NOVEMBER 2025

Transport Assessment

Land West of King Business Centre, Reeds Lane, Sayers Common

Iceni Projects Limited on behalf of Reside Holdings Ltd

November 2025

ICENI PROJECTS LIMITED ON BEHALF OF RESIDE HOLDINGS LTD

Transport Assessment
LAND WEST OF KING BUSINESS CENTRE, REEDS LANE, SAYERS COMMON

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APPENDICES

1. INTRODUCTION

1.1 Iceni Projects Ltd has been appointed by Reside Holdings Limited (the Applicant) to provide transportation advice regarding their development proposals on land to the west of King Business Centre, off Reeds Lane in Sayers Common ('the Site'). The Site falls under the jurisdiction of Mid Sussex District Council (MSDC) as the local planning authority, and West Sussex County Council (WSCC) as the local highway authority.

1.2 The location is broadly shown in **Figure 1.1**, with a site location plan attached at **Appendix A1**.

Figure 1.1 – Site Location

1.3 The Applicant is submitting a planning application in full, which seeks to redevelop the Site to facilitate a residential development. The description of development (DoD) is:

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

1.4 The Site has a proposed allocation for up to 100 dwellings within the MSDC District Plan Review, under the reference DSPC6. It forms one of several draft allocations within Sayers Common, the

largest of which is DSPC3 which is located to the south of the Site and has a proposed allocation for 2,000 dwellings alongside other infrastructure including schools, leisure and healthcare facilities.

1.5 In terms of the overall transport vision of the developments, and in accordance with the latest National Planning Policy Framework (NPPF) guidance which seeks for a vision-led approach to transport planning to be established, the overall priority is to deliver a scheme that facilitates and encourages sustainable and active travel, both for residents of the scheme, but also enables through-movement of people on foot / cycle within Sayers Common and therefore wider connectivity improvements.

1.6 Pre-application discussions have previously been held with WSCC which have included specific transport / highways related discussions. A Scoping Note was produced and submitted to WSCC to seek agreement on the key elements and scope of assessment required. Further detail on this is provided throughout this report as necessary.

1.7 This Transport Statement (TS) has therefore been prepared to provide an overview and analysis of the scheme from a transport and highways perspective.

1.8 The methodology used in the preparation of this TS follows the document 'Travel Plans, Transport Assessments and Statements in decision taking' (March 2014), which forms part of the National Planning Practice Guidance, in addition to the relevant local guidance.

1.9 The following content of this report is arranged as follows:

- **Section 2** provides an assessment of the existing site conditions, incorporating a description of the existing site use, local highway network, public transport accessibility, cycling and walking facilities;
- **Section 3** provides an overview of relevant national, regional and local policies and outlines how the proposed development accords with these;
- **Section 4** provides a description of the development proposals, including access, parking, servicing and refuse collection arrangements;
- **Section 5** includes details of the traffic generation assessment undertaken to determine the impact of the development proposals; and
- **Section 6** provides a summary and draws conclusions.

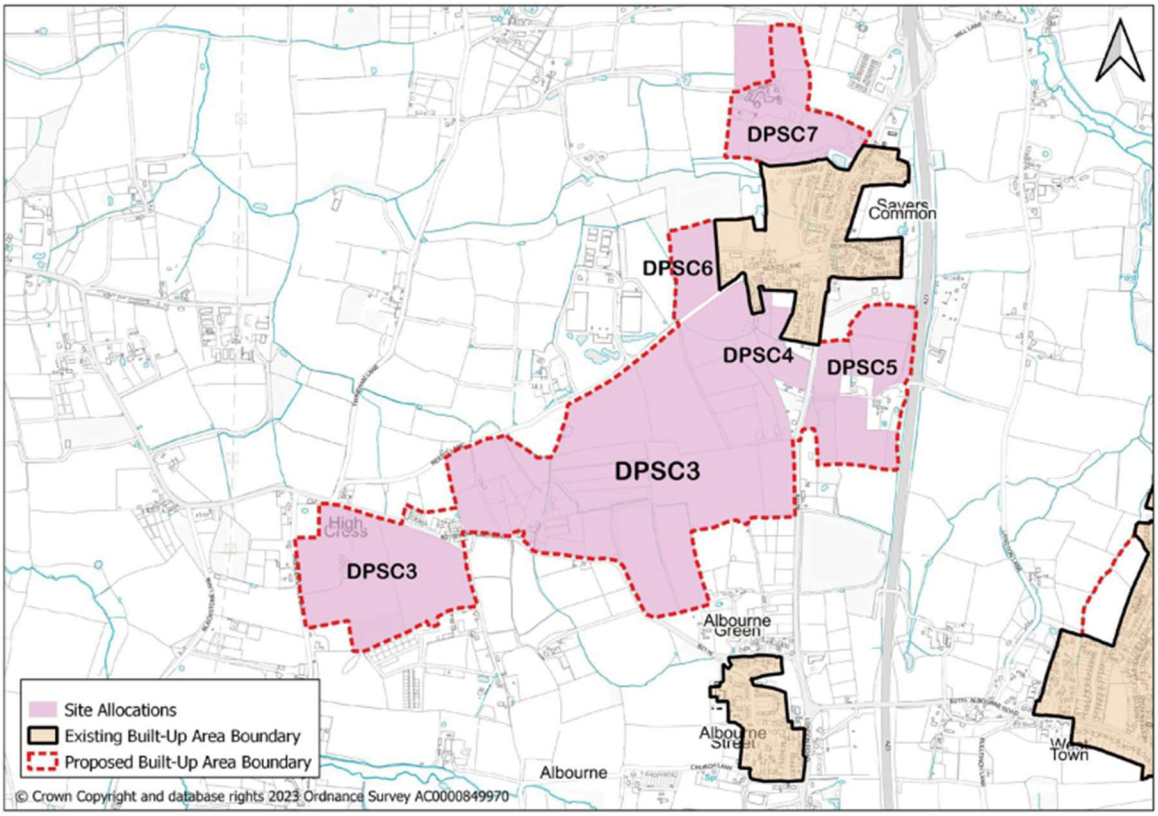
2. THE SITE AND SURROUNDINGS

Site Description

2.1 The Site is located to the north of Reeds Lane and is bound by the King Business Centre to the east. The Applicant has recently had a planning permission approved on the neighbouring site, also served off of Reeds Lane, which is located immediately to the east of the Site. This development comprises 38 residential dwellings and is currently under construction (by Elivia Homes), after being approved in December 2022 (application reference DM/22/0640).

2.2 As mentioned, the Site is also one of several draft allocations within the District Plan Review, which identifies a total growth of circa 2,400 dwellings within Sayers Common over the Local Plan period. The Site allocation (DSPC6) within the context of the other allocations is shown in **Figure 2.1**. It is worth noting that allocation DPSC4 (Antler Homes scheme) for 27 units was submitted earlier this year, with access almost opposite the Elivia Homes development. Allocation DSPC5 (Welbeck Strategic Land) for 210 dwellings was just recently submitted to the authority for planning approval.

Figure 2.1 – MSDC Draft Allocations



Bus Services

2.3 The closest bus stops to the Site are located on B2118 London Road, approximately 800m (10-minute walk) away from the centre of the Site. They are located on both sides of the road and benefit from flagpoles, shelters and timetable information.

2.4 These stops serve bus routes 100 and 273 which operate regularly throughout the day, providing services to destinations including Crawley, Horsham and Brighton. A summary of the services available is set out in **Table 2.1**.

Table 2.1 – Local Bus Services

Bus Service	Route	Typical Frequency
100	Burgess Hill - Henfield - Steyning - Storrington - Pulborough Pulborough - Billingshurst - Slinfold - Horsham	Every hour (Monday to Saturday)
273	Crawley - Handcross - Hassocks - Brighton	Every hour (Monday to Sunday)

Source: Compass Travel (100) & Metroline (273)

2.5 These bus services therefore provide good opportunity to travel to and from the Site, as well as facilitating onward travel, potentially as part of a linked trip.

Rail Services

2.6 The closest rail station to the Site is Burgess Hill, which is served by both Southern, Thameslink and Gatwick Express services. This station is approximately 7km to the east of the Site, with the aforementioned 100 bus service providing a route to the station, with a journey time of less than 20 minutes on the bus.

