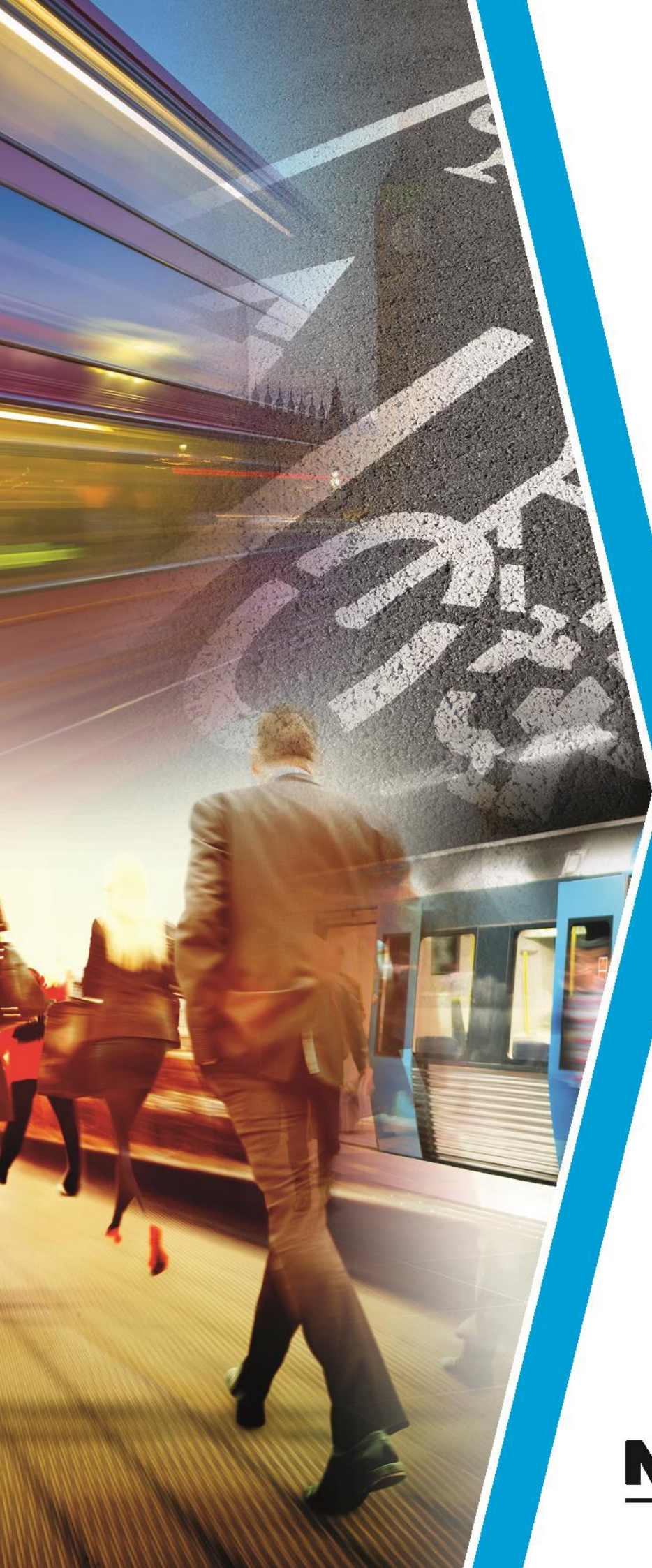




Hurst Farm, Hurstwood
Lane -
Residential
Development (Reserved
Matters Application)

