrose junction (all movements junction) as this is an industry standard computer package for modelling the operation of priority junctions.

5.3.2 PICADY uses the geometry of the junction combined with traffic flow information to predict capacity. The software provides a number of results in its output, the most meaningful of which is the Ratio of Flow to Capacity (RFC), where an RFC of 1.00 reflects a demand equal to the theoretical capacity of the junction approach.

5.3.3 The operation of the junction has been assessed in the '20230 Base + Proposed Development' scenario, based on the proposed junction geometries.

5.3.4 The model has been run in 'One Hour' mode. The 'One Hour' mode estimates the traffic profile for an hour-long period using a bell-shaped curve with a 15 minute 'Warm Up' period before, and a 15 minute 'Cool Down' period after, the hour central period. This simulates the effect of a peak within the peak hour.

5.3.5 The results of the PICADY test are set out at Table 5.1 below.

Table 5.1 – PICADY – Proposed Waitrose All Movement Access

	AM			PM			Sat		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2030 Base + Proposed Development								
Left Turn Out	0.7	12.11	0.43	4.8	44.74	0.85	2.8	30.21	0.75

Right Turn Out	0.6	14.31	0.37	2.2	30.63	0.70	1.8	28.02	0.65
Right Turn In	0.2	6.93	0.15	0.3	7.60	0.24	0.4	8.55	0.28

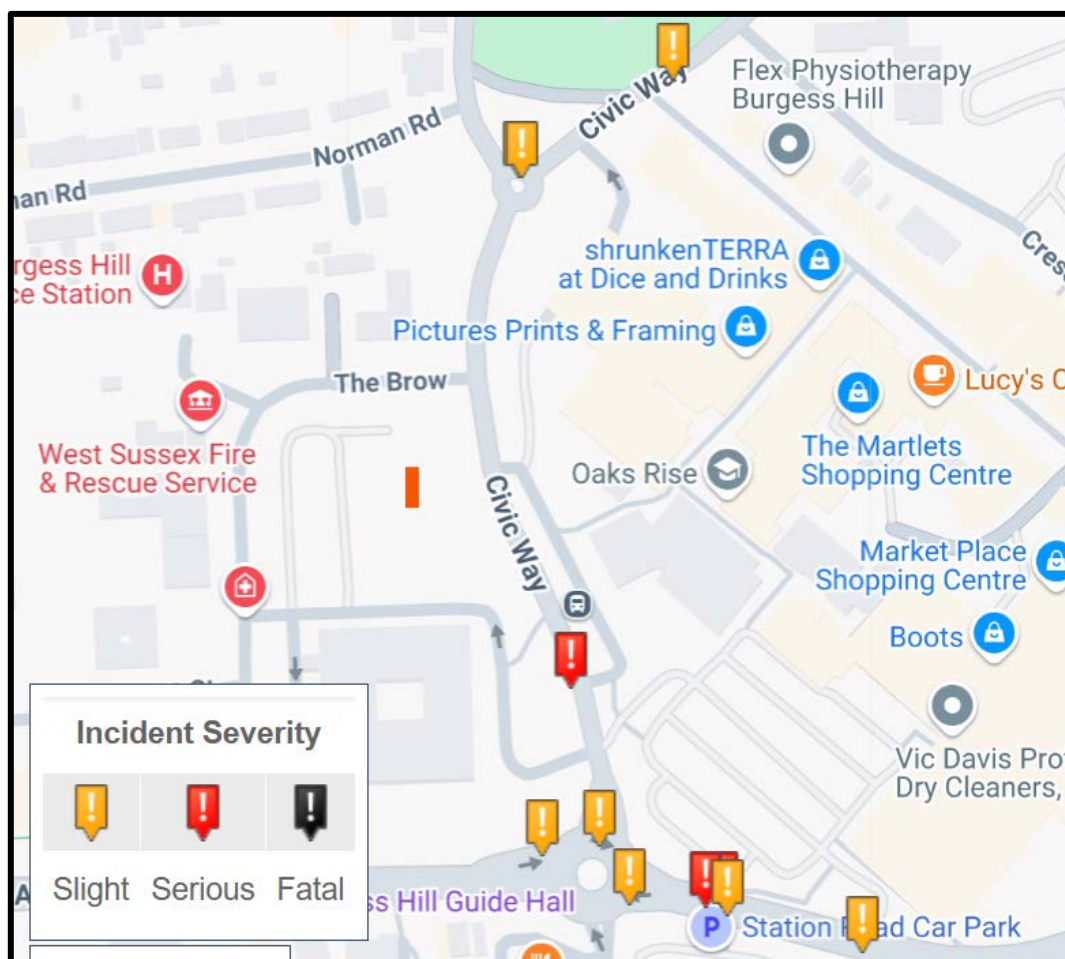
Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

