

Transport Assessment Addendum

Phase 1C Northern Arc,

Burgess Hill



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Executive Summary

GTA Civils & Transport Ltd has been commissioned by Homes England and Hill Group Ltd to prepare a Transport Assessment Addendum (TAA) in connection with a reserved matters application for the proposed development.

The Phase 1C Northern Arc development comprises a reserved matters application relating to parcels 1.7, 1.7b, 1.8 and OS1.2 and OS1.7, pursuant to Condition 2 of outline application ref. DM18/5144 as amended by DM/21/3279. The proposals include the Eastern Neighbourhood Centre, which will provide up to 270 residential dwellings and extra care units, commercial floorspace, a community building, a neighbourhood square, cycle and pedestrian connections, parking, and associated infrastructure. In addition, the scheme incorporates the Eastern Parkland, which will deliver open space including multi-use games areas (MUGA), public art, a green circle cycle link, and associated infrastructure.

This Transport Assessment Addendum summarises the existing situation, local and national transport policy, the local highway network and modal choices available to future users and considers the likely transport impact of the proposed development through a trip forecasting exercise. Reference is made throughout this report to the Transport Assessment submitted as part of the original outline consent (planning ref: DM/18/5114).

The proposals are in accordance with current policies and guidance provided by Mid Sussex District Council and are compliant with national guidance documents such as Manual for Streets (MfS). The proposals are also in accordance with the Department for Communities and Local Government's National Planning Policy Framework (NPPF).

The site can be accessed by sustainable forms of transport such as walking, cycle and by bus. Local bus services have a moderate frequency of services throughout the day to local destinations.

Vehicular access for the site will be via A273 Isaac Avenue.

The development will provide:

- Cycle storage compliant with Mid Sussex District Council guidance ;
- Car parking compliant with Mid Sussex District Council guidance;
- Refuse storage with refuse vehicle access compliant with MfS1;
- EV charging points;
- Suitable visibility splays at the existing site access with A273 Isaac Avenue;
- Allowance for emergency vehicle access within 45m of all entrances in accordance with MfS1.

The nationally recognised database TRICS has been used to forecast the new trips for the proposed development.

Using the detailed TRICS database, the development is likely to result in approximately [Weekday AM Trips] two-way trips in the peak AM period (0800-0900) and [Weekday PM Trips] two-way trips in the peak PM period (1700-1800).

On their own, the trips generated by the development will not have a detrimental impact on, public transport, cycle and pedestrian networks, and would not result in a highway impact that could be considered as severe.

Cycle parking, electric vehicle parking and accessible parking are all provided in accordance with local policy requirements where stated.

Overall, there are no material highway or transport impacts as a result of the proposed development.

1 Introduction

- 1.1 This Transport Assessment Addendum (TAA) has been prepared for Homes England and Hill Group Ltd to support the development of Phase 1C Northern Arc and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 GTA Civils & Transport Ltd has been commissioned by Homes England and Hill Group Ltd to prepare a Transport Assessment Addendum (TAA) in connection with a reserved matters application for the proposed development.

Policy Context

- 1.3 This report has been written in accordance with the following policy frameworks:

- National Planning Policy Framework (NPPF);
- National Planning Policy Guidance (NPPG);
- Manual for Streets (MfS 1 & 2);
- West Sussex County Council's Guidance on Parking at New Developments (2020);
- Mid Sussex District Council Local Plan (2014-2031)

Planning History

1.4 The original Northern Arc hybrid permission dates back to 4th October 2019 under LPA ref DM/18/5114 for the below description of development:

Comprehensive, phased, mixed-use development comprising approximately 3,040 dwellings including 60 units of extra care accommodation (Use Class C3) and 13 permanent gypsy and traveller pitches, including a Centre for Community Sport with ancillary facilities (Use Class D2), three local centres (comprising Use Classes A1-A5 and B1, and stand-alone community facilities within Use Class D1), healthcare facilities (Use Class D1), and employment development comprising a 4 hectare dedicated business park (Use Classes B1 and B2), two primary school campuses and a secondary school campus (Use Class D1), public open space, recreation areas, play areas, associated infrastructure including pedestrian and cycle routes, means of access, roads, car parking, bridges, landscaping, surface water attenuation, recycling centre and waste collection infrastructure with associated demolition of existing buildings and structures, earthworks, temporary and permanent utility infrastructure and associated works.

1.5 The Section 73 consent was granted on 9th December 2022 (LPA ref DM/21/3279) for the below description of development:

Planning Application under Section 73 of the Town and Country Planning Act 1990 (as amended) seeking alterations to conditions 5 (approved parameter plans), 6 (accordance with Design Guide), 7 (requirement for a Design Principles Statement), 11 (archaeological investigation), 22 (sustainable drainage) and 35 (restriction of development within 15m of ancient woodland), removal of conditions 50 (public transport strategy) and 51 (phase public transport strategy), addition of new conditions relating to public art on planning permission DM/18/5114, to allow amendments to site boundary, densities and heights, parameters of road layout, proposed land uses, right of way improvements & drainage outfalls, require general accordance with the Street Design and Adoption Manual, allow phased submission of details for archaeology and drainage details and require a public transport strategy and financial contributions towards the public transport strategy to be secured in the legal agreement. Amendments to the legal agreement associated with the amendments to the conditions and additional amendments related to the delivery of open space parcels OS1.2N, OS1.2S, OS3.3 and OS3.4, the Centre for Outdoor Sports, Employment Strategy, the Secondary School, Mobility Corridors, payment of financial contributions and monitoring fees (Amendments received, including an addendum to the Environmental Statement)

1.6 The full extent of Phase 1 is as follows:

- An all modes highway connection between A273 Jane Murray Way, A2300 and A273 Isaacs Lane to form the Northern Arc avenue;
- New roundabouts on the A2300 and A273 Jane Murray Way to service the Northern Arc avenue;
- A new traffic signal controlled junction on A273 Isaacs Lane to service the Northern Arc avenue;
- Two junctions on the B2036 to service the Northern Arc avenue;
- Access to the western local centre from the A2300;
- A pedestrian and cycle connection to Gatehouse Lane;
- Two all-mode bridges; one to link A273 Isaacs Lane to the boundary of the Freeks Farm application area and the other to be located over the River Adur within the Site boundary which together will form part of the
- Northern Arc avenue;
- A footbridge and associated pedestrian and cycle link between the eastern part of the Site and Freeks Farm; and
- Bus stop infrastructure, including a bus gate from the western Site boundary to the Hub.