Transport Statement
prepared on behalf of
Barratt Redrow Southern
Counties

February 2026

Hurst Farm, Hurstwood Lane - Residential Development

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Document history & status

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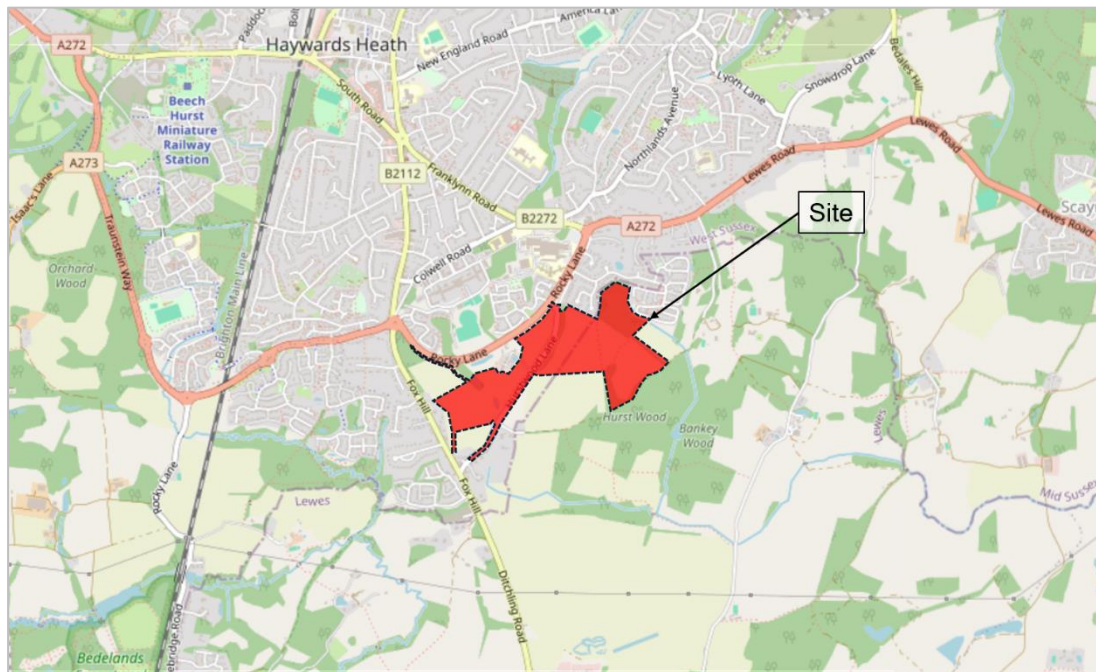
Appendix 1	Site Layout Plan
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Appendix 3	Swept-Path Analysis - Fire Tender

1. Introduction

Scope of Transport Statement

- 1.1 This Transport Statement (TS) has been prepared by Milestone Transport Planning (MTP) on behalf of Barratt Redrow Southern Counties ('the applicant') in support of a Reserved Matters (RM) application for the erection of up-to 375 new homes with associated infrastructure, landscaping and parking areas on land at Hurst Farm, Hurstwood Lane, Haywards Heath ('the Site').
- 1.2 This RM application falls under the jurisdiction of Mid Sussex District Council (MSDC) as Local Planning Authority (LPA) and West Sussex County Council (WSCC) as Local Highway Authority (LHA). It should be noted that a portion of dwellings within the east of the development fall under the administration of Lewes District Council (LDC) as LPA and East Sussex County Council (ESCC) as LHA.
- 1.3 The location of the Site in relation to the local area is shown in Figure 1.

Figure 1 Site Location