2.7 As an alternative, this station could also be accessed via a 25-minute cycle which may appeal to some, especially given the rise in popularity of electric bikes and that it is mainly on quieter, rural roads / tracks.

2.8 There is also Hassocks railway station located to the south east of the Site, which is circa 6km away so slightly closer than Burgess Hill. This station can be accessed within a 22-minute cycle, or alternatively a 14-minute journey on the 273 bus service, with a circa 5-minute walk to the train station after disembarking.

2.9 It is worth noting that both stations benefit from a good level of cycle parking provision, which would therefore further encourage this mode of travel.

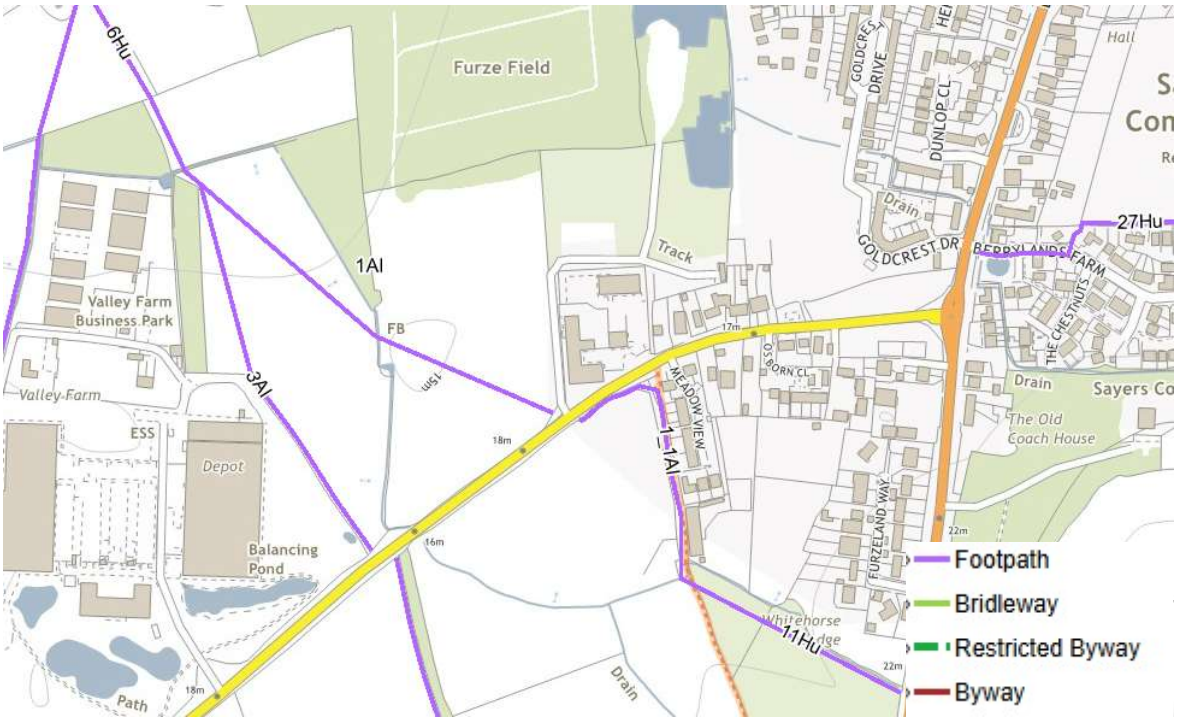
2.10 In terms of the services available, both stations are managed by Southern, but also provide access to Gatwick Express and Thameslink services. This results in regular trains to destinations including London Victoria and Brighton. It is therefore considered that the site has good levels of access to a wide range of rail services providing frequent connections both to London and onward travel on a national scale.

Walking and Cycling Assessment

2.11 In the lead up to this application submission Iceni Projects Ltd have undertaken multiple site visits to determine and assess the walking and cycling connections available from the Site. These visits therefore form the basis of the following review.

2.12 There are several public rights of way (PRoW) located within and surrounding the Site, as illustrated on the extract from WSCC interactive map shown in **Figure 2.1**.

Figure 2.1 – Existing Public Rights of Way



2.13 As shown, the Site is crossed by Footpath '1AI' which continues to the south-east crossing Reeds Lane and connecting to the B2118 via Footpath 11HU. To the north-west, 1AI, meets with Footpath 3AI and both connect with 6Hu, going on to link with the network of footpaths and bridleways north of that. As such, it is considered there is good access to the local PRoW network from the Site.

2.14 In addition to the PRoW, there are footways present locally, albeit this is sought to be improved as part of this application as detailed later in this report. With regard to the existing provision, a footway

is present along the opposite side of the road of Reeds Lane just after King Business Centre, approximately 100m from the edge of the Site. This footway is approximately 1.8m wide and links to London Road, which benefits from footways on either side and connects into the village and associated amenities. There is also a short section of footway at the Elivia Homes access on Reeds Lane, together with a formal crossing point consisting of dropped kerbs and tactile paving. It is worth noting that the Antler Homes scheme propose to move the formal crossing point further east..

2.15 The Institute of Highways and Transportation (IHT) provide guidance on desirable walk distances in their publication 'Providing for Journeys on Foot', as summarised in **Table 2.2**. Similarly, 'Manual for Streets' (MfS) identifies walkable neighbourhoods as those typically characterised with a range of facilities within an 800m (10-minute) walk distance, however, this is not an upper limit, with walking offering the greatest potential to replace short car trips, particularly those under 2km.

Table 2.2 – CIHT Recommended Walking Distances

	Town Centres	Commuting / School / Sight-seeing	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

Source: IHT 'Guidelines for Providing Journeys on Foot' (2000)

2.16 Furthermore, as detailed in **Section 3**, the former PPG13 policy guidance set out that walking has *"the greatest potential to replace short car trips, particularly under two kilometres"*, whilst cycling *"also has the potential to substitute for short car trips, particularly those under five kilometres*".

2.17 As such, it is generally considered acceptable that people would walk distances of 2km (and even this should not be seen as a threshold) to access local services / amenities. Chapter 3 of this TA provides greater clarity in the policy section on acceptable walking and cycling distances. Based on this, a review has been undertaken to determine what is available within this 2km distance of the Site, with the results set out in **Table 2.3**.

Table 2.3 – Local Facilities / Amenities

Facility / Amenity	Location	Approximate Distance from Site Centre	Approximate Walking Time
Public House / Restaurant (Duke of York)	London Road	550m	7 mins
Park (At the end of Reeds Lane)	Reeds Lane	275m	4 mins
Bus Stops	London Road	800m	10 mins
Convenience Store (Sayers Common Community Shop)	London Road	800m	10 mins

Pre School / Nursery (Isabello's)	Oakhurst	1km	13 mins
School (Albourne Church of England School)	The Street	2km	25 mins