- 5.3.6 The software indicates that the proposed junction will operate within capacity in the future year with the proposed development in place.

5.4 Road Collision Analysis

- 5.4.1 An analysis of local collision data for the most recent five-year period available (2019-2023) for the traffic assessment study area has been conducted using data from crashmap.com.
- 5.4.2 An extract of crashmap.com showing recorded collisions and their severity is provided at Figure 5.1 below.

Figure 5.1 – Crashmap Extract



Source: Crashmap.com

-
- 5.4.3 The collision classified as 'serious' involved a pedestrian and car at the Civic Way signalised crossing. It does appear to be a isolated collision.
 - 5.4.4 As can be seen in Figure 5.1 above, no location within the study area had a distinct clustering of five or more collisions (i.e. one or more per year).
 - 5.4.5 Considering the infrequency and spatial diversity of recent recorded collisions in the local area, it is unlikely that the proposed development will have a material effect on local road safety conditions.

5.5 Section Conclusions

- 5.5.1 Junction capacity testing software indicates that the site access junction will operate within capacity in the future year with the proposed development in place.
- 5.5.2 The proposed development is unlikely to materially affect local road safety issues.

6.0 SUMMARY & CONCLUSIONS

6.1 Summary

6.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by NewRiver REIT Ltd to prepare a Transport Assessment (TA) in support of proposals for minor alterations to the permitted retail, leisure and residential elements of 'The Martlets' Shopping Centre in Burgess Hill Town Centre.

6.1.2 This Transport Assessment is summarised as follows:

- The proposed development retains the 172 residential apartments, increases the number of hotel bedrooms from 89 to 102, removes the 1,338 sq.m of office space, reduces the retail / café / restaurant space by 3,816 sq.m and reduces the leisure space by 8,374 sq.m when compared to permission DM/19/3331.
- With the exception of the hotel, the previously permitted uses detailed above will decrease in development quantum as part of the proposals.
- The town centre site is accessible by a choice of travel modes and will reduce reliance on the private car consistent with national and local planning policy.
- The proposal sites are well conceived in terms of their access arrangements, composition and layout.
- An independent Stage 1 Road Safety Audit hasn't raised any safety concerns with the proposals.
- The number of parking spaces will remain the same as permitted under application
- The proposed car parking provision is acceptable and the town centre car parks have been calculated as functioning within car parking capacity for the future with development scenario.
- It has been demonstrated that the service arrangements at both sites will be able to accommodate delivery traffic.
- The traffic generation will be unaltered as the number of dwellings remains the same, whilst the traffic attraction of commercial uses will remain unaltered or more likely reduce when compared to permission DM/19/3331.
- The traffic assessment is overly robust as it is based on the permission DM/19/3331 quantum, which has now reduced.
- The proposed development is unlikely to materially affect local road capacity or safety issues.