- 1.4 The purpose of the TS is principally to assess the proposed access, parking, delivery, and servicing arrangements as well as the internal road layout for the RM scheme, in the context of the approved outline application.
- 1.5 The TS will also affirm the baseline conditions surrounding the Site and its trip generating potential as established in the outline planning application Transport Assessment prepared by WSP.

Planning History

- 1.6 An outline planning application including up to 375 residential units, a two-form entry primary school, burial ground and allotments was granted approval on 29th May 2025 by MSDC. The outline planning application reference was DM/22/2272 and this RM application relates to the residential elements of the original consent.

Report Structure

1.7 The remainder of the TS is structured as follows:

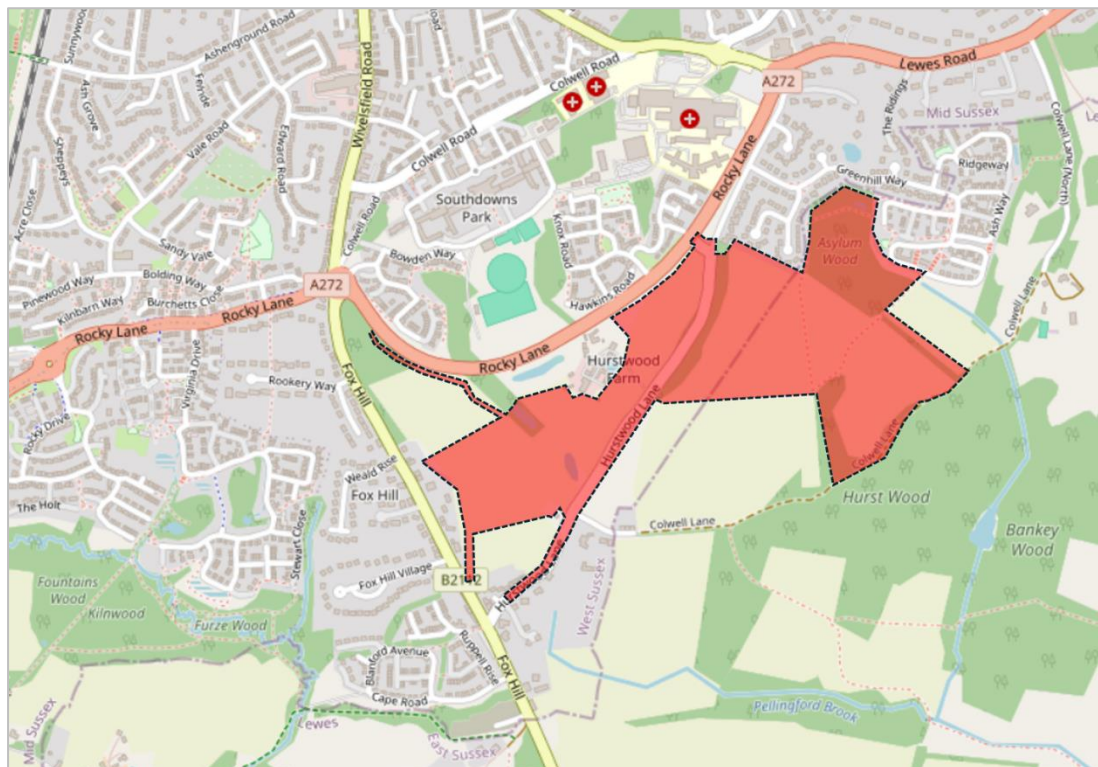
- Section 2 assesses the baseline highways and transport conditions within the vicinity of the Site, its accessibility to local amenities, and opportunities for future households to travel by sustainable modes for a variety of journey purposes;
- Section 3 describes the development proposals including the access, parking, delivery, and servicing strategy with reference to supporting plans and swept-path analysis;
- Section 4 considers Site trip generation as set out in the outline planning application Transport Assessment; and
- Section 5 summarises the report's main findings.