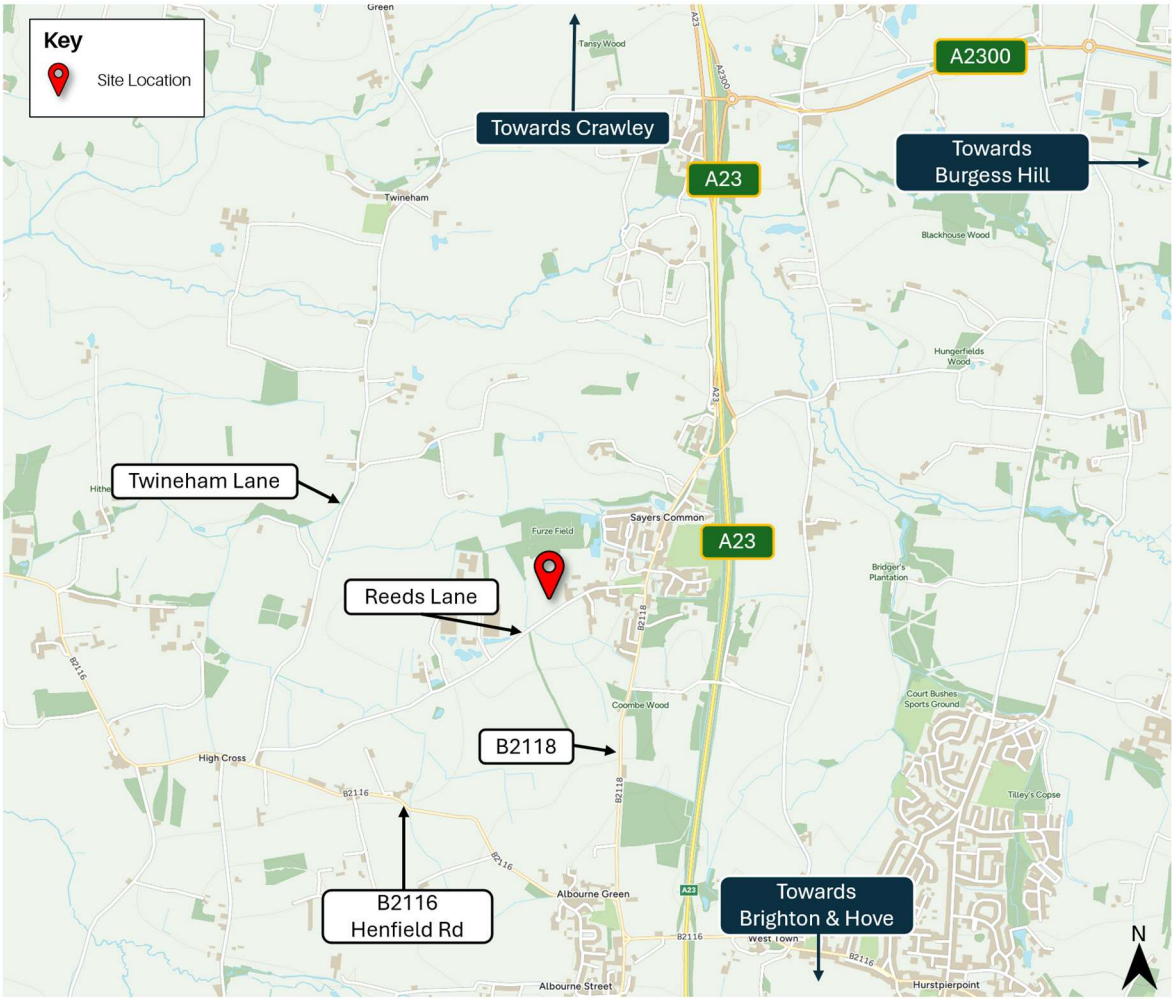
2.18 With regard to cycling, a National Cycle Route is available within the vicinity of the Site. Route 20 runs approximately 200m to the east of the site via the B2118 London Road. While the section south of Redhill is no longer formally designated as part of the National Cycle Network, the route continues to provide a well-established corridor linking London with Surrey and offering onward connections toward Brighton. In addition, a number of local roads in the area are suitable for use by cyclists, ensuring good accessibility by bicycle

2.19 It is therefore considered that there is potential to cycle to and from the site, and within the surrounding area. Cycling has the potential to substitute for short car trips, especially those less than 5km. Thus, amenities and services including bus stops, rail stations, educational facilities, religious centres, restaurants, supermarkets and numerous retail and leisure opportunities are located within an acceptable cycling distance of the site and there is ample opportunity for users of the site to utilise this mode of transport.

Surrounding Highway Network

2.20 A plan of the local highway network is provided in **Figure 2.2**.

Figure 2.2 – Local Highway Network



2.21 Reeds Lane is a two-way working road which operates under a 30mph speed restriction at the eastern extent of the Site, but then changes to 60mph approximately 20m in from the site boundary, heading westbound. To the east, the road forms a mini-roundabout junction with B2118 London Road. London Road runs parallel to the A23, by-passing local villages, and linking the B2118 London Road to Brighton to the south and to Crawley to the north, where it becomes the M23 and then continuing onto the M25.

2.22 As part of the pre-application work an independent automatic traffic count (ATC) survey has been undertaken on Reeds Lane, along the site frontage, to record directional classified vehicle flows and speeds in hourly intervals for a period of one week. Based on the ATC data, the network peak hours were identified as being:

- AM Peak – 0800-0900
- PM Peak – 1700-1800

2.23 **Tables 2.4 to 2.6** summarise the results of these surveys from a traffic volume perspective.

Table 2.4 Traffic Surveys - ATC Traffic Flow Data (Two-Way) – AM Peak Hour

5-day average	7-day average
125 eastbound / 188 westbound / 313 total	105 eastbound / 143 westbound / 247 total

Table 2.5 Traffic Surveys - ATC Traffic Flow Data (Two-Way) – PM Peak Hour

5-day average	7-day average
182 eastbound / 118 westbound / 300 total	130 eastbound / 84 westbound / 243 total

Table 2.6 Traffic Surveys - ATC Traffic Flow Data (Two-Way) – Daily

5-day average	7-day average
1442 eastbound / 1387 westbound / 2853 total	1248 eastbound / 1208 westbound / 2456 total

2.24 It can be seen from the results that the traffic on Reeds Lane during the weekday AM and PM peak hours are quite low, with total two-way flows of 332 and 314 vehicles respectively

2.25 The ATC also demonstrated 85th percentile speeds of 37.2mph and 38.7mph in the north-eastern (towards Sayers Common) and south-western (away from Sayers Common) directions respectively. The ATC was undertaken at the exact location of the speed limit change from 30mph to 60mph.

Highway Safety Assessment

2.26 In order to assess the safety of the existing highway network surrounding the Site, Personal Injury Collision (PIC) data has been obtained from the West Sussex County Council website, namely their "Collision data map" tool for the most recently available 5-year period between 1st October 2020 to 30th September 2025. The surveyed scope is identified on **Figure 2.3**.

Figure 2.3 – PIC Survey Scope

2.27 One collision was recorded within the survey scope during the period assessed; the collision was classified as 'serious'. The collision (ref: 241416366) occurred on 02.03.2024 at 23:52 in conditions described as fine without high winds, dry and dark although with the presence of streetlights. The collision involved a single vehicle.

2.28 In summary, given the size of the study area, the volume of traffic currently on the network within the study area, the extremely low number of collisions give the context of the type of roads analysed it is considered that the Proposed Development will not give rise to any unacceptable road safety issues within the area studied.

3. TRANSPORTATION POLICY

3.1 The Proposed Development is subject to both national and local planning policy guidance, with respect to transportation and its impact on the local environment / surrounding infrastructure. The relevant policies are detailed within this following section.

National Planning Policy Framework

3.2 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with local development plans and that the NPPF must be taken into account when preparing the development plan and is therefore a material consideration in planning decisions. The main objective of the NPPF is to achieve sustainable development.

3.3 The NPPF was adopted in March 2012, however, revised documents have been published in July 2018, February 2019, July 2021 and September 2023. This latest version was recently updated in December 2024 and therefore replaces the previous versions. A further amendment was made in February 2025 to correct some footnotes regarding paragraph 155.

3.4 Sustainable transport modes in the NPPF are defined as "any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport." It is worth noting from the outset that sustainable transport can include the car.

3.5 With regard to transport policy, Chapter 9 of the NPPF is titled 'Promoting sustainable transport' and includes the following text relevant to this proposal:

Paragraph 109

Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solution 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.

3.6 Paragraph 109 looks for development to deliver a vision led approach to identify transport solutions, realising opportunities from existing and proposed transport infrastructure to promote walking, cycling and public transport. This is considered further in Section 4 of this report, with improvements being proposed to ensure this is the case.

Paragraph 110

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

3.7 Paragraph 110 states that significant development should be focused on existing sustainable locations or locations which can deliver sustainable development by reducing the need to travel and offering a choice of transport modes. It does, however, recognise the opportunities will vary between urban and rural areas, which needs to be considered as part of the decision making.

Paragraph 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;

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.

3.8 Paragraph 115 part d) is largely a repeat of Paragraph 116 below which is widely understood. It does, however, not only mention following "mitigation to an acceptable degree" but also seeks to introduce these "through a vision-led approach". Iceni understand this in the context of the rest of the NPPF to be seen as promoting sustainable travel first to reduce the impact of the car on the network. Mitigation to an acceptable degree also needs to be considered in the context of what is necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind.