1.7 The proposed site layout plan is shown in **Appendix A**.

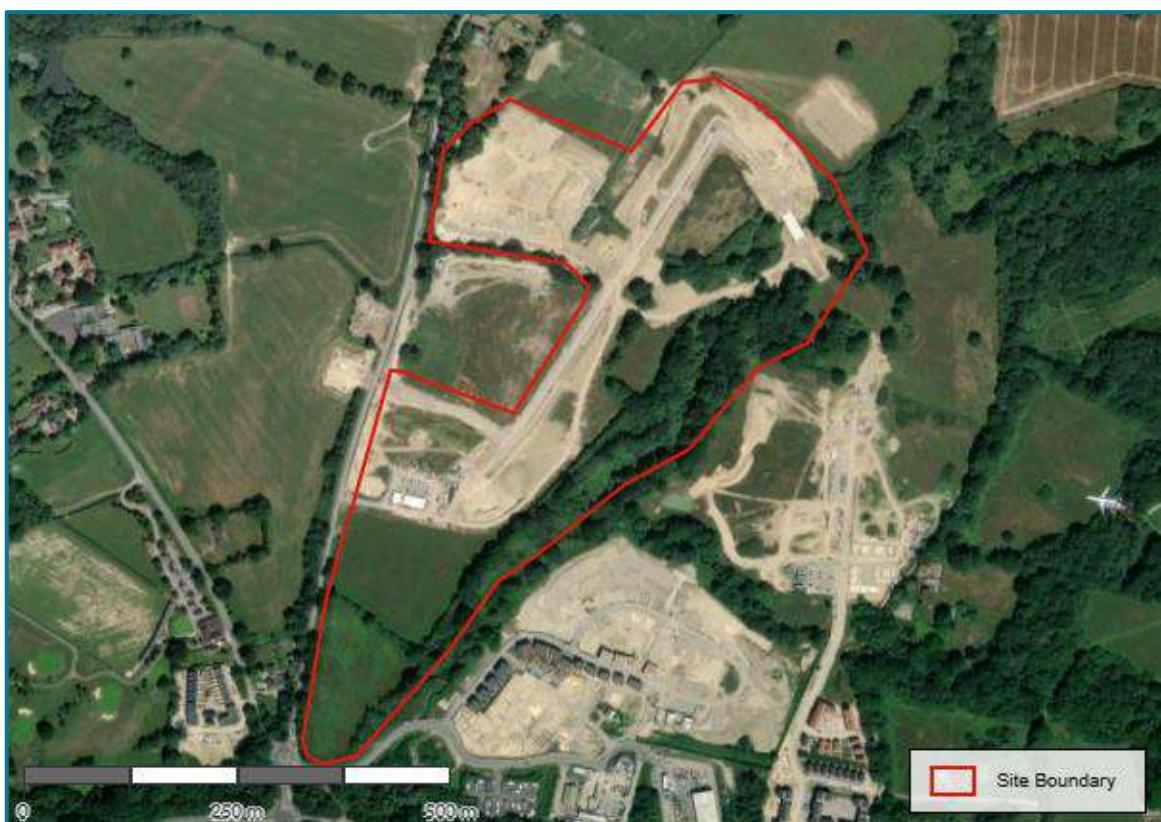
3 Existing Site Details

3.1 The site forms Phase 1C of the Brookleigh, Northern Arc mixed-use development. The Northern Arc development area comprises a strategic urban extension to the north of Burgess Hill lying between Bedelands Nature Reserve on the east side of Burgess Hill and the Goddards Green Waste Water Treatment Works to the west.

3.2 The Northern Arc will deliver approximately 3,500 homes when fully built out with associated neighbourhood centres, schools, leisure facilities, green infrastructure and sustainable transport improvements. As well as playing an important role in delivering significant new housing in Mid Sussex, it will also provide much needed infrastructure for Burgess Hill and the surrounding area.

3.3 An aerial view of the site is shown below in **Figure 3.1** with an approximate red line boundary highlighting the approximate site area. An existing site plan is included in **Appendix A**.

Figure 3.1 – Aerial View of Existing Site

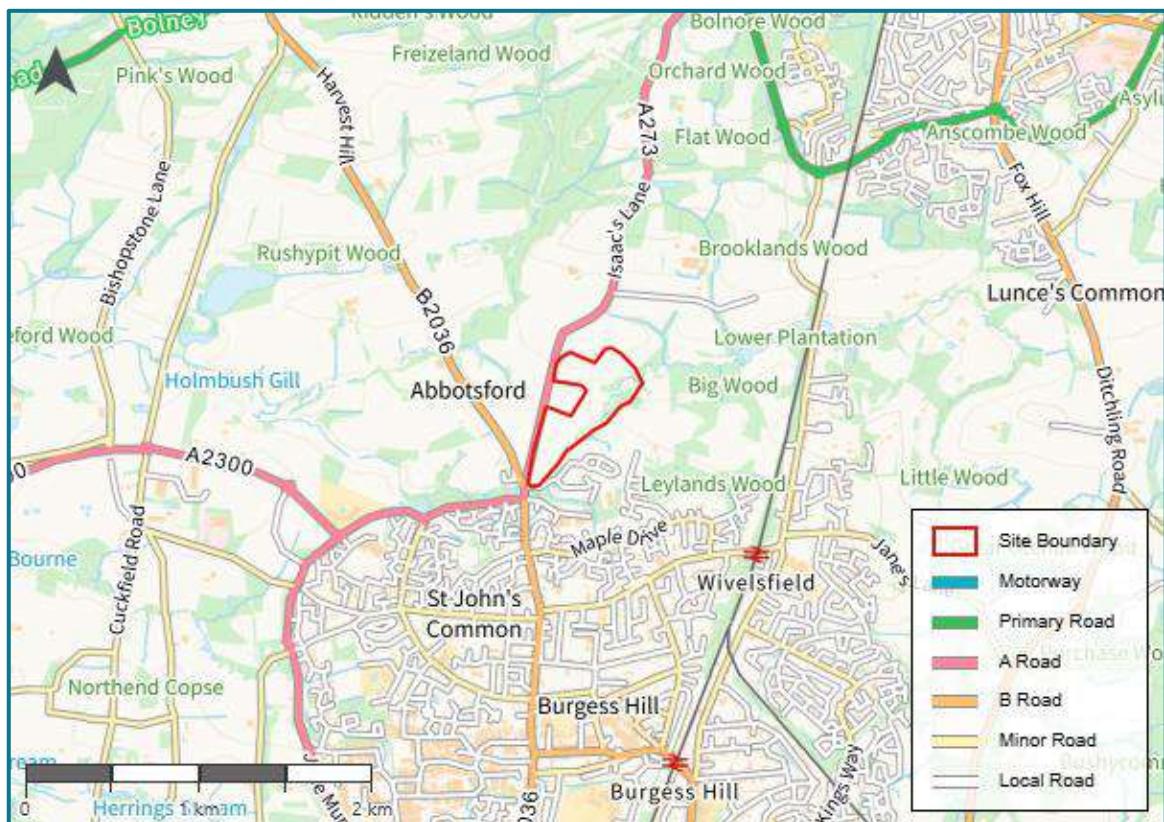


4 Local Highway Network

Local Highway Network

- 4.1 The site is bound by the A273, which forms the main orbital route around the western side of Burgess Hill. To the north, the A273 connects Burgess Hill to Haywards Heath whilst to the south it provides access towards Hassocks and the A23.
- 4.2 The northern and western sections of the A273 (Jane Murray Way) are single carriageway road, with a speed limit of 40mph. This section of the A273 has no pedestrian provision on either side of the carriageway.
- 4.3 The eastern and southern sections of the A273 (Sussex Way) are also a lit single carriageway road, with speed limited to 30mph and a pedestrian footway provided adjacent to the southern side of the carriageway. To the south, the road connects to West Street and Royal George Road.
- 4.4 The B2036 is a single carriageway road connecting to the A272 in the north at Ansty and the Fairplace Bridge junction in the south. The road then continues south through the centre of Burgess Hill.
- 4.5 **Figure 4.1** shows the local highway network in the vicinity of the site.