2. Accessibility

Site Location

- 2.1 As shown in Figure 2, the Site is located on the southern edge of Haywards Heath, and as such benefits from being accessible on-foot to a range of local amenities and public transport services. The Site is bound by residential dwellings to the north and west, with open fields found to the south and east.
- 2.2 The Site currently comprises open green field / undeveloped land and small sections of woodlands.
- 2.3 The proposed principal Site access from Rocky Lane, will afford connectivity to the north via a signalised junction arrangement with crossing provision, whilst Hurstwood Lane will offer linkages to the south.

Figure 2 Local Site Context

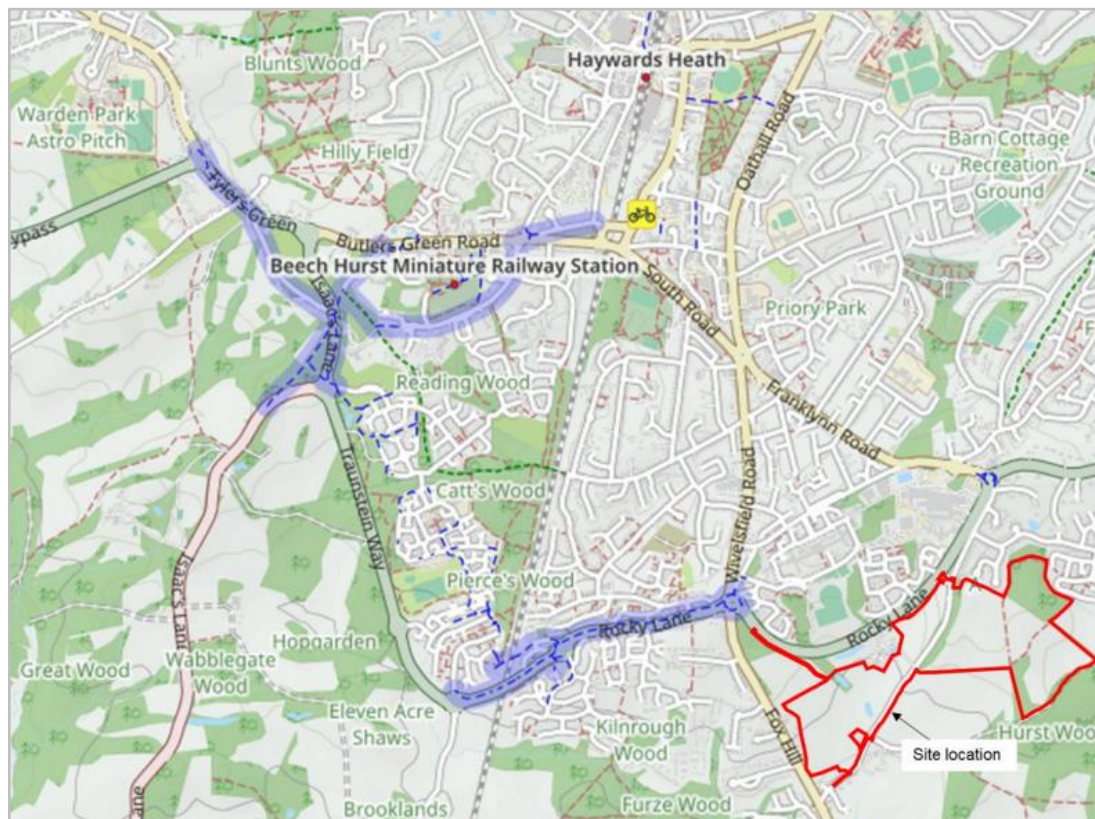


Accessibility by Foot & Cycle

- 2.4 Within various national, regional, and local planning policy and best practice guidance documents, the 'active' modes of walking and cycling are recognised as having the potential to replace short journeys undertaken by private car.
- 2.5 On the northern edge of the Site, Hurstwood Lane benefits from a footway on the eastern side of the carriageway. This footway, of circa. 2.0-metre width, continues north and connects to the Birch Hotel Roundabout, allowing pedestrians to continue on into the centre of Haywards Heath via the Princess Royal Hospital. A signalised crossing is present outside the Princess Royal Hospital, approximately 230m to the west of the Lewes Road / Rocky Lane roundabout to assist pedestrians crossing between the hospital and the bus stops.

- 2.6 The development proposals include active travel connectivity enhancements including a puffin crossing at the Rocky Lane / Lewes Road Roundabout, to the north of the Site. A footway/cycleway is also proposed from the north-western boundary of the Site. This will provide a direct access route for active travel modes to / from Haywards Heath. A shared footway/cycleway route is proposed to run parallel with Rocky Lane to allow the new route to connect with the existing pedestrian/cyclist network at the Rocky Lane / Fox Hill roundabout.
- 2.7 Primary pedestrian desire lines are to the north, and as such, no footway is provided on Hurstwood Road to the south of the Site until the junction with Fox Hill. No crossing points are currently present on the Hurstwood Lane / Fox Hill junction carriageways; however, an uncontrolled crossing point is present approximately 23m north of the junction on B2112 Fox Hill to give access to the Fox and Hounds bus stop. Tactile paving and dropped kerbs are provided.
- 2.8 To enhance active travel connectivity, the scheme is proposing a Toucan Crossing on Fox Hill circa. 60m to the north of the junction with Hurstwood Lane. This will be implemented alongside soft traffic calming measures, such as vehicle activated speed signs to make drivers more aware of their speed, as well as signage to alert drivers to the nearby school.
- 2.9 In terms of cycling, although no routes connect directly to the Site, carriageway widths within the vicinity are wide enough to accommodate both cyclists and vehicles, with visibility generally of a good level aiding inter-visibility between cyclists and vehicles.
- 2.10 Figure 3 below provides an overview of existing recognised cycle routes / trails in Haywards Heath.