Paragraph 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.

3.9 Paragraph 116 states that development should only be refused on highways grounds where there is an unacceptable impact on safety or the residual cumulative impacts on the road network, following mitigation as per Paragraph 115 part d), would be severe (which it is recognised is often a subjective judgement in the context of the NPPF).

3.10 Appeal APP/F2360/W/22/3295498 & APP/F2360/W/22/3295502 (Jan 2024) helps us understand the context of Paragraph 116. With reference to local junction capacity analysis the Inspector quotes that "Even if there would be a large change in relative journey times in the peak hours, this would not substantiate a severe adverse impact", going on to state when referring to the NPPF that "it is not the aim of the policy to protect the convenience of commuting drivers"

Paragraph 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.

3.11 Paragraph 117 makes it very clear that within the context of the above policies, development should first give priority to walking and cycling and then to public transport. It goes on to recognise the need of people with disabilities and reduced mobility in relation to all modes of transport and enforces that sustainable transport also includes ultra-low emission vehicles.

3.12 Following the introduction of this paragraph in NPPF 2018 (originally paragraph number 110), the Ministry of Housing, Communities & Local Government document *National Design Guide, Planning practice guidance for beautiful, enduring and successful places*, January 2021 was published which explained the Government's position. This document helps put paragraph 117 in context.

3.13 Paragraph 82 of the design guide, "M2 Active Travel", states that "priority is given to pedestrian and cycle movements, subject to location and the potential to create connections." This same paragraph also states that "public rights of way are protected, enhanced and well linked into the wider network of pedestrian and cycle routes" – a clear recognition that cycles and pedestrians first is not only about footways but footpaths.

3.14 This National Design Guide follows the introduction of the priority for pedestrians and cyclist in the NPPF and is the Government's own view on their own policy. The National Design Guide is firstly guidance and not absolute and secondly the design guide recognises the constraints is not always being able to deliver these connections stating that priority should be given to these "subject to location and the potential to create" them. This clarification adds further weight to the use of "should" in Paragraph 117(a) as it confirms that there are circumstances when these may not be necessary/appropriate/feasible to make the proposals acceptable, but pedestrians and cycles should form the starting point, before moving on to consider public transport.

Paragraph 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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

3.15 Paragraph 118 reinforces the message throughout the NPPF to further seek to encourage sustainable travel and reduce the need to use the car through the use of a Travel Plan. It should be noted, in line with WSCC guidance, a Travel Plan Statement has been prepared and accommodates this planning application submission.

3.16 The definition of a vision-led approach in the NPPF glossary is set out as:

3.17 “an approach to transport planning based on setting outcomes for a development based on achieving well-designed, sustainable and popular places, and providing the transport solutions to deliver those outcomes as opposed to predicting future demand to provide capacity (often referred to as ‘predict and provide’).”

3.18 This TA considers the Proposed Development and impact assessment in the context of the NPPF.

3.19 The overarching vision and transport strategy for the Proposed Development is to encourage and prioritise active travel as a realistic primary mode of transport for shorter, everyday trips. Given the site's proximity to the allocated sites and planned growth in Sayers Common there is significant potential to encourage sustainable travel patterns.

3.20 The development proposals will aim to build on the level of existing connectivity in the area linking the Site with current and future local amenities and trip attractors through targeted improvements to walking and cycling infrastructure. This will align with policy which sets out the aspiration for a significant shift away from private car use to public transport, walking and cycling.

3.21 The Site is in a sustainable location, with a good level of opportunity to travel by train, bus, cycle and walking. The Proposed Development ensures that this is encouraged through local improvements, in line with local standards and good connectivity, all detailed throughout this report. The Proposed Development will therefore follow the advice provided within the NPPF in regard to transport.

Planning Practice Guidance - Travel Plans, Transport Assessments and Statements (PPG) – March 2014

3.22 Information contained as part of the PPG provides advice for travel plans, transport assessments and statements in decision taking.

> *Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of the development in order to promote sustainable development. They are required for all developments which generate significant amounts of movement.*

3.23 Transport Assessments and Statements are ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans).

3.24 This TA follows the advice provided within the PPG and accords with providing the information which should be included as part of an assessment.

Sustainable distances for walking and cycling

3.25 The NPPF replaced PPG13 which gave clear guidance on the acceptable walking and cycling distance thresholds. In the absence of quoted distances in the current NPPF, the matter is to a degree subjective and should in particular be considered in relation to NPPF paragraph 110 which clearly acknowledges not all locations can be treated the same.

3.26 As such, while no longer policy, there are two key aspects within PPG13 which are still of relevance when determining a site's sustainable travel access. Paragraph 74 states about walking that:

> *"Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under two kilometres. Walking also forms an often-forgotten part of all longer journeys by public transport and car."*

3.27 Paragraph 77 goes on to state that:

> *"Cycling also has potential to substitute for short car trips, particularly those under five kilometres, and to form part of a longer journey by public transport."*

3.28 It is considered that the walking and cycling distances referred to in PPG13 remain valid and should not be overlooked when determining the walking and cycling accessibility of development sites. This is further supported by current guidance, the full context of which is often overlooked.

3.29 Manual for Streets (2007) at Paragraph 4.4.1 states “Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800m) walking distance which pedestrians may access comfortably on foot. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km.”. Here we start to see the introduction of 800m as the desirable distance (but not the upper threshold).

3.30 Although more dated, The Institute of Highways provided guidance on desirable walk distances and speeds in their publication ‘Providing for Journeys on Foot’ (2000). This was one of the documents which provided the walking speeds we still generally use today of 1.4m/s, which equates to 400m in five minutes or three miles per hour. The document also went on to provide various walking distances depending on the land use being visited, stating a preferred upper maximum distance of 800m to Town Centres, 2km for commuting, schools and sightseeing and 1.2km for other land uses.

3.31 This reference to 800m is quoted again in the CIHT document ‘Planning for Walking’ (2015), where at paragraph 6.3 it states “Most people will only walk if their destination is less than a mile away. Land use patterns most conducive to walking are thus mixed in use and resemble patchworks of ‘walkable neighbourhoods’, with a typical catchment of around 800m or 10 minutes’ walk (see 6.4 below).”

3.32 Paragraph 6.4 states “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”. It is worth noting, however, that this paragraph sits under the heading “Traditional compact town layouts”.

3.33 Regarding the reference to “Most people” and “most conducive” this needs to be understood in context. These words are used based on the percentage movements and should not be construed as limits. Turning to paragraphs 2.1 and 2.2 of the same document puts the distances in more context, stating at paragraph 2.1 that 80% of journeys less than 1 mile are made wholly on foot, something which has apparently changed little in 30 years. At paragraph 2.2 it acknowledges that between 1 mile and 2 miles over a quarter of journeys are made by foot (26%), more than by bus. Beyond 2 miles walking trips are outnumbered by the bus. As such, this gives clear evidence that 800m is the desirable distance and not the upper threshold, especially given the number of people prepared to walk between 1 mile (1.6km) and 2 miles (3.2km).

3.34 The second cycling and walking investment strategy (CWIS2) (March 2023), seeks to increase the percentage of short journeys in towns and cities that are walked or cycled to 50% in 2030 and to 55% in 2035. Interestingly, the government strategy defines "short journeys" as: "trips of less than 5 miles, which start and end within a town or city. (A one-way course of travel with a single main purpose." Note 5 miles is 8km.

3.35 Turning to cycling, this can fluctuate through the year and can be influenced by the weather and terrain. The increase in electric cycle use has helped to "level the playing field" with regard to terrain and cycle ability/mobility. Within the industry it seems to be generally accepted that cycle speeds of 10mph and distances of 3 to 7 miles are not unreasonable.

3.36 In summary, and as supported by case law, although 800m remains the desirable goal, in reality people will walk further, and 2km or indeed 3.2km is not an unreasonable upper threshold. As for cycling the guidance would suggest that an upper threshold of 5miles (8km) is not unreasonable. Of course, it needs to be recognised that these upper thresholds still do not prevent individuals from walking or cycling further, whilst also acknowledging not everyone has the same level of mobility. It is however considered this development has multiple amenities within easy walking and cycling distance.