6.2 Conclusions

6.2.1 The results of this assessment highlight that the proposed development is acceptable from a transport perspective.

Appendices

APPENDIX 1 – PERMITTED HIGHWAY WORKS

A1

EXISTING ACCESS ADJUSTED TO ALLOW TWO-WAY TRAFFIC

EXISTING REFUGE ISLAND TO BE UPGRADED TO INCLUDE TACTILE PAVING

PROPOSED PEDESTRIAN CROSSING WITH REFUGE ISLAND, DROPPED KERBS AND TACTILE PAVING

PROPOSED TAXI RANK

RELOCATED BUS SHELTER

EXISTING BENCHES TO BE REMOVED

EXISTING BUS SHELTER TO BE REMOVED

JUNCTION IMPROVEMENTS TO ALLOW LEFT AND RIGHT TURNING VEHICLES

NORMAN ROAD

THE BROW

QUEEN ELIZABETH AVENUE

C	HIGHWAY LAYOUT AMENDED	T.A.S	12/08/19
B	AMENDMENTS TO LAYOUT FOLLOWING HIGHWAY OFFICER COMMENTS DATED 5TH MAY 2017	T.A.S	19/06/17
A	AMENDMENTS TO LAYOUT FOLLOWING STAGE 1 RSA.	N.D.W	26/08/16
rev.	amendment	by	date

connect
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client
NEWRIVER RETAIL

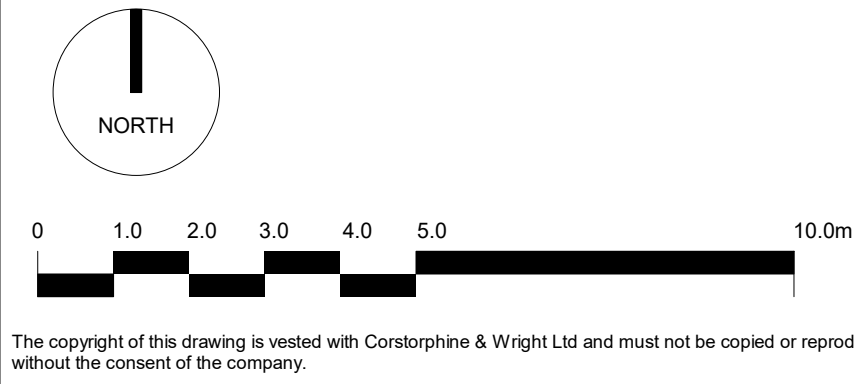
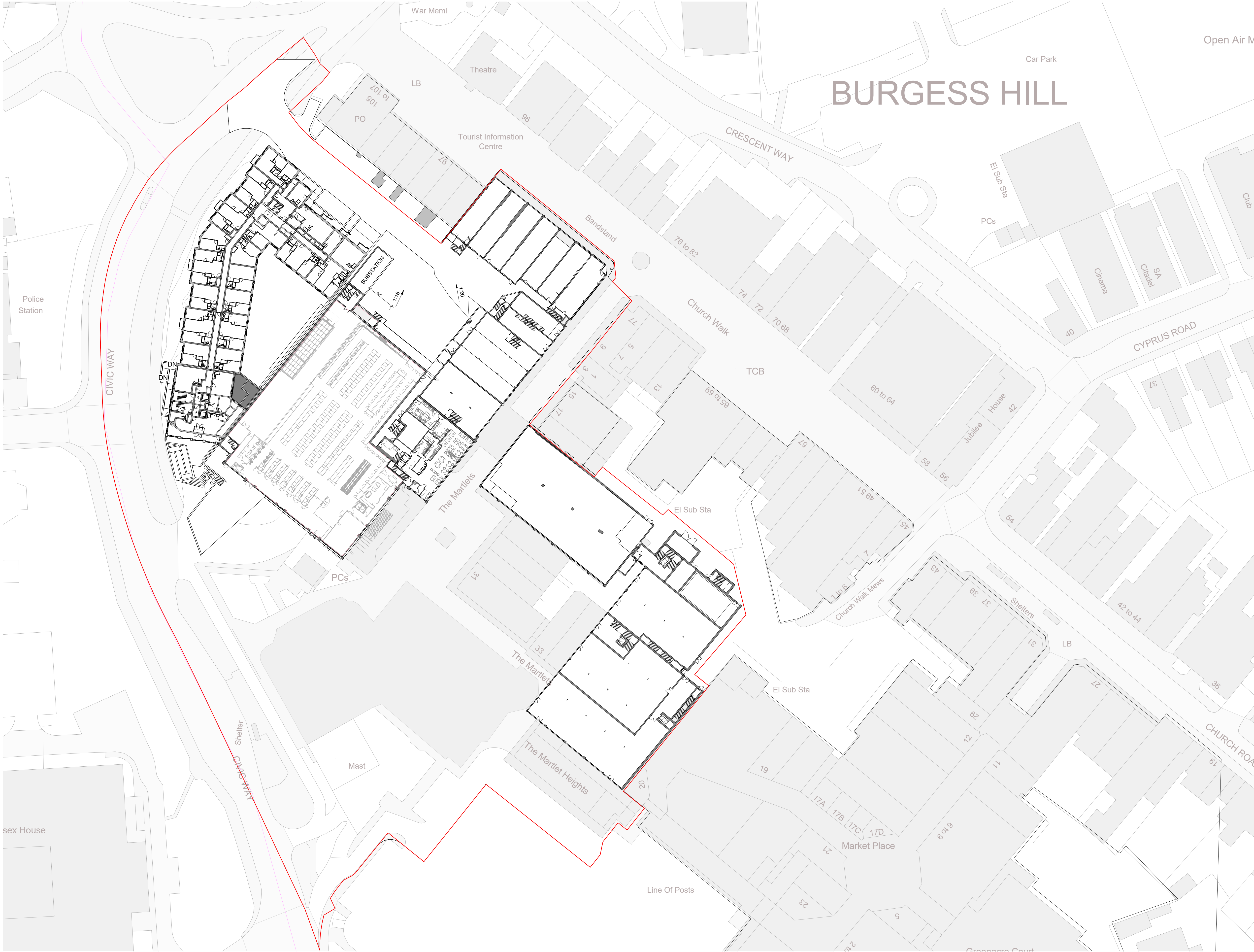
project
**PROPOSED DEVELOPMENT
THE MARTLETS
BURGESS HILL**