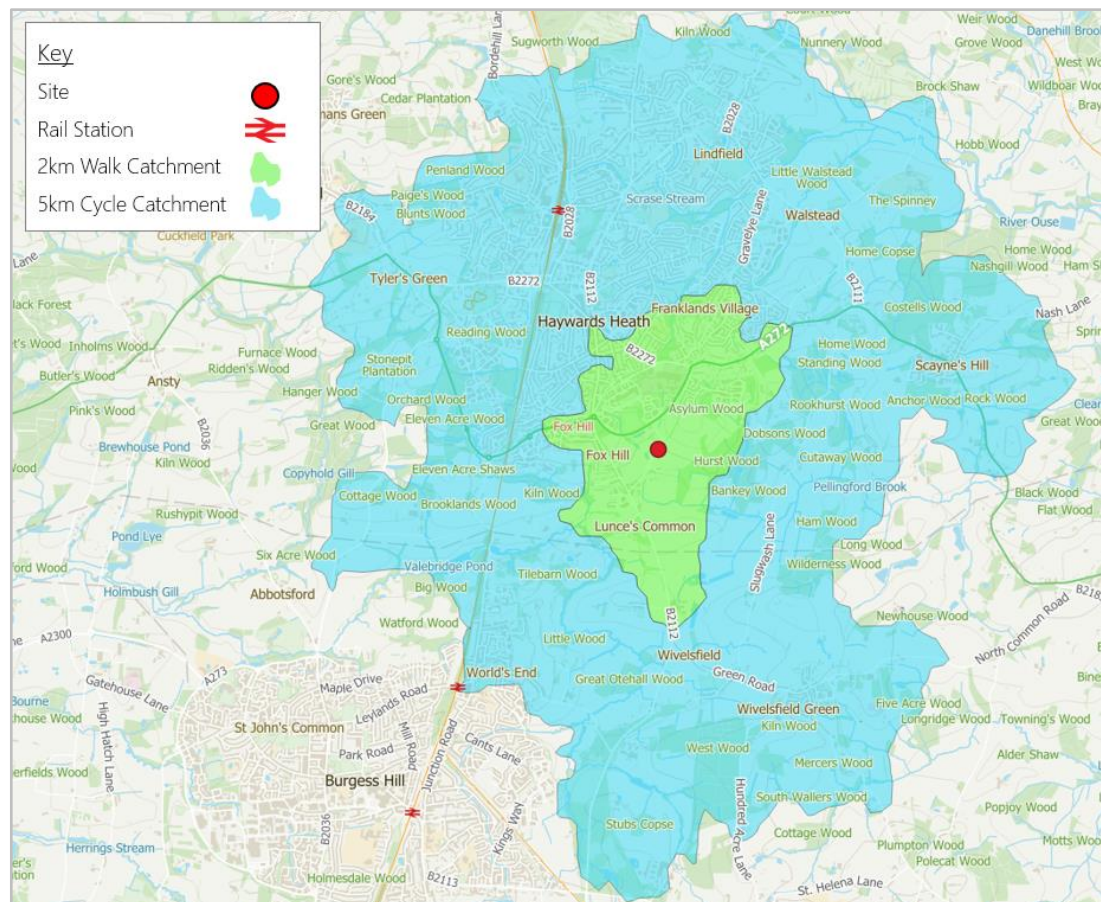
Figure 3 Haywards Heath Cycle Routes



- 2.11 As referenced above, the development proposals include enhancements to cycle connectivity, most notably through the implementation of a shared footway / cycleway and a puffin crossing.

- 2.12 The Chartered Institute of Highways and Transportation's (CIHT's) publication 'Providing for Journeys on Foot' (2000) states the average length of a walk journey is 1.0-kilometre. It further suggests a preferred maximum walking distance of 2.0-kilometres for commuting / school journeys and 1.2-kilometres for other journey destinations. Other national planning guidance / best practice publications have previously recommended a maximum planning distance of 5.0-kilometres for reasonably fit individuals to cycle to / from workplace destinations.
- 2.13 Figure 4 illustrates the potential 2.0-kilometre walk and 5.0-kilometre cycle catchment area of the Site, illustrating that large portions of Haywards Heath are within walking distance, whilst the entirety of Haywards Heath and neighbouring Walstead and Wivelsfield is within 20-minutes cycle.

Figure 4 Walk & Cycle Catchment



Proximity of Local Amenities

- 2.14 A key consideration of assessing the accessibility of the Site is its proximity to a range of local services and facilities. As shown in Table 2.1, the Site is conveniently within the CIHT's maximum recommended walk (i.e. 2.0-kilometres) and cycle (5.0-kilometres) distances of a range of local amenities, which are likely to cater for the convenience, educational, healthcare and leisure needs of future households.

Table 2.1 Summary of Local Amenities

Type of Amenity	Destination	Distance	Walk Journey Time	Cycle Journey Time
Convenience	Shell garage	850-metres	14-minutes	5-minutes
	Co-op Food	1.4-kilometres	20-minutes	7-minutes
Leisure and Fitness	Be Yoga	1.8-kilometres	25-minutes	9-minutes
	The Health Hub	1.9-kilometres	26-minutes	9-minutes
Healthcare	Perrymount Clinic	300-metres	4-minutes	1-minute
	Princess Royal Hospital	850-metres	13-minutes	6-minutes
Education	Busy Bees	1.1-kilometres	16-minutes	6-minutes
	Northlands Wood Primary School	1.7-kilometres	25-minutes	8-minutes

Public Transport Accessibility

Bus

- 2.15 The nearest bus stops are located on either side of Fox Hill (Stop - Fox and Hounds) to the south-west of the Site. Both stops benefits from a dedicated bus shelter, post and timetable information.
- 2.16 As shown in Table 2.2, these bus stops are served by up to 4 bus services, operated by Compass Travel, Metrobus and Traveline, offering a good level of connectivity to the local area.

Table 2.2 Summary of Bus Services from 'Fox and Hounds'

Route No.	Frequency (per hour, unless specified otherwise)				Route
	Monday - Saturday		Sunday		
	Day	Eve	Day	Eve	
149*	1	1	-	-	Scaynes Hill - Haywards Heath - Chailey School
166	1	1	-	-	Lewes - Haywards Heath
271	1	1	1	-	Royal Sussex County Hospital - Crawley Bus Station
272	1	1	-	-	Royal Sussex County Hospital - Crawley Bus Station
* School Service, Morning / Afternoon Mon - Fri only					

Rail

- 2.17 Haywards Heath Railway Station, operated by Southern Railway and situated on the Brighton Main Line, is located circa 3.3-kilometres north of the Site (45-minute walk / 14-minute cycle). The station benefits from cycle parking, staffed ticket office and wheelchair accessible platforms. Table 2.3 provides a summary of available services from Haywards Heath Railway Station.