Building Regulations (2010) - Infrastructure for the charging of electric vehicles; Approved Document S (updated April 2023)

3.37 As recognised by NPPF, electric vehicles are one of the options available to residents when considering sustainable travel. Although many local authorities have their own guidance it is important to also acknowledge the national Building Regulations with regard to the requirements for electric charging on new developments/sites.

3.38 Approved Document S, Infrastructure for the charging of electric vehicles dictates the national requirements the development should not drop below.

3.39 For residential use in general where parking is provided at a 1:1 ratio or greater, as a minimum, 1 electric charging point is required per dwelling, whether the space is located on the dwelling plot or not. These spaces need not be provided where the average connection point cost is greater than £3,600, of where the associated parking is within a covered car park. Should this result in a lower than 1 EV space per dwelling ratio then the residual spaces should have passive provision bring this back to a 1:1 ratio. The Site will provide 1 EV space per dwelling.

Mid Sussex District Council Planning Policy

3.40 MSDC adopted its current District Plan on 28th March 2018, covering the period of 2014 to 2031. It provides the vision for how Mid Sussex wants to evolve and the strategy for how that will be achieved.

3.41 The relevant planning policy within the adopted District Plan is 'DP21: Transport', which states the following:

Policy DP21: Transport

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 (see policy DP14: Sustainable Rural Development and the Rural Economy);
- 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 schemes 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.

Note: Extracts not relevant to the paragraph not included within quote.

3.42 MSDC are in the process of reviewing and updating their District Plan, with a new District Plan 2021-2039 submitted for examination in July 2024. As mentioned, the Site is allocated within this draft document although it is acknowledged this is only given limited weighting at this stage.

3.43 In reviewing the draft District Plan, it is clear that sustainable and active travel are core principles or what it is looking to achieve, namely through Policy DPT1 'Placemaking and Connectivity' and Policy DPT3 'Active Travel', which align with the NPPF.

3.44 It is, however, noted that this District Plan is still sometime from being adopted and therefore has limited weight in decision making. As such, MSDC have released two draft Position Statements, which have not been published at the time of writing this report but it is understood they are due to be imminently, in order to set out the local authority's interim position until they have the new local plan in place.

3.45 The Position Statements continue to identify the Site as a sustainable site for development within Sayers Common, and suitable for residential development of up to 100 dwellings, stating that there should be collaboration between the developments coming forward to ensure "*a cohesive, integrated and master-planned development at Sayers Common*".

3.46 Principle 5 of the Decision Making Principles within the Position Statement refers to Transport, and this states the following:

> To ensure that all development provides the appropriate infrastructure required to support the vision and objectives of the West Sussex Transport Plan 2022-2036, including development which embodies liveable communities, sustainable and active travel principles and delivers attractive, well-planned places, which are designed to be inclusive, safe and equitable for all users.

Summary

3.47 National and local policies highlight the need to encourage trips by sustainable modes and ensure that there is no resultant impact on the local highway network. Based on the assessments undertaken within this report it is clear that the proposed development accords well with both national and local policies.

4. PROPOSED DEVELOPMENT

4.1 The DoD provided in the **Introduction** sets out the uses included for within the Proposed Development. The below provides an overview of the necessary elements from a transport perspective.

4.2 The application seeks to deliver 80 residential dwellings which will take the following breakdown:

- 2 x One Bed Flat;
- 4 x One Bed Maisonette;
- 6 x Two Bed Flat;
- 1 x Two Bed FOG;
- 16 x Two Bed House;
- 41 x Three Bed House; and
- 10 x Four Bed House.

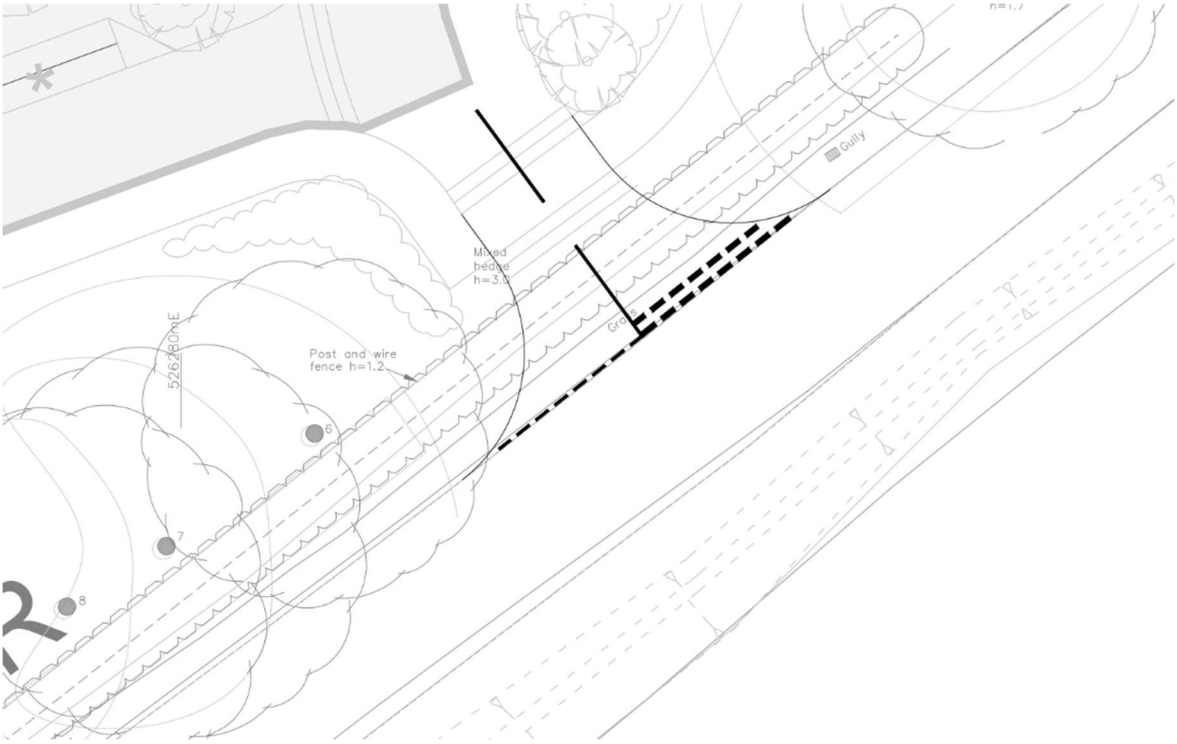
4.3 Full details on the transport elements of the Proposed Development, i.e. access, parking provision etc are set out in this Section, and these should be read in conjunction with the site layout plan, which is attached at **Appendix A2**, as well as the Design and Access Statement (DAS) submitted with the planning application.

Proposed Access Strategy

4.4 The vehicular access strategy for the Proposed Development was established during the scoping exercise and discussed and agreed with WSCC Highways.

4.5 In order to serve the Proposed Development a new vehicular access to the Site will be created onto Reeds Lane, in the form of a priority 'T' junction. The proposed design is shown at **Figure 4.2**, with the full drawing included at **Appendix A2**.

Figure 4.2 – Proposed Access Design



4.6 The proposed access has been designed in accordance with the relevant standards and has been the subject to swept path analysis (SPA) assessments, ensuring it is appropriate for the required vehicles to access the Site i.e. 10m rigid vehicles and MSDC's standard refuse vehicle, as well as a fire appliance in the event of an emergency. This SPA of the access is included at **Appendix A3**.

4.7 A visibility splay assessment has also been undertaken at the access, and this has been based on the recorded 85th percentile vehicle speeds as obtained from the ATC set out in **Section 2**. The principle of this was discussed and agreed with WSCC at the pre-application stage. Based on the speeds, the required splays are 96m to the east and west respectively. The visibility spay drawings are shown in the site access drawing.

4.8 Additionally, the proposed access is also due to be subject to an independent audit via a Stage 1 road safety audit (RSA). This is to be submitted separately to the TA, along with an associated Designers Response. Perhaps unusually no footways are proposed at the bellmouth. This is intentional as the pedestrian accesses are located in the southwestern, southeastern and northwestern sides, together with the PRoW on the western boundary. As such there is no natural desire line when considering the proposed layout for residents to walk out/in the vehicular access location. This access would however no doubt form a cycle link from the development south of Reeds Lane through the Site to the Eliva Homes development, together with the additional cycle link in the southwestern corner.