Figure 4.1 – Local Highway Network



Source: Ordnance Survey

Accident Data

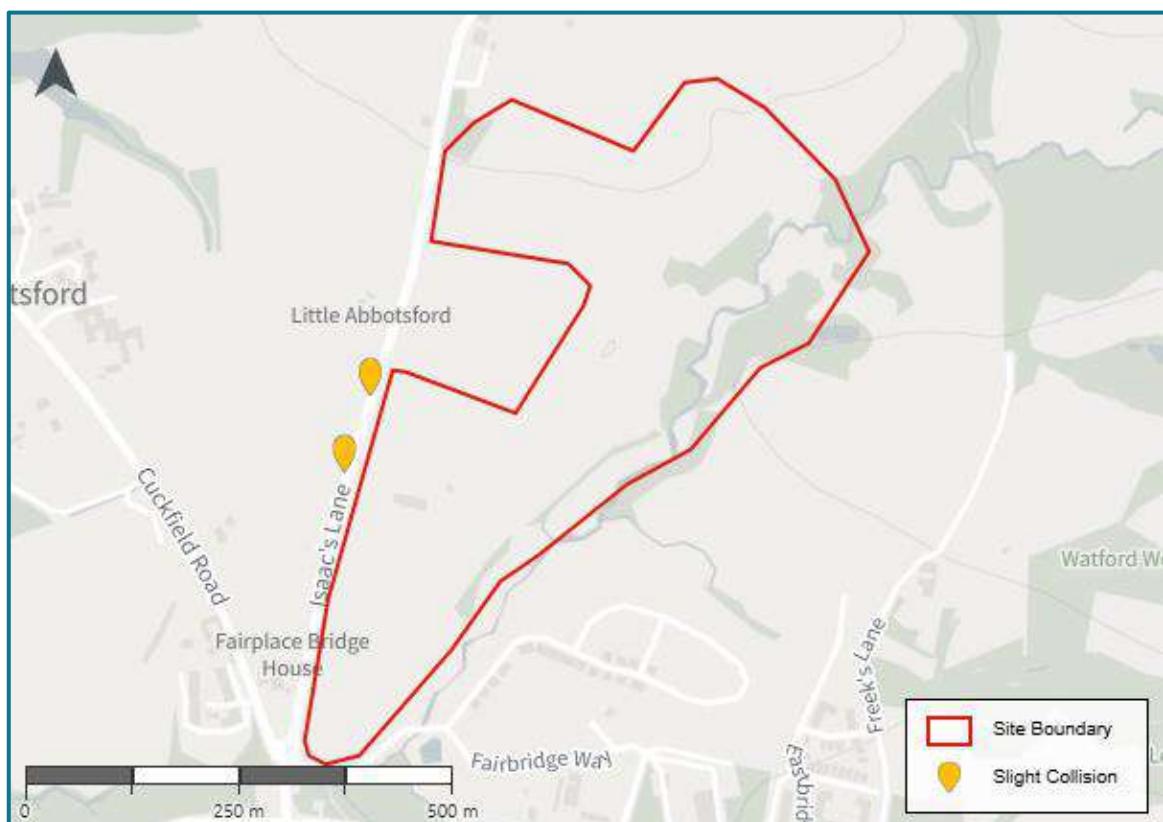
4.6 CrashMap uses data collected by the police about road traffic incidents occurring on British roads where someone is injured. This is then compiled into an easy-to-use format showcasing each incident on a map. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.

4.7 Accident records have been examined within the site vicinity for a 5-year period between 2019 and 2023. Records have been examined for Jackies Lane within the vicinity of the site access.

4.8 Within this time period there were 2 recorded accidents within the area surrounding the site (circa 300m radius around the site access).

4.9 **Figure 4.2** shows the locations of incidents in the surrounding area, and **Table 4.1** provides details of those incidents.

Figure 4.2 – Accidents Within Site Vicinity



Source: Department for Transport (DfT)

Table 4.1 – Accident Details

Study Area	Slight	Serious	Fatal	Total
300m from Site Access	2	0	0	2

4.10 Overall, the local accident incidence rate is low, it is reasonable to conclude that the proposals would not result in a highway safety concern. A full detailed review of Personal Injury Accident (PIA) data was included in the approved Transport Assessment, which concluded that there are no existing patterns on the roads immediately surrounding the site that would be exacerbated by the development as a whole.

5 Modal Choices

5.1 Details and frequencies of local transport available and the overall accessibility of the site are outlined below.

Accessibility by Foot

5.2 Manual for Streets suggests 800m can be considered a comfortable walking distance (paragraph 4.4.1). MfS also states, however, 800m is not the upper limit, walking offers potential to replace short car trips for journeys up to 2km (with reference to PPG13).

5.3 Whilst superseded by NPPF, the former PPG13 Transport document sets out useful guidance related to suitable walking and cycling distances:

- "Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres" (Paragraph 74)

5.4 **Figure 5.1** demonstrates an approximate 2km walking distance isochrone surrounding the site, this represents a journey time of approximately 25-minutes. The isochrones are based on an average walking speed of 1.4m/s, with increments of 500m. Examples of key destinations and their proximity to the site are highlighted.

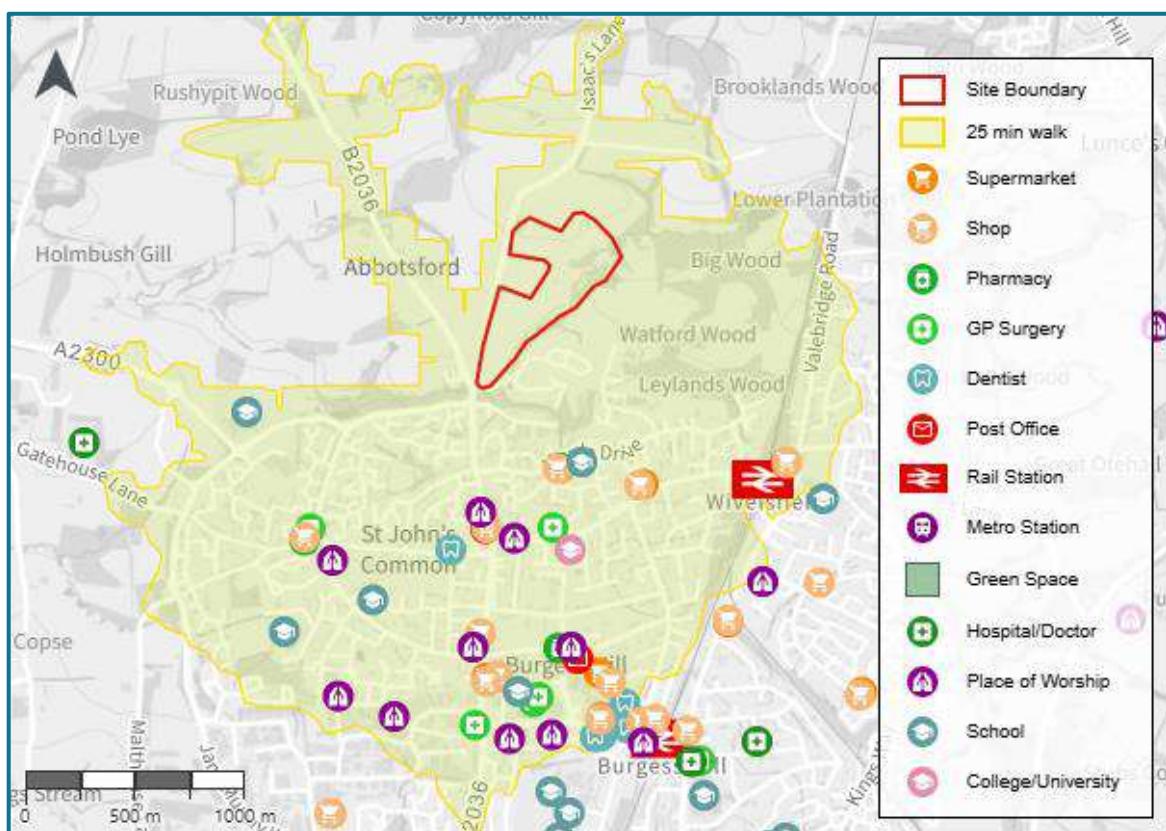
5.5 Access to local amenities has been considered in the original Transport Assessment, which summarised that there are a wide range of amenities within Burgess Hill, many of which are within reasonable walking and cycling distance from the site, with many of the amenities within 2km of the southern edge of the site.