Table 2.3 Summary of Services from Haywards Heath Railway Station

Destination	Frequency	Time
Cambridge	2 per hour	2-hours 10-minutes
London Victoria	2 per hour	46-minutes
Brighton	3 per hour	18-minutes
Eastbourne	2 per hour	39-minutes

Surrounding Highway Network

- 2.18 The local highway network comprises Hurstwood Lane, a two-way single carriageway road, which connects with Haywards Heath to the northeast via Rocky Lane and to the northwest via Fox Hill. Hurstwood Lane is subject to a 30mph speed limit from Fox Hill to the south of the Site, then subsequently follows the national speed limit for circa. 450-metres. The speed limit reverts to 30mph for the remaining northern section of Hurstwood Lane on the approach to the connection with Rocky Lane to the north of the Site.
- 2.19 As part of the development proposals, a section of Hurstwood Lane will be 'stopped up', with an active travel corridor to be implemented. A signalised junction will also be introduced at the junction of Rocky Lane / Hurstwood Lane. This will provide dedicated left and right turn lanes out of Hurstwood Lane onto Rocky Lane, as well as signal-controlled pedestrian crossing infrastructure over Rocky Lane.
- 2.20 Fox Hill is a two-way single carriageway road subject to a 30mph speed limit between Hurstwood Lane and Haywards Heath. A new toucan crossing is proposed on Fox Hill circa. 60m to the north of the junction with Hurstwood Lane.
- 2.21 Rocky Lane is a two-way single carriageway road subject to a 50mph speed limit for the majority of its length, changing to 30mph on the approaches to Lewes Road and Fox Hill roundabouts. The development proposals are providing enhanced active travel connectivity at the Rocky Lane / Fox Hill Roundabout, as well as a puffin crossing at the roundabout with Lewes Road.

Summary

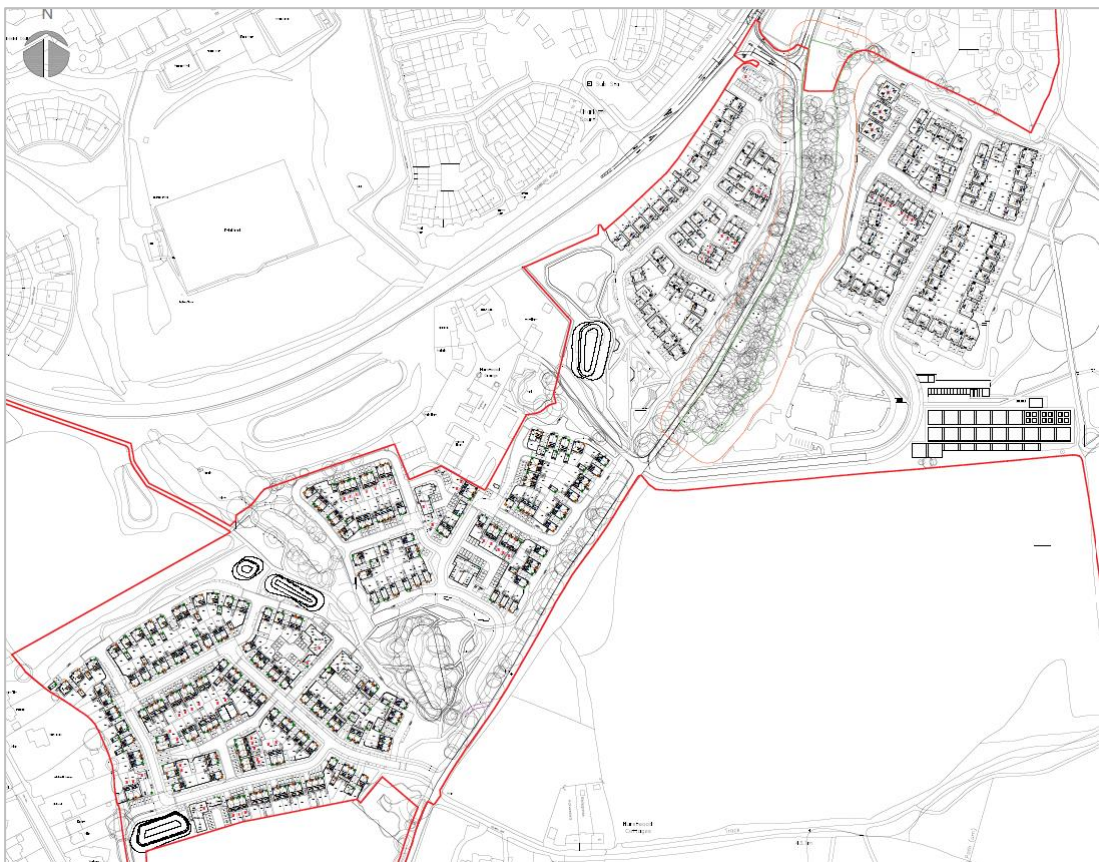
- 2.22 The location of the Site reflects the requirements of the NPPF, regional and local policy in ensuring that patterns of growth make the fullest possible use of walking, cycling and public transport, and focus significant development in locations which are sustainable. It is evident that by virtue of the Site's location, future households would be provided with a realistic choice in travel modes for undertaking day-to-day journeys, thereby reducing their reliance on the private car.