4.9 The internal road network has also been subject to SPA testing to ensure it can accommodate the required vehicle movements, specifically a refuse vehicle and a fire tender. Necessary turning heads have therefore been accommodated within the site layout design to accommodate these vehicles to ensure they can enter and exit the Site in forward gear, with no excessive reversing manoeuvres required. In order to facilitate this, refuse collection points are proposed at various points to ensure that bins for all dwellings can be moved to a suitable location, within which the refuse vehicle can access the collection point in line with WSCC guidance. Thie SPA of the internal layout is provided at **Appendix A3**.

Sustainable Travel Opportunities and Improvements

4.10 As part of the development proposals, multiple improvements are proposed to enhance sustainable travel opportunities at the Site; these are detailed further below:

Pedestrian/cycle link to the adjacent development to the east

4.11 A pedestrian/cycle connection is to be provided at the eastern extent of the site to the adjacent development to the east. The adjacent development (ref: DM/22/0640) comprises 36 dwellings, which received planning permission in December 2022. This link will allow the Elivia Homes residents to travel through the Site and onwards into development south of Reeds Lane where a new neighbourhood centre and local schools are expected as part of Allocation DPSC3.

Proposed footway link to the village south of King Business Centre

4.12 The proposed footway will connect to the Site via the existing public right of way (PRoW 1AI) located in the southeastern corner of the site which will provide pedestrian access into the Site. At the Site access, the footway will be 2m wide. From here, the footway will continue east along the northern extent of Reeds Lane before reaching the access to the adjacent development with Elivia Homes to the east. The footway will then connect into the existing dedicated crossing point at this location, served by dropped kerbs and tactile paving, shown on **Figure 4.3**. From here, it is possible to continue routeing east towards Sayers Common along the existing footway. With regard to the section of proposed footway along the King Business Park frontage the proposed 2m width will be reduced to 1.5m in order to minimise the impact on the tree roots in this location.

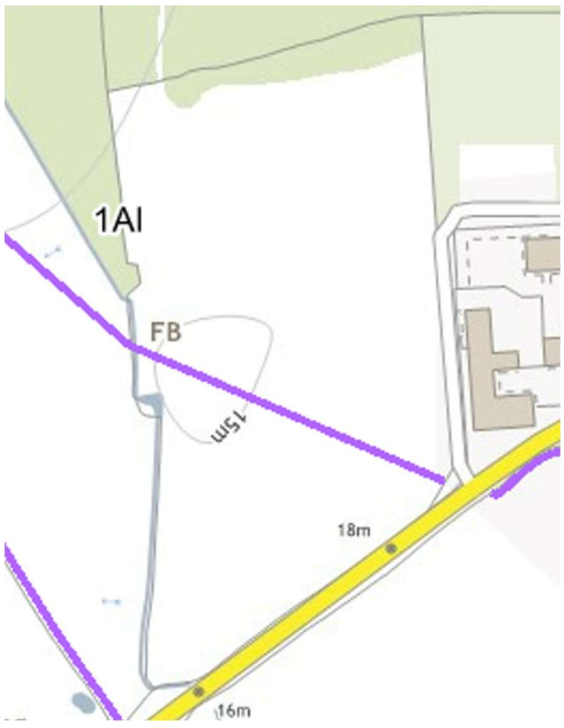
4.13 It is worth noting that as part of the Antler Homes scheme (DPSC4) it is intended to remove the recent dropped kerb and tactile paving crossing and relocated this slightly further east on the opposite side of the Elivia Homes access. As part of these works, the footway would be continued along the northern side of Reeds Lane to this new crossing location.

Figure 4.3 Existing Crossing Point

Existing Public Right of Way (PRoW) incorporated within the development

4.14 The existing PRoW that routes through the Site, demonstrated in purple on **Figure 4.4**, is to be incorporated within the development to provide greater opportunities for active travel links. The existing PRoW will pass through the site on an east-west axis with a green corridor adjacent to this, providing pedestrian connections through the development.

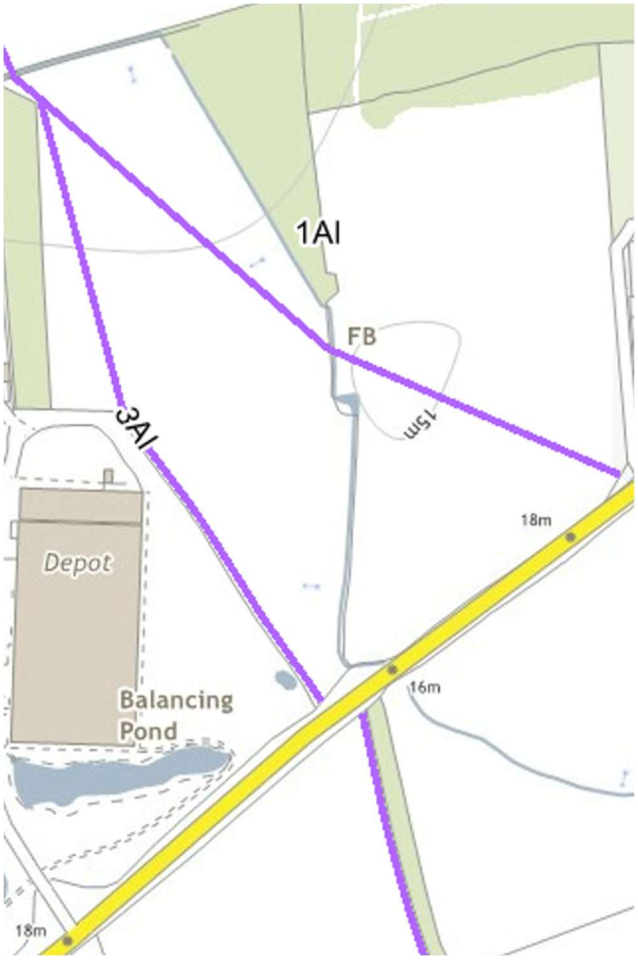
Figure 4.4 Existing PRoW



Proposed footpath to cross ditch and link on to Reeds Lane

4.15 The proposed footway and cycleway will connect to the Site in the southwest corner with the purpose of providing a crossing over the ditch and linking to Reeds Lane from where the existing PRoWs can be accessed, as shown in purple on **Figure 4.5**. Upon immediately connecting into the Site, the footway/cycleway will be 3.5m in width before narrowing to 2m in width along the northern extent of Reeds Lane to connect with PRoW 3AI. This southwestern access will also allow onwards connections into allocated site DPSC3 by sustainable modes.

Figure 4.5 Existing PRoWs



Car and Cycle Parking Provision

Car Parking

4.16 The requirements for residential car parking are set out in WSCC's 'Guidance on Parking at New Developments' published in September 2020. The document derives levels of car parking based on a 'Parking Behaviour Zone' system. Based on this zoning system the Site lies within 'Zone 2'.

4.17 Based on this zone, the WSCC parking demand factors are set out in **Table 4.1**, which has then also been applied to the Proposed Development to determine the car parking requirement.

Table 4.1 – WSCC Car Parking Standards

Dwelling Type	WSCC Parking Demand	Number of Spaces
1 bed	1.4	8.4
2 bed	1.7	39.1
3 bed	2.1	86.1
4 bed	2.7	27
Total		**161**

4.18 The WSCC guidance document has therefore shown that applying the factors to the dwellings proposed results in a total of 161 car parking spaces, assuming all are being allocated to their respected units. However, the guidance also indicates that this level of parking should be subject to a 10% variation to account for sustainable travel, which is being promoted at this development as set out within this report (via the improvements put forward here) and encouraged further by the supporting Travel Plan Statement) and therefore it iss considered that a slight reduction in parking provision is appropriate and will help to encourage a move away from reliance on the private car to travel.

4.19 Given this, a total of 151 allocated parking spaces are proposed (as detailed on the submitted site layout plan), which takes account of the WSCC guidance document stating that only 50% of the garages are counted towards this number (noting that all the garages have internal dimensions of 6m x 3m).