scale 1:500	drawn by T.A.S	checked by C.B.W
date AUGUST 2016	cad file 14091 - 012	

title
PROPOSED HIGHWAY LAYOUT

drawing number 14091 - 012	rev. C
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APPENDIX 2 – PROPOSED SITE LAYOUT



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P06	Blocks updated	07.05.25	PH	RP
P05	Blocks updated. Site Boundary shown	22.04.25	PH	RP
P04	Service entrance revised. Travelodge dock moved. Block plans updated	14.04.25	PH	RP
P03	B2 & B4 updated.	03.04.25	PH	RP
P02	Existing buildings hatched grey, gradients added to B2 Service Yard.	25.03.27	PH	RP
P01	Initial Issue	25.03.25	PH	RP
Rev.	Description	Date	Drw.	CHK.

Client:
New River REIT

Project:
The Martlets, Burgess Hill

Drawing Title:
GENERAL ARRANGEMENT SITE
PLAN - GROUND FLOOR

Drawing Status:
PRELIMINARY

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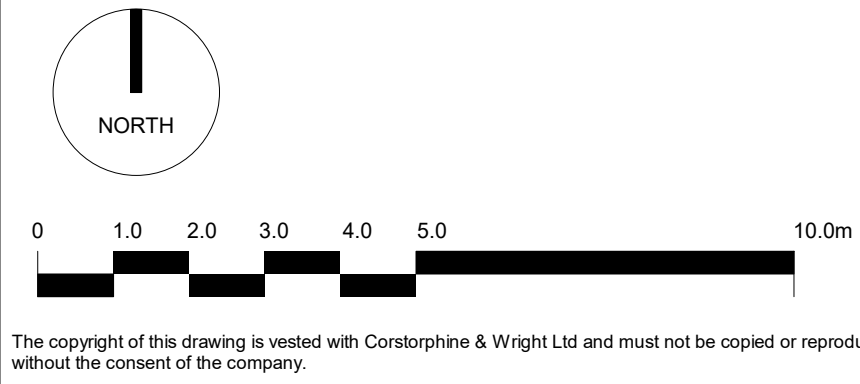
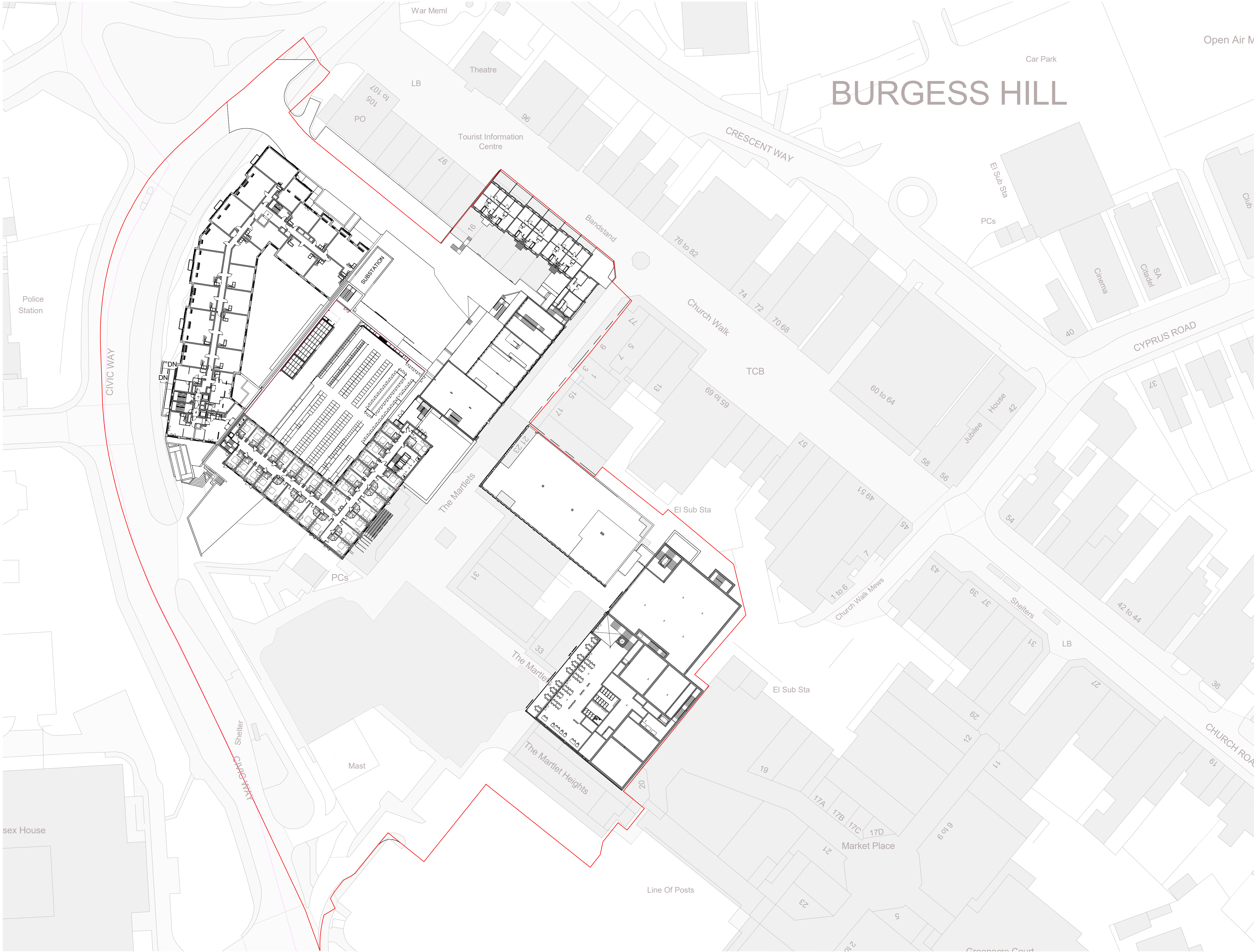
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Project No.	Drawn	Checked	Size	Scale	Date
250180	PH	RP	A1	1 : 500	03/25/25