5.6 The Brookleigh development has been designed as a ten-minute neighbourhood. With three neighbourhood centres, every home in the development will be within a ten-minute walking radius from local shops and facilities so people can pick up what they need easily and quickly within the local area.

5.7 The Brookleigh development will provide over 16km of new footways and cycle paths to encourage future residents to travel by non-car means and connect to local amenities within a 2km walking distance of the development.

5.8 A green superhighway will be provided alongside the spine road provided for the overall development. This will provide an active travel route and connection options for pedestrians and cyclists to access amenities provided within the development and within the local area.

Figure 5.1 – Local Amenities Near Site



5.9 It is evident that there are a wide range of amenities within Burgess Hill, many of which are within reasonable walking distance from the site.

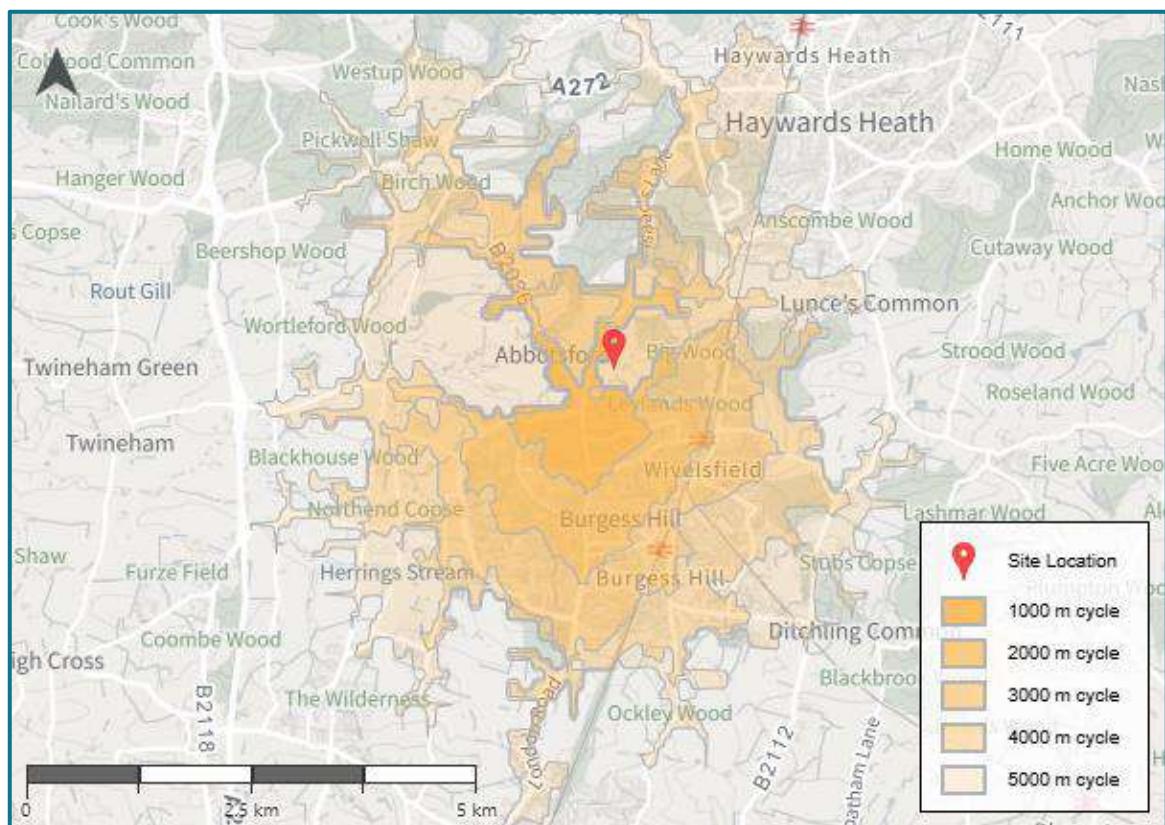
Accessibility by Cycle

5.10 Whilst superseded by NPPF, the former PPG13 Transport document sets out useful guidance related to suitable walking and cycling distances:

- 'Cycling also has potential to substitute short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport' (Paragraph 77)

5.11 Figure 5.2 demonstrates an approximate 5km cycling distance isochrone surrounding the site, this representing a journey time of approximately 19-minutes. The isochrones are based on an average cycling speed of 15.5km/h, with increments of 1 km.

Figure 5.2 – 5km Cycle Isochrone



Public Transport

5.12 Access to bus based public transport is measured with reference to the number of services accessible within a reasonable walking distance of the Site. A reasonable walking distance is considered to be up to 400m.

5.13 The closest bus stops to the Site are located on the A273 Sussex Way (served by the 36A, 36C, 521, 524, STP1, STP2 and STP2), Sussex Way (35A, 35C and 523) and A273 Jane Murray Way (2, 36C and 100). These stops are all located more than 400m from a proposed Site access point.

5.14 In addition to the above existing services new bus stops are proposed within the Northern Arc development with proposals for an east-west bus route connecting the western sections of the northern arc to the east and allowing connections on to Wivelsfield and beyond. It is also proposed that the existing 33 bus service is enhanced to run via the new Green Superhighway to provide connections to Hayward's Heath and Crawley.

5.15 For rail based travel a reasonable walking distance is considered to be up to two kilometres. The nearest station to the Site is Wivelsfield Station, approximately 2.5km southeast from the centre of the Site. Burgess Hill Station is located in the town centre, approximately 3.1km southeast from the centre of the Site. Both stations are managed by Southern Rail but also served by a number of Thameslink services.

5.16 The full review of existing public transport provision in the vicinity of the site was provided in the original Transport Assessment, which identified limited services and facilities that could be utilised by residents and visitors of the development. A comprehensive Public Transport Strategy (PTS) was developed to consider how the proposed development can link with the existing rail stations in the town and how it can be best served to encourage travel by sustainable modes.

Summary

5.17 The development benefits from being located adjacent to or being bisected by a number of primary roads. These routes provide connections into Burgess Hill and neighbouring settlements including connecting with the A23 that forms part of the strategic highway network.

5.18 Pedestrian and cycle infrastructure in the vicinity of the site is limited and improvements will be provided as part of the development to connect the site with Burgess Hill and beyond. A range of amenities and facilities are available within walking and cycling distance of the Site. In addition, the site will provide a number of facilities on site.

5.19 A number of bus services pass the site. A comprehensive public transport strategy has been developed as part of the TA process in order to ensure that the development promotes sustainable travel.

5.20 The review of highway safety concluded that there are no existing patterns on the roads immediately surrounding the site that would be exacerbated by the proposed development.

6 Proposed Development

Development Description

6.1 The Phase 1C Northern Arc development comprises a reserved matters application Reserved matters application pursuant to Condition 2 attached to outline application ref. DM18/5144 as amended by DM/21/3279 (dated 09/12/2022) to consider access, appearance, landscaping, layout and scale for parcels 1.7, 1.7b, 1.8 and OS1.8 comprising:

- Eastern Neighbourhood Centre: Up to 270 residential dwellings and extra care units; commercial floorspace; the community building, the neighbourhood square, cycle and pedestrian connections, parking and associated infrastructure.
- Eastern Parkland comprising open space incorporating the multi-use games areas (MUGA), public art, green circle cycle link and associated infrastructure.

6.2 Specifically, Phase 1C consists of:

- 270 Residential dwellings composed of 189 private sale dwellings, 60 affordable rented dwellings and 21 shared ownership dwellings.
- 1,067m² of retail floorspace
- 1,010m² of Community Centre floorspace

Internal Road Layout

6.3 MfS1 determines the Y distance visibility splay requirements for roads with speeds up to 37mph. It also confirms, in paragraph 7.7.6, that a distance of 2.4m is the appropriate X distance for most roads.