4.20 Furthermore, in order to prevent any overspill parking, the proposed site layout also benefits from the provision of 24 visitor parking spaces, which again have been proposed with reference to the parking demand tool.

4.21 In accordance with Building Regulations 2010, Approved Document S, as already mentioned each dwelling will also be provided with an EV charging point, helping to promote sustainable travel. As recognised within the NPPF electric vehicles as well as car share are recognised as sustainable travel movements.

Cycle Parking

4.22 Cycle parking will be provided in secure locations within the curtilage of each property to ensure that enough space is provided to store bikes in accordance with the standards (September 2020 guidance), which require 1 space for 1 / 2 bed houses, and 2 spaces for 3 beds or more. These will be either within garages or sheds within the gardens. Bicycle parking will be accommodated within a bespoke bicycle store for flats and maisonettes.

5. TRIP GENERATION AND HIGHWAYS IMPACT ASSESSMENT

5.1 This section of the TA provides an overview of the projected trip generation associated with the Proposed Development.

Trip Rates and Generation

5.2 To determine the expected vehicular trip generation associated with the Proposed Development, reference has been made to trip generation rates that have recently been approved by WSCC Highways as part of the local application at Land at Chesapeke (Application reference DM/25/1434). This application utilised the TRICS database to provide suitable trip rates based on similar sites in order to estimate vehicular movements. These trips rates, and resultant trip generation when applied to the proposed 80 units, are set out in **Table 5.1**.

Table 5.1 Vehicular Trip Rates and Generation

	AM Peak Hour			PM Peak Hour		
	Arrive	**Depart**	**Total**	**Arrive**	**Depart**	**Total**
Trip Rate	0.185	0.356	0.541	0.326	0.193	0.519
Trip Generation	15	28	43	26	15	42

5.3 The Proposed Development is therefore expected to generate 43 two-way trips in the AM peak hour and 42 two-way trips in the PM peak hour.

5.4 The impact of the development traffic has been assessed during the weekday AM and PM peak hours for an assessment year of 2039 (Mid Sussex District Plan period) at the site access junction.

5.5 The PICADY module of the industry-standard Transport Research Laboratory's (TRL) modelling software Junctions 10 has been used to model the operation of the site access junction. PICADY has been used to model the Ratio of Flow to Capacity (RFC) for each give-way manoeuvure during each modelling period, along with the maximum average queues (in vehicles) and the average overall delay incurred by every vehicle passing through the junction. An RFC value of 0.85 is typically taken as indicating that the manoeuvre is operating at around practical capacity, while a value of 1.00 indicates that it is operating at theoretical capacity.

5.6 The site access junction has been modelled over a one-hour period for the 2039 plus development scenario. Baseline data was obtained through the ATC surveys, TEMPRO growth rates for 2025-2039 were then applied to this data to get baseline 2039 data. The TEMPRO growth rates include for the local plan allocation sites and therefore no committed development has been factored into the model.

5.7 The distribution of development traffic along Reeds Lane has been derived using traffic flow data obtained from the ATC survey. The existing directional traffic flow is summarised below:

- Eastbound: 51%
- Westbound: 49%

5.8 The results of the of the modelling is demonstrated in **Table 5.2**. Full PICADY results are provided at **Appendix A4**.

Table 5.2 Site Access Model

Arm	AM Peak		PM Peak	
	RFC	Queue (PCU)	RFC	Queue (PCU)
2039 Dev Case				
Stream B-AC	0.07	0.1	0.04	0.0
Stream C-AB	0.01	0.0	0.03	0.0

5.9 The results demonstrate that the proposed site access junction will operate well within capacity in the 2039 future year.

5.10 With regard to wider highways impact / junction modelling, it is noted that the recently submitted planning application for 'Land at Coombe Farm', submitted by Welbeck Strategic Land II Ltd and forming draft allocation DPSC5 included a detailed modelling assessment of all local junctions within Sayers Common. This assessment considered all the draft Local Plan allocated sites, including this Proposed Development, and demonstrated that with these developments coming forward all of the junctions operated within capacity. As such given the work undertaken on behalf of Welbeck Strategic Land it is clear no additional modelling is required to support the Proposed Development, especially given the relatively modest number of housing proposed in the context of the wider Local Plan Allocations for Sayers Common.

6. SUMMARY AND CONCLUSIONS

6.1 Iceni Projects Ltd has been appointed by Reside Holdings Limited (the Applicant) to provide highways and transportation advice regarding their development proposals on land to the west of Kings Business Centre, off Reeds Lane in Sayers Common ('the Site').

6.2 In preparing the development proposals and this TS, consideration has been given to the relevant transport policies and guidance documents.

6.3 The Site is located in a sustainable location with good opportunities for travel to be made by non-car modes. There are good foot and cycle links, which are further being improved as a result of the Proposed Development.

6.4 The surrounding highway network has been analysed in relation to recorded collision data. This has showed that there are no underlying patterns or particular locations that raise safety concerns. It is therefore considered that the Proposed Development will not give rise to any unacceptable road safety issues within the study area.

6.5 Vehicular access to the Site has been designed in accordance with standards and has been subjected to the required technical assessments, demonstrating it is suitable from a capacity and operational perspective.

6.6 The WSCC guidance document has shown that applying the factors to the dwellings proposed results in a total of 161 car parking spaces, assuming all are being allocated to their respected units. However, the guidance also indicates that this level of parking should be subject to a 10% variation to account for sustainable travel, which is being promoted at this development as set out within this report (via the improvements put forward here) and encouraged further by the supporting Travel Plan Statement) and therefore it is considered that a slight reduction (5%) in parking provision is appropriate and will help to encourage a move away from reliance on the private car to travel. Given this, a total of 151 allocated parking spaces are proposed.

6.7 Junction capacity analysis of the proposed site access junction has been undertaken which demonstrates that the site access will operate well within capacity with no material queueing or delay.

6.8 In summary, the Site is considered to be suitably located for the Proposed Development. The assessment undertaken within this report demonstrates that the proposals will not have a significant or detrimental impact upon the local transport network and it is therefore considered that the Proposed Development is compatible with, and supports, national and local transport policies.

6.9 The Proposed Development will therefore not give rise to any severe transport impact which cannot be accommodated and resultingly, it is considered that there is no highway related reason why the proposals should not be granted outline planning permission.

A1. SITE LOCATION PLAN

CDM 2015 Health & Safety Information

This information relates only to 'Significant Hazards' identified on this drawing and is to be read in conjunction with the Designer's Hazard Register.

LVS Hassocks
Pond
Pond
Pond
Pond
Furze Field
FB
Pond
Millennium House
Presentation House
King Business Centre
Pavilion House
Badgers
Fairholme
Ruspers
Kingsland Cottages
REED'S LANE
Hramsa
Hunters Moon
La Massana
Buff Cottage
Chesapeke
Homelands
OSBORN CLOSE
The Hawthorns
Silver Birches
Fir Trees
Meadow View
MEADOW VIEW
Track
Def
CR
FB
Pond
Co Const & Ward Bdy
REED'S LANE
CR

N

Rev	Date	Revision Details	Dr	Ch
B	21.11.25	Updated Boundary Line	MC	KE
A	13.11.25	Updated Boundary Line	MC	KE

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Client's Name
Reside

Job Title
Land at Reeds Lane, Sayers Common

Drawing Title
Location Plan

Scale
1:1250 @ A1 / 1:2500 @ A3

metres 20 40 60 80 100 120

Drawn	Checked	Date
KB	KE	13.10.25

Job No	Drawing No	Rev
7463	PL-01	B

Status
INFORMATION

CAD Plot date: 21/11/2025 - 15:23:28 7463-site.dwg

A2. SITE LAYOUT PLAN

CDM 2015 Health & Safety Information

This information relates only to 'Significant Hazards' identified on this drawing and is to be read in conjunction with the Designer's Hazard Register.