3. Development Proposals

Overview

- 3.1 As previously mentioned this RM Application comprises the erection of up-to 375 new homes with associated infrastructure, landscaping and parking areas on land at Hurst Farm, Hurstwood Lane, Haywards Heath.
- 3.2 Residential units will be provided across 4 individual parcels, such as those shown in Figure 5 below. An illustrative masterplan of the development proposals can be found attached at Appendix 1.

Figure 5 Proposed Site Layout



Proposed Access Arrangements

- 3.3 Each of the 4 parcels will be afforded access via Hurstwood Lane. It is proposed that new give-way priority junctions are formed, with parcels 1 and 4 taking access from the north. Parcels 2 and 3 will be accessible by car from the south.
- 3.4 Primary access roads for each parcel will be circa. 5.5-metres in width, with 2.0-metre wide footways provided on each side of the carriageway. Where dwellings are located with cul-de-sacs or similar arrangements, it is envisioned that pedestrians / cyclists will be required to share the carriageway with other road users as part of a shared-surface environment.
- 3.5 It is proposed that a section of Hurstwood Lane, located centrally within the Site, will be stopped up to create an active travel corridor, prioritising pedestrian / cyclist movements. This reinforces key pedestrian desire lines, particularly to the north towards the town centre.

- 3.6 The internal highways have been designed to provide a maximum gradient of 1:15, with the majority of highways not exceeding 1:20.
- 3.7 Visibility splays have been provided in accordance with Manual for Streets guidance, based on a design speed of 20mph. Raised tables, low radii bends, and protected on-street parking corners have been proposed to ensure traffic speeds remain within design parameters.

Parking Provision

Vehicular

- 3.8 Vehicular parking will be provided in accordance with WSCC's '*Guidance on Parking at New Developments (Sept 2020)*'. Provision of disabled parking will be consistent with Manual for Streets (MfS) guidance.
- 3.9 Each dwelling will be provided with an 'active' Electric Vehicle (EV) charging point. It is also proposed that a minimum of 20% of unallocated / communal vehicular parking spaces, such as those used by flats & apartments, will be provided with 'active' Electric Vehicle (EV) charging capabilities, whilst the remainder of spaces will be provided with 'passive' provision to enable future upgrades should it be required.
- 3.10 The proposed development is situated within Parking Behaviour Zone (PBZ) 3. The respective parking standards for this PBZ as per WSCC's guidance can be found below in Table 3.1.

Table 3.1 PBZ 3 Parking Standards

Number of Bedrooms	Number of Habitable Rooms	PBZ3 (Spaces per Dwelling)
1	1 to 3	0.9
2	4	1.3
3	5 to 6	1.8
4+	7 or more	2.5

- 3.11 A breakdown of the required number of parking spaces as per WSCC's guidance for each parcel is provided below in Table 3.2

Table 3.2 Overview of Vehicular Parking Spaces Required

Parcel	Number of Spaces Required
1	95
2	149
3	243
4	137
TOTAL	624

- 3.12 Table 3.3 below provides an overarching indicative parking schedule for the development proposals.

Table 3.3 Development Parking Schedule

Type of Parking	Number of Spaces
Allocated	607
Unallocated	72
Visitor	83
Integrated	78
Garage	59
TOTAL	899

- 3.13 As shown above in Tables 3.2 and 3.3, vehicular parking across the wider site is being provided in excess of the guidelines as set out within WSCC's *'Guidance on Parking at New Developments (Sept 2020)'*.
- 3.14 Within Parcel 1, dwellings which fall under the private aspect of the scheme are predominantly provided with allocated parking and parking spaces integrated within the property or within a garage. Parking provision varies depending on dwelling size / type, with 2 bedroom dwellings receiving two allocated spaces and 5 bedroom dwellings receiving two allocated spaces and two integrated spaces.
- 3.15 Dwellings which fall under the affordable aspect of the scheme are provided with a mixture of allocated and unallocated parking. Houses / Walk Ups are provided with allocated spaces and flats / apartments are provided with unallocated parking spaces.
- 3.16 The above approach is also followed across Parcels 2, 3 and 4. Private dwellings are provided with allocated parking spaces, with larger dwellings also provided with integrated / garage parking spaces to ensure WSCC's guidance is met. Apartments / flats are provided with unallocated parking spaces in line with WSCC standards.
- 3.17 Visitor parking spaces are distributed evenly throughout each of the 4 parcels to ensure consistent coverage is provided for all dwellings who may receive visitors. A total of 83 spaces are provided in this regard.