Revision
P06



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P03	Blocks updated	07.05.25	PH	RP
P02	Blocks updated. Site Boundary shown	22.04.25	PH	RP
P01	First Issue	04.04.25	PH	RP
Rev.	Description	Date	Drw.	Chk.

Client:
New River REIT

Project:
The Martlets, Burgess Hill

Drawing Title:
GENERAL ARRANGEMENT SITE
PLAN - LEVEL 02

Drawing Status:
PRELIMINARY

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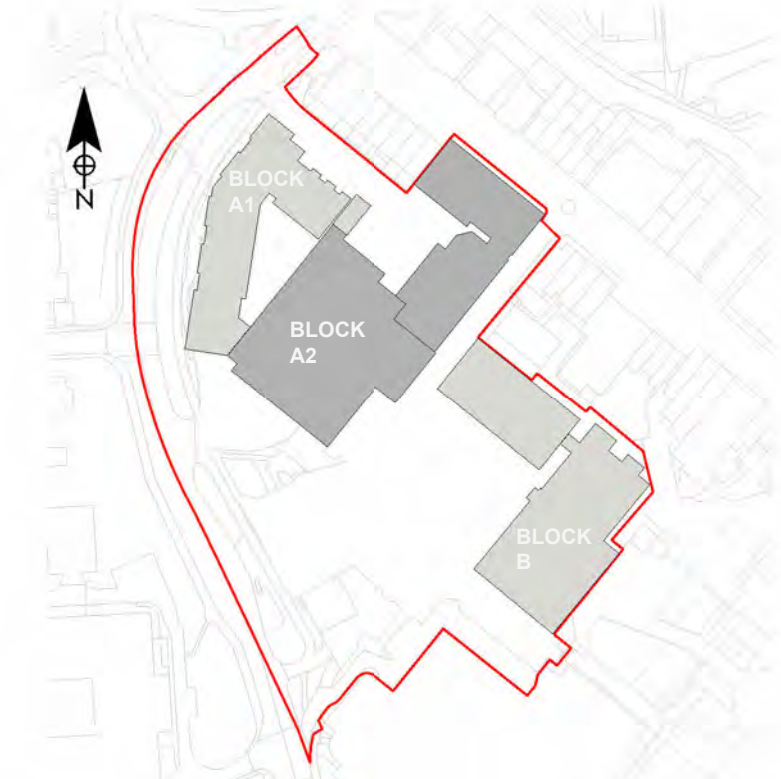
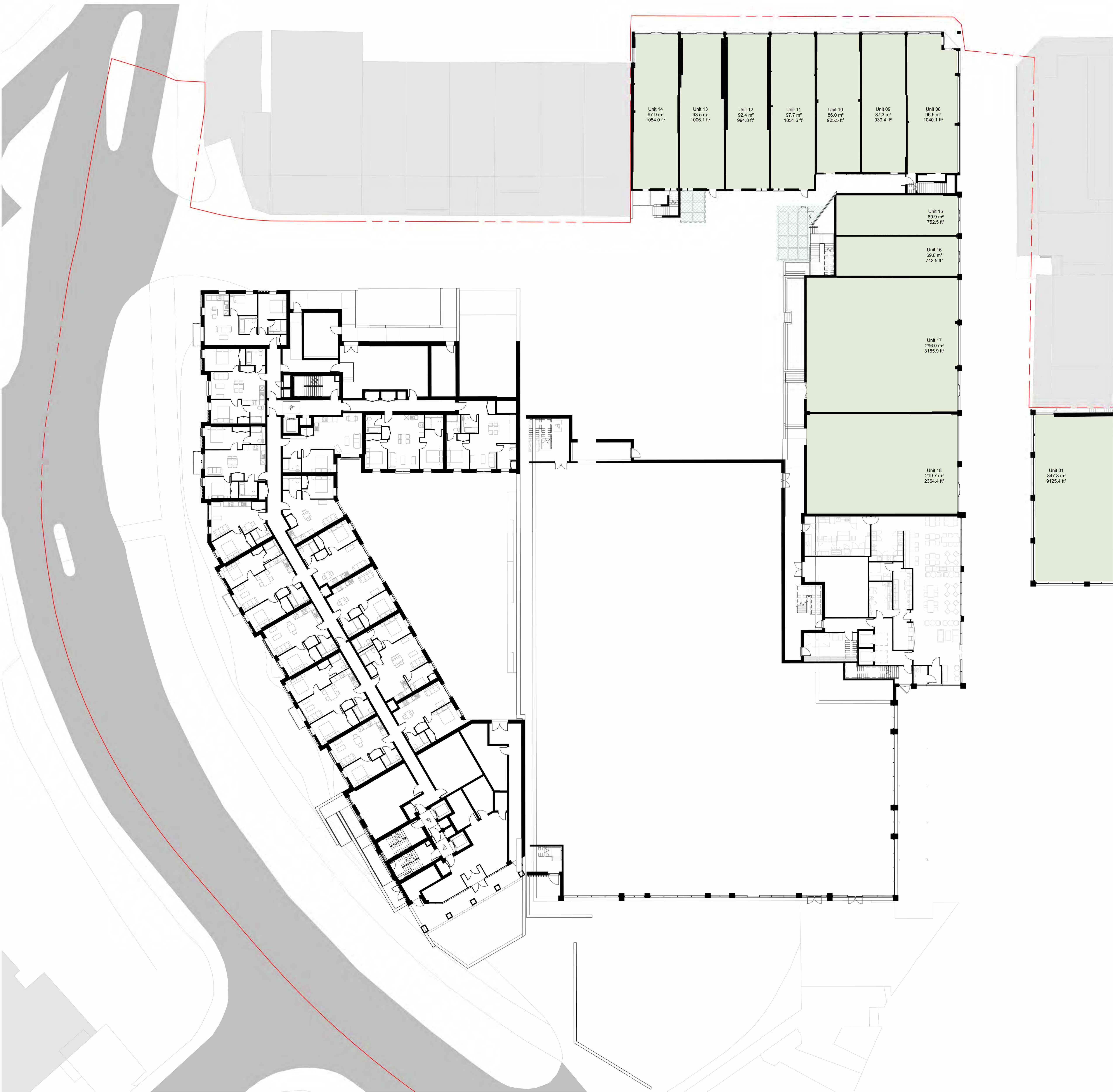
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Drawing No.
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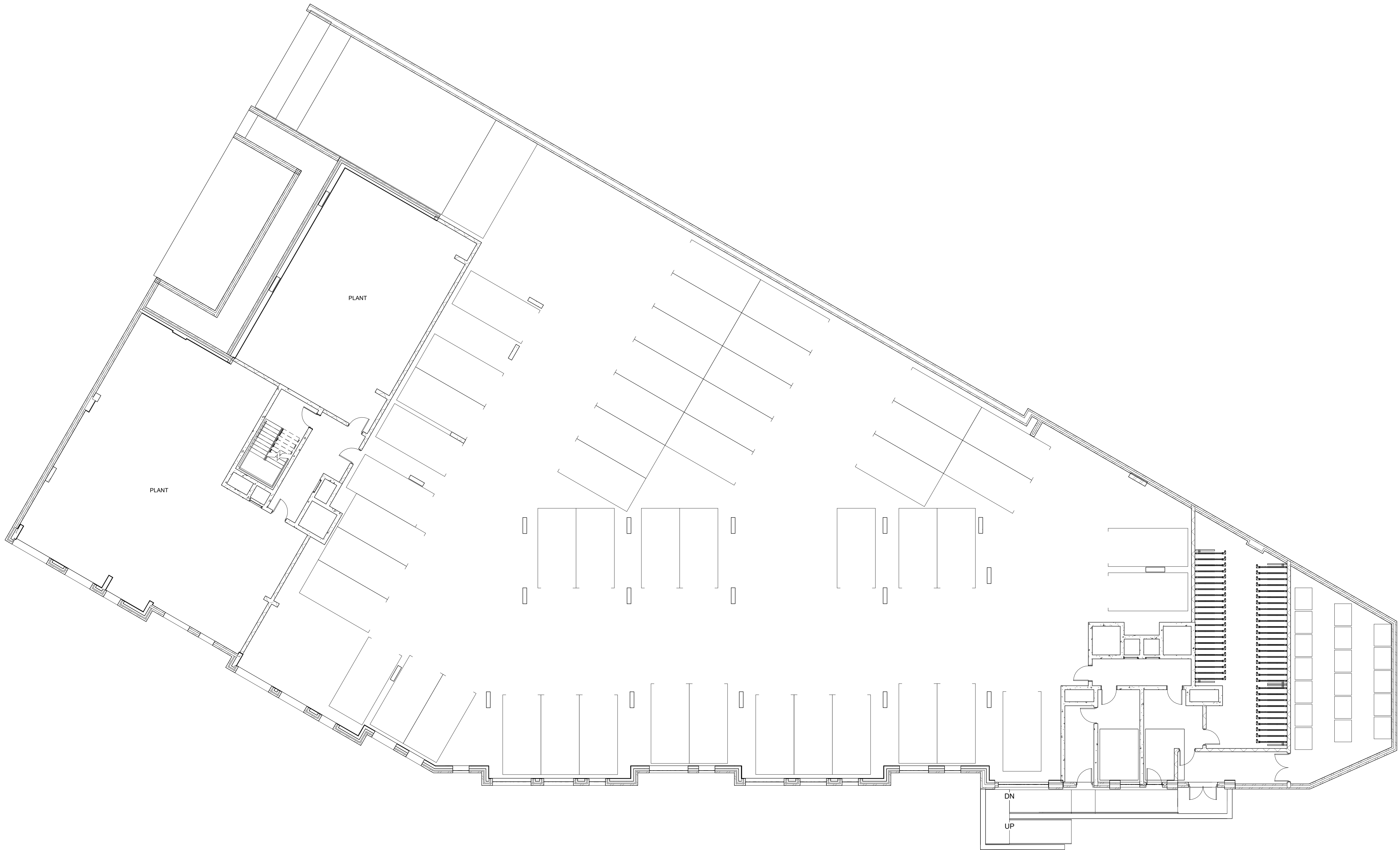
Project No.	Drawn	Checked	Size	Scale	Date
250180	PH	RP	A1	1 : 500	03/25/25



Revision
P03



Key Plan 01
1 : 2500



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Rev.	Description	Date	Drawn	Checked
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Client:
New River REIT

Project:
The Martlets Burgess Hill

Drawing Title:
Lower Ground Floor GA Plan

Drawing Status:
WIP

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Drawing No.				Revision
BHL-CWA-B1-LG-DR-A-SK25516				
Drawn	Checked	Paper Size	Scale	Date
MS	RP	A1	1 : 125	16/05/25