5.0m SHARED SURFACE
4.1m PRIVATE DRIVE
5.0m MAIN ACCESS
PUBLIC RIGHT OF WAY
Attenuation Basin
Underground Private FW Pumping Station
Play Area
Plaza
Amenity Lawn
Wildflower Meadow
Swale
Sub station
car port
FB
CR
rcp

Pedestrian/Cycle link to adjacent development

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

Off-site acoustic fence

Proposed footpath link to village south of King Business Centre

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

Proposed footpath to cross ditch and link on to Reeds Lane

Millennium H
Presentation House
King Business Centre
Pavilion House

Rev	Date	Revision Details	Dr	Ch
E	25.11.25	Landscape Updated	CV	KE
D	20.11.25	Amended Red Line	MC	KE
C	13.11.25	Amended Layout to Client Comments	MC	KE
B	06.11.25	Car Spaces and Pumping Station Updated	CV	KE
A	05.11.25	Amended Layout to Tracking Comments	MC	KE

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Client's Name
Reside

Job Title
Land at Reeds Lane, Sayers Common

Drawing Title
Site Layout

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

metres 10 20 30 40 50

Drawn	Checked	Date
KE	AK	23.10.25

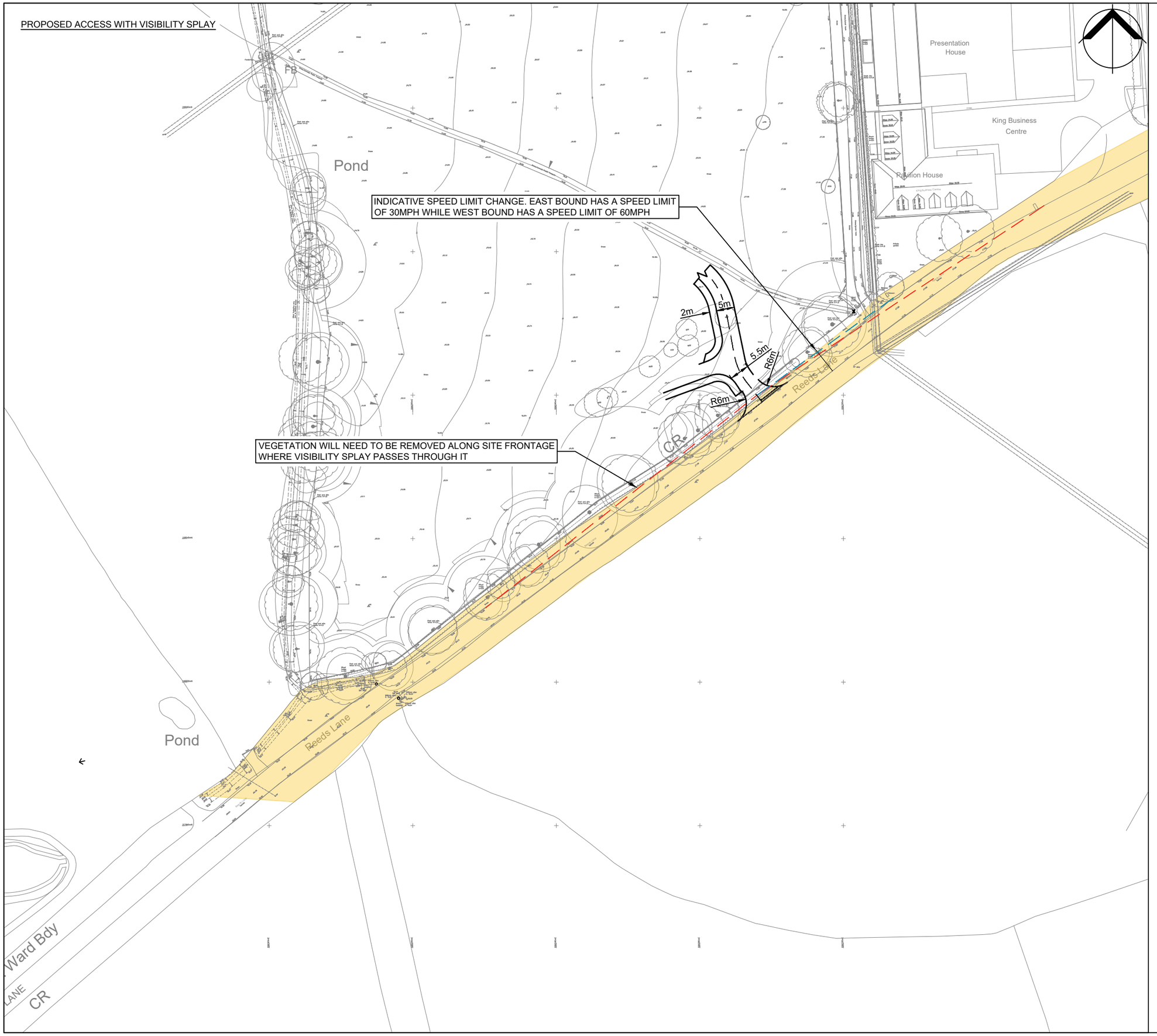
Job No	Drawing No	Rev
7463	PL-02	E

Status
INFORMATION

CAD Plot date: 25/11/2025 - 16:42:51 7463-site.dwg

A3. PROPOSED SITE ACCESS DRAWING

PROPOSED ACCESS WITH VISIBILITY SPLAY



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KEY:

96M VISIBILITY SPLAYS BASED ON OBSERVED ROAD SPEED

TANGENTIAL VISIBILITY SPLAY

TRANSCRIBED HIGHWAY BOUNDARY

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
B	20.11.2025	AMENDED VIS SPLAY AND ACCESS	AKC	HG	CB
A	11.05.2023	AMENDED VIS SPLAY	AKC	RJ	CB

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LONDON
EC1N 8FH

T 020 3640 8508
mail@iceniprojects.com

CLIENT

RESIDE DEVELOPMENTS LTD

PROJECT

LAND AT REEDS LANE, SAYERS COMMON

WEST SUSSEX, BN6 9LS

TITLE

PROPOSED ACCESS WITH VISIBILITY SPLAY

DRAWN BY	CHECKED BY	APPROVED BY
AKC	AP 05.04.2023	RJ 05.04.2023

SCALE @ A3	DATE
1:1000	05.04.2023

PROJECT NO.	DRAWING NO.	REV.
21-T115	02.1	B

A4. SWEPT PATH ANALYSIS DRAWINGS

REFUSE VEHICLE ENTERING SITE:

12M REVERSE DISTANCE

12M REVERSE DISTANCE

REFUSE BODY OVERHANGS FOOTWAY (WHEELS STAY WITHIN EXTENT OF CARRIAGEWAY)

NOTES:

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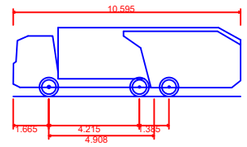
KEY:

25M RADIUS FROM BACK OF REFUSE VEHICLE TO DWELLING/ RCP

VEHICLE PROFILE:



Phoenix 2-23W (with Elite 2 6x4 chassis) - Wing Mirrors	
Overall Length	10.595m
Overall Width	2.530m
Overall Body Height	3.205m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.250m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
A	26/11/2025	Updated to reflect new plans	TS	HG	CB

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CLIENT

RESIDE GROUP

PROJECT

SAYERS COMMON, REEDS LANE

TITLE

SWEPT PATH ANALYSIS

(REFUSE VEHICLE)

DRAWN BY	CHECKED BY	APPROVED BY
KM	NM 04.11.2025	CB 04.11.2025

SCALE @ A3	DATE
1:1000	04.11.2025

PROJECT NO.	DRAWING NO.	REV.
I002003	03.4	A

REFUSE VEHICLE EXITING SITE:

NOTES:

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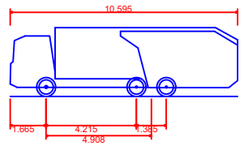
VEHICLE PROFILE:



Phoenix 2-23W (with Elite 2 6x4 chassis) - Wing Mirrors	
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REV	DATE	AMENDMENTS	DRAWN	CHK	APP
A	26/11/2025	Updated to reflect new plans	TS	HG	CB

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RESIDE GROUP

PROJECT

SAYERS COMMON, REEDS LANE

TITLE

SWEPT PATH ANALYSIS

(REFUSE VEHICLE)

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03.5	NM 04.11.2025	CB 04.11.2025

SCALE @ A3	DATE	
1:1000	04.11.2025	
PROJECT NO.	DRAWING NO.	REV.
I002003	03.5	A