6.4 Visibility splay plans are provided which demonstrate adequate visibility is achievable throughout the site. All junction connecting to the main road route have been shown to achieve visibility splays of 2.4metres x 43metres. This is consistent with Manual for Streets (MfS1) requirements for roads with vehicle speeds of 30mph.

6.5 The main accessibility corridor will be the newly constructed Green superhighway (EBLR). This will be a tree lined avenue with segregated cycle/footway facilities provided on both sides of the road for sustainable transport connections. There will be a verge provided between the cycle/footway and carriageway for pedestrian/cyclists comfort.

6.6 Internal roads will be Local roads with footways provided on either side. Some access roads will be shared surfaces. Layout has been designed to allow for all turning movements and accessibility required for fire appliance and refuse vehicle accessibility.

- 6.7 The minor crossover junctions serving single dwellings in the southern section of the site have been demonstrated to achieve visibility splays of 2.4metres x 25metres, which is consistent with vehicle speeds of 20mph.
- 6.8 Overall, visibility within the site to meet the Manual for Streets standards is achievable, as shown in **Appendix B**.
- 6.9 WSCC's Local Design Guide (version 1.1) states '*where appropriate, proposals should demonstrate whether the design of street widths is adequate for the type and flow of traffic they would be expected to accommodate. In order for the Highway Authority to consider the acceptability of such proposals, both preliminary and detailed designs must include vehicle-tracking assessments that provide an analysis of the swept paths*'. No specific dimensions are provided within the guidance with regards to carriageway widths, but reference to MfS is made.
- 6.10 Further to the above, MfS1 confirms that 4.1metres is suitable for two cars to pass whilst 4.8 metres is sufficient for an HGV to pass a car. The internal site roads are no less than 3.7metres wide at any point, and this is sufficient to accommodate fire tender vehicles.

Servicing and Emergency Vehicle Access

- 6.11 Bins will be accommodated within the property boundary of each dwelling or within communal stores. Bin storage facilities for all other land uses on the development site will be provided in accordance with the design principles of Manual for Streets (MfS1). Communal storage areas for refuse are to be provided for the blocks of flats and will also be provided at the edge of crossover accesses for the properties that have frontage on to the EBLR.
- 6.12 The site layout has been designed to ensure suitable access for refuse collection and other service vehicles. Vehicle tracking plans have been provided which demonstrate a refuse vehicle could easily travel through the site without conflict or overrunning of kerbs. A swept path analysis for a 12m long refuse vehicle has been undertaken and is included in **Appendix C**.
- 6.13 The site is designed in accordance with MfS1 standards which states within paragraph 6.8.9 that 'residents should not be required to carry waste more than 30m to the storage point' and 'waste collection vehicles should be able to get within 25m of the storage point and the gradient between the two should not exceed 1:12'. Suitable refuse collection points have been identified where required to ensure this is achievable access the development site.
- 6.14 Based on the site layout, a fire appliance is able to reach within 45metres of all points of each dwelling, and all other uses, in accordance with Approved Document B Volume 1 Building Regulations 2010, with fire tender vehicles permitted to reverse up to 20 metres if required. Vehicle tracking plans are provided at **Appendix D** for a fire tender vehicle.

Residential Cycle Parking

6.15 The level of parking to be provided for residential development in Mid Sussex is guided by the WSCC Guidance for Parking in New Residential Developments. The provision of cycle parking is designed in accordance with the residential parking standards set out in the WSCC guidance states the following minimum cycle parking requirements, see **Table 6.1** below.

Table 6.1 – WSCC Minimum Levels of Cycle Provision – Residential Use

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

6.16 Covered and secure cycle parking is provided within the property boundary, in a shed in the garden area of each dwelling. Based on the above information, the following cycle parking is required:

- 109 x 1 & 2-bed flats: 0.5 spaces per unit = 55 spaces
- 24 x 2-bed houses: 1 space per unit = 24 spaces
- 137 x 3 & 4-bed house: 2 spaces per unit = 274 spaces

6.17 In line with the masterplan, any property without a garage will be provided with a sheltered cycle storage area in the rear garden. Apartment blocks will include secure cycle storage facilities. Any garage provision has been designed accordingly to accommodate cycle parking as required.

6.18 A segregated cycle route set back from the carriageway will be provided alongside the EBLR. This will connect to routes provided for cyclists within the development and also into existing cycle routes within Burgess Hill. This is intended to maximise the uptake of cycle journeys for short distance travel to local amenities within the development and existing amenities in Burgess Hill.

Residential Car Parking

6.19 On-site parking will be in accordance with West Sussex County Council's 'Guidance on Parking at New Developments' (September 2020) document. **Table 6.2** details the parking standards below. The site is located in PBZ1 (Parking Behaviour Zone) and is therefore required to provide 381 parking spaces.

Table 6.2 – WSCC 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

6.20 The WSCC parking guidance states 'no special provision should be made for visitors where at least half of the parking provision associated with the development is unallocated. In all other circumstances it may be appropriate to allow for additional demand for visitor parking of 0.2 spaces per dwelling'.

6.21 The WSCC parking guidance states 'garages should be at least 6m x 3m internally. If garages meet this requirement, they will be regarded as an allocated parking space of 0.5'.

6.22 The WSCC guidance also states 'Active charging points for electric vehicles should be provided at a minimum of 20% of all parking spaces with ducting provided at all remaining spaces where appropriate to provide passive provision'.

6.23 In accordance with 'The Building Regulations 2010 – Infrastructure for the Charging of Electric Vehicles, Approved Document S' (2021 edition), and Condition 53 of the planning approval states that *'each reserved matters area shall demonstrate and include the following:*

- *Provision of at least 1 EV rapid charge point per 10 residential dwellings and / or 1000m² of commercial floor space. Where on-site parking is provided for residential dwellings, EV charging points for each parking space should be made'.*

6.24 However, based on the information provided within Appendix B of WSCC's Guidance on Parking at New Developments, for a development commencing in the year 2025, 49% of all spaces should include active charging facilities.

6.25 A parking allocation plan can be found contained in **Appendix E**. In addition to on plot allocated parking there will also be 42 visitor parking bays and a car club space.

Other Land Use Car & Cycle Parking

6.26 The remaining uses have been considered in the context of WSCC's Guidance on Parking at New Developments. The level of parking required for each use is shown below in **Table 6.3**.

Table 6.3 – WSCC Parking Standards and Requirements for Non-Residential Land Uses

Land Use	WSCC Min. Cycle Parking Standard	WSCC Car Parking Standard	WSCC Additional Parking Requirements
Community Hub (1,010m²)	Site-specific assessment based on travel plan and needs	Site-specific assessment based on travel plan and needs	
Commercial Area (1,067m²) <i>E Commercial, Business and Services – Shops and Retail</i>	1 space per 100sqm for staff and 1 space per 100sqm for customers	1 space per 14sqm	The amount of parking should be based on: a) the development's land-use, b) trip rate associated with the development (including base and forecast mode share) and c) the user group of staff/visitors of the site (including shift patterns).

6.27 The above standards should only be used as an initial guide for developers and a site-specific assessment should be provided to establish parking requirements. As the retail, employment and community hub usage is located centrally within the site with good connections for pedestrians and cyclists, the above parking standards would be excessive. It is anticipated that the majority of users of the community hub and retail will be from the local area and will access on foot or cycle.

6.28 There are 19 parking spaces provided adjacent to the retail and community hub usage for users.

School Pick-up/Drop-Off parking strategy

- 6.29 It is intended that the 19 parking spaces allocated adjacent to the retail and community hub will be used for drop off of students for the primary school. These parking spaces are located opposite the school and a dedicated pedestrian crossing point is provided. This will allow parents to drop kids off and then safely cross the road to access the school.
- 6.30 In addition to the 19 parking spaces there will be 10 visitor parking spaces to be provided within 100m of the school access. These can also be used for student drop off whilst not impacting the operation of the EBLR and allowing for drop off for parking.
- 6.31 This means there is a total of 29 parking spaces that can be used for student drop off within the vicinity of the school. This should allow for the prevention of inconsiderate parking by parents during school drop off times. Further details on intended operation of this may be expanded on in the travel plan provided for the school.

7 Construction Management

7.1 A number of planning conditions relate to the construction stage of the development.

7.2 Condition 30 relates to the times in which construction can be undertaken. The general site working hours are therefore envisaged to be as follows:

- Monday to Friday: 08:00 – 18:00 hours
- Saturday: 09:00-13:00 hours
- Sundays and bank holidays: No work to take place

7.3 Condition 31 relates to the times in which deliveries or collection of plant, equipment or materials for use during construction should be restricted to. Based on this condition, deliveries or collections should only be undertaken between the below timeframes:

- Monday to Friday: 08:00 – 18:00 hours
- Saturday: 09:00-13:00 hours
- Sundays and bank holidays: No work to take place

8 Conclusion

8.1 The Transport Assessment Addendum has been prepared in support of a reserved matters application to be submitted to Mid Sussex District Council for the development of Phase 1C of the Northern Arc urban expansion to the north of Burgess Hill. The wider site already benefits from outline planning permission (ref. DM/18/5114).

8.2 The Phase 1C Northern Arc development comprises a reserved matters application Reserved matters application pursuant to Condition 2 attached to outline application ref. DM18/5144 as amended by DM/21/3279 (dated 09/12/2022) to consider access, appearance, landscaping, layout and scale for parcels 1.7, 1.7b, 1.8 and OS1.8 comprising:

- Eastern Neighbourhood Centre: Up to 270 residential dwellings and extra care units; commercial floorspace; the community building, the neighbourhood square, cycle and pedestrian connections, parking and associated infrastructure.
- Eastern Parkland comprising open space incorporating the multi-use games areas (MUGA), public art, green circle cycle link and associated infrastructure.

8.3 The proposed site layout has been designed in accordance with the requirements set out in local guidance, as well as best practice guidance contained in Manual for Streets.

8.4 Cycle parking in accordance with WSCC standards and cycle routes are to be provided within the development to encourage the usage of cycle journeys for short journeys to local amenities within the development and Burgess Hill area.

8.5 This Transport Assessment Addendum provides supporting information to demonstrate how the proposals meet the requirements, as well as addressing requirements set out in some of the conditions attached to the outline planning permission for the site.

8.6 This report sets out that the proposed layout would be compliant in terms of road geometry, parking provision, refuse and emergency vehicle access. As such, it is considered that the proposed layout should be considered acceptable in terms of highways and transportation requirements.

8.7 In conclusion, there are no unacceptable highway or transport impacts as a result of the proposed development.

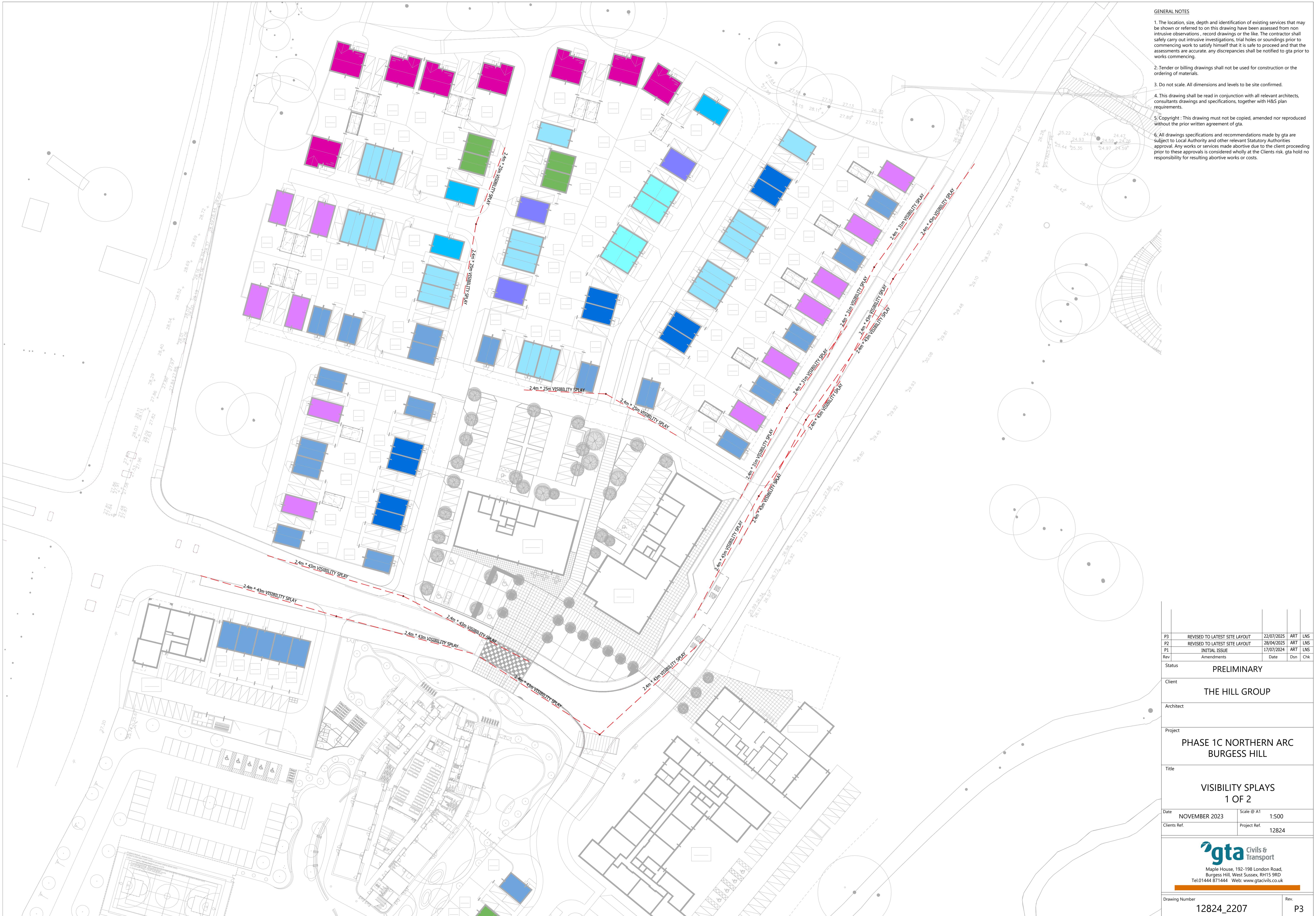
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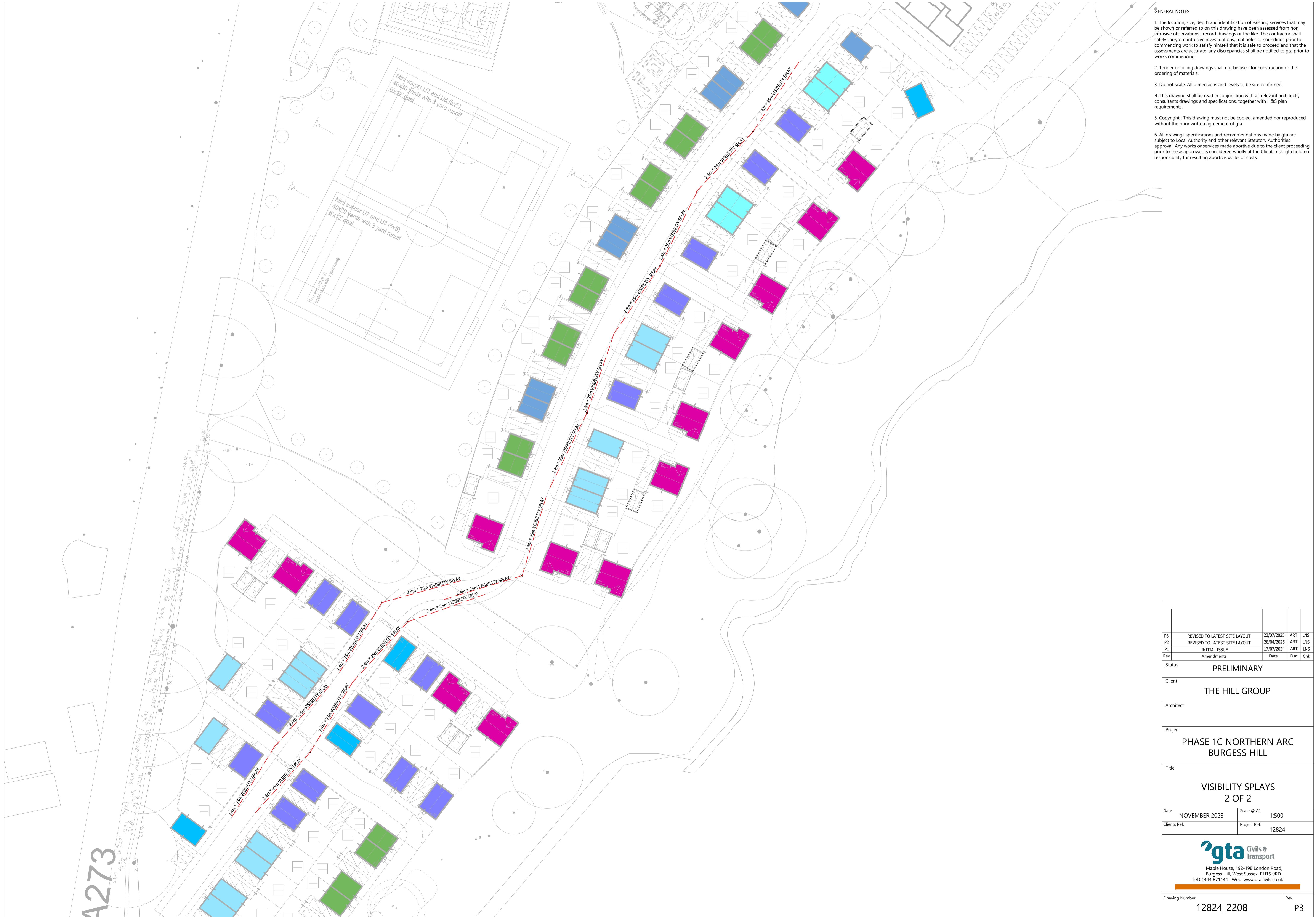
Appendix A

Site Layout Plan

Appendix B

Visibility Splays



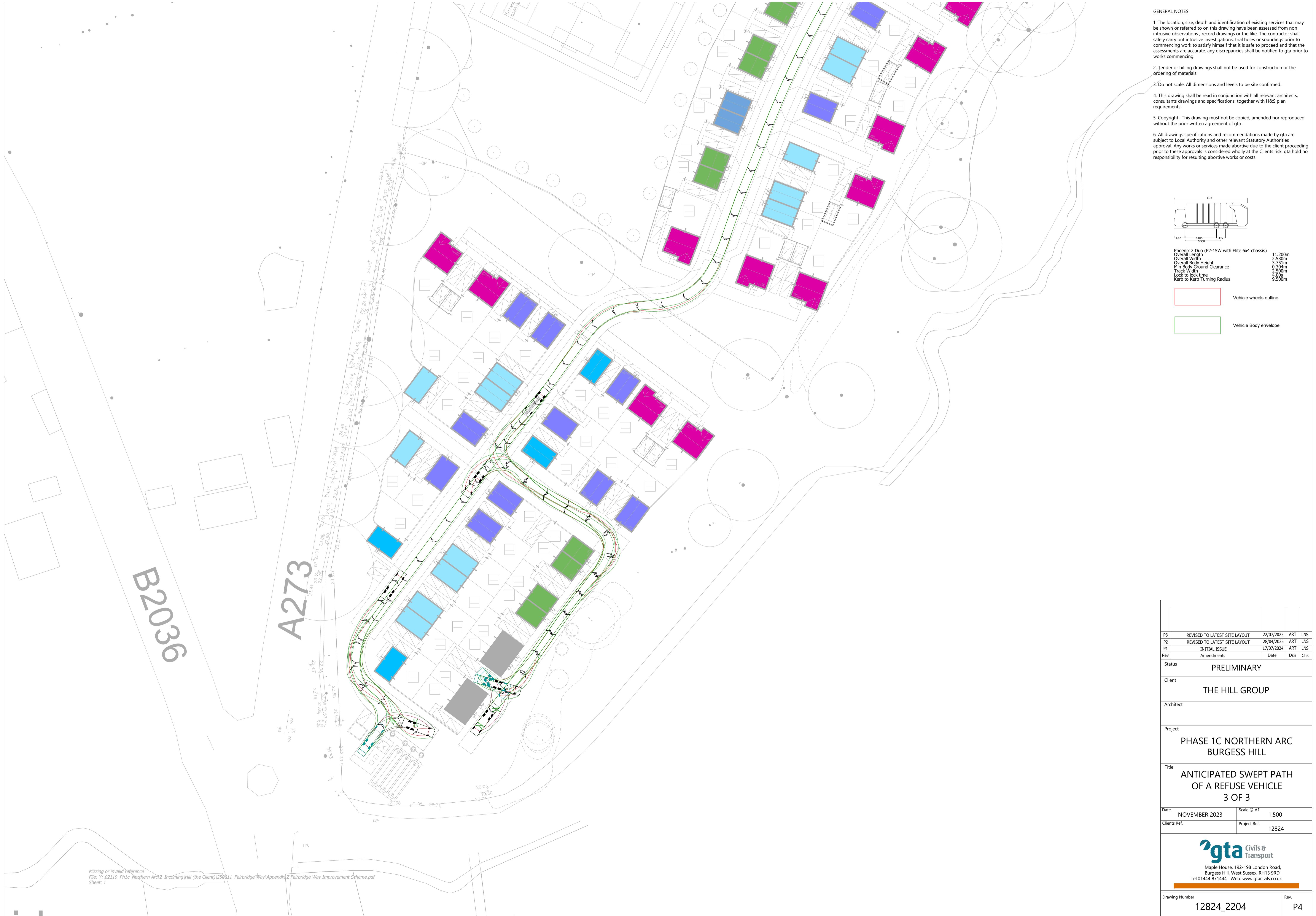


Appendix C

Refuse Vehicle Tracking





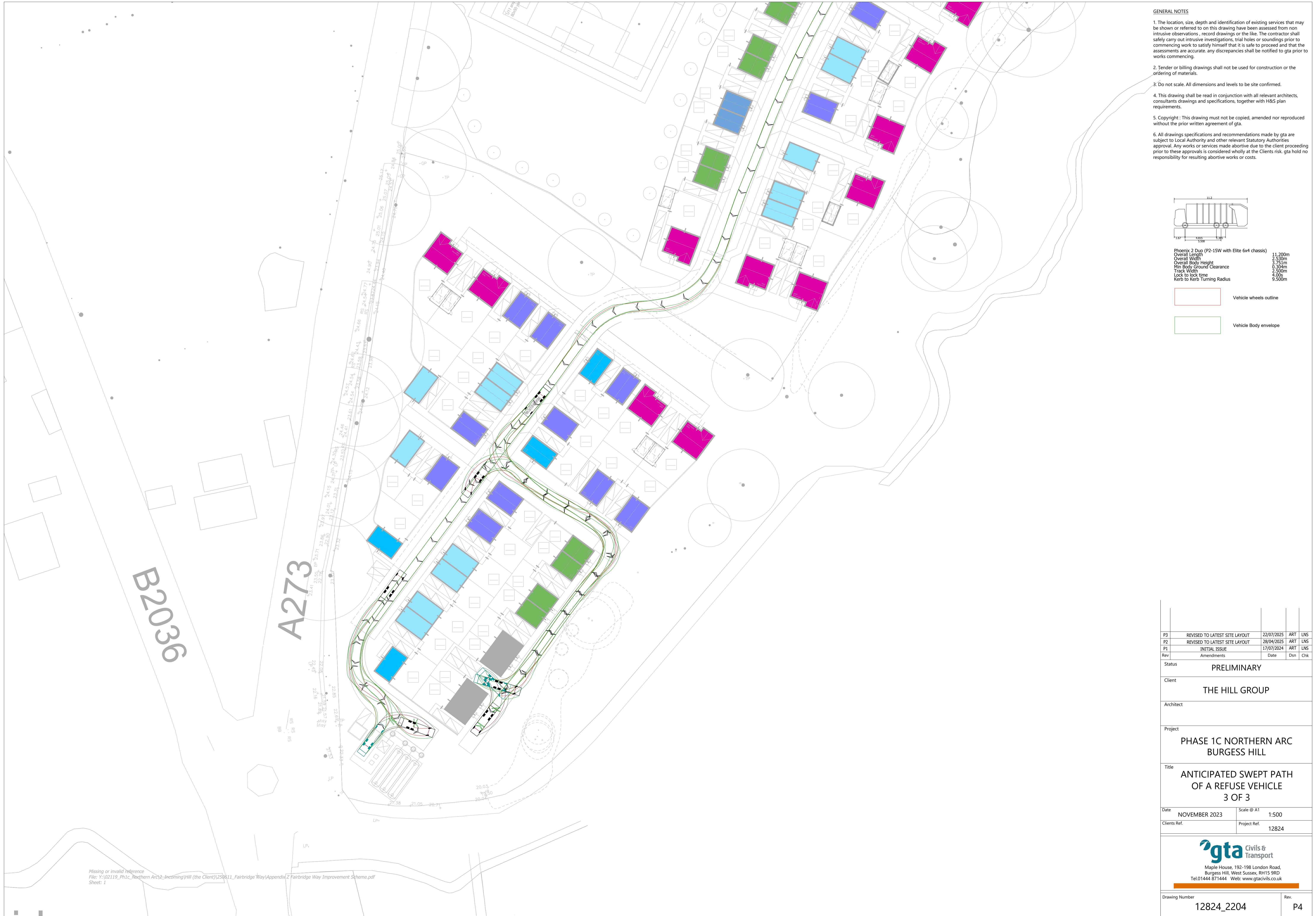


Appendix D

Fire Tender Vehicle Tracking

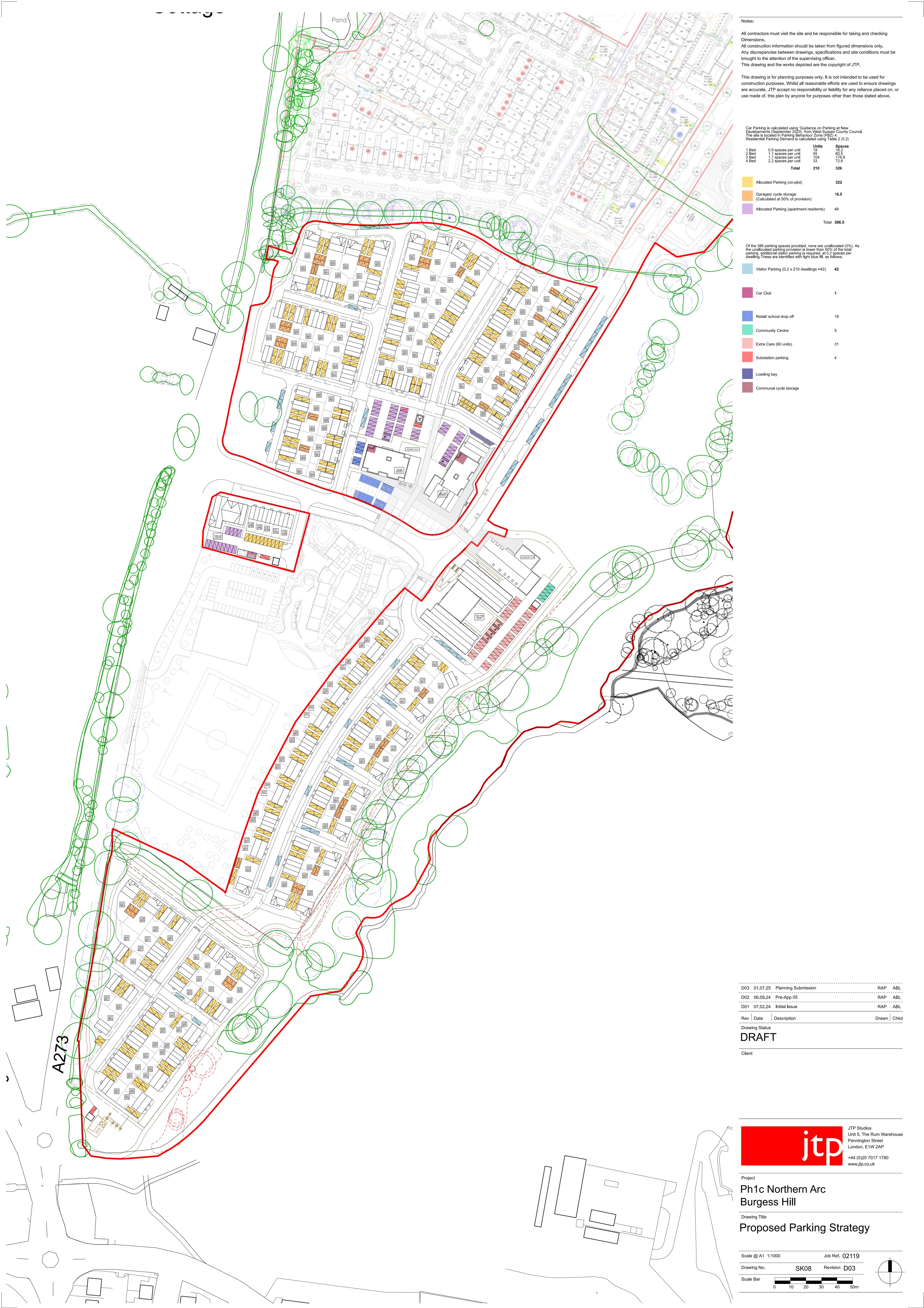






Appendix E

Parking Allocation Plan





Civil Engineering - Transport Planning - Flood Risk

GTA Civils & Transport, Maple House, 192-198 London Road, Burgess Hill, West Sussex, RH15 9RD
T: 01444 871444 E: enquiries@gtacivils.co.uk www.gtacivils.co.uk

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