Cycle

- 3.18 Cycle parking for the proposed development will be provided in line with WSCC's *'Guidance on Parking at New Developments (Sept 2020)'*. The standard applicable to the proposed development can be found below in Table 3.3.

Table 3.3 PBZ 3 Parking Standards

Dwelling Type	Dwelling Size	Cycle Provision (per unit)
Houses	Up at 4 rooms (1 & 2 bed)	1 space
	5+ rooms (3+ bed)	2 spaces
	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)
	4+ rooms (3+ bed)	1 space

Delivery and Servicing Arrangements

- 3.19 Given the size of the development proposals, it is anticipated that courier-style (e.g. Amazon) deliveries will occur infrequently throughout any given day. These deliveries are expected to occur kerbside with no disruption, given the minimal dwell times required.
- 3.20 With regards to waste refuse and recycling collections, these are proposed to be conducted kerbside. Where dwellings are located in areas with reduced accessibility for a refuse vehicle, dedicated bin collection points have been marked to ensure waste operatives have step-free access to collect refuse within the maximum carry distance as per MfS guidance.
- 3.21 Refuse collection arrangements will be coordinated between MSDC and LDC noting that a portion of dwellings within the east of the development fall within the LDC administrative area.
- 3.22 Turning heads have been provided across all four residential plots to ensure the refuse vehicle can safely navigate the proposed development and turn around where required. Swept-path analysis has been conducted to demonstrate refuse vehicle collection manoeuvres for each of the four plots, which can be found attached at Appendix 2.
- 3.23 Swept-path analysis has also been conducted to demonstrate that a fire tender vehicle can obtain access within 45-metres of the built form of each dwelling within the four parcels. This can be found attached at Appendix 3.

4. Potential Trip Generation and Net Impact Assessment

- 4.1 This section of the report presents the multi-modal trip generating potential of the redevelopment proposals and associated impact on the local highway and transport networks during the AM (08:00 - 09:00) and PM (17:00 - 18:00) peak hour periods. This analysis is in line with the agreed trip rates as per the approved outline planning application Transport Assessment. It should be noted that the scale of development is unchanged from the outline permission and accordingly so too is peak hour trip generation.

Proposed Site Operation

- 4.2 The TRICS database was interrogated to identify Sites exhibiting similar characteristics under the land use category *'03 Residential - M - Mixed Private / Affordable Housing'*. In order to determine the potential trip generation of the development proposals the following search parameters were applied to further ensure that the data, selected for the TRICS assessment reflected the Site's locational / operational characteristics:

- Parameter Range: 100-500 Dwellings;
- Selected Survey Days - Weekdays-only;
- Selected Locations - Edge of Town Centre, Suburban Area and Edge of Town; and
- Population within <5 miles: 50,000 - 75,000.

- 4.3 The resultant agreed trip rates and trip generation for 375 dwellings are set out in Table 4.1.

Table 4.1 Peak Hour Residential Vehicle Trip Rates and Generation

Mixed Private / Affordable	AM Peak (07:45 - 08:45)			PM Peak (16:45 - 17:45)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Rate	0.095	0.301	0.396	0.292	0.152	0.444
Trip Generation	36	113	148	109	57	166

- 4.4 At a scoping meeting with WSCC as part of the outline application process, it was agreed that a sensitivity test would be undertaken with a reduction to account for the Residential Travel Plan (RTP) which will be implemented at the development. A 10% reduction in residential vehicle trips has been applied for the purpose of this sensitivity test.

Multi-Modal Trips

- 4.5 To ascertain the likely baseline travel mode split for the residential element of the Proposed Development, reference has been made to the National Census 2011 'Method of Travel to Work' dataset 17 for the Haywards Heath Franklands Ward within which the majority of the Site is located. This is shown in Table 4.2.

Table 4.2 2011 Census (Franklands Ward) - Method of Travel to Work

Method of Travel	% by Mode	AM Peak (07:45 - 08:45)	PM Peak (16:45 - 17:45)
Train / Underground	0.0%	0	0
Bus, Minibus and Coach	1.9%	3	4
Taxi	0.5%	1	1
Motorcycle, Scooter and Moped	0.6%	1	1
Driving a Car or Van	73.5%	138	155
Passenger in a Car or Van	6.3%	12	13
Bicycle	1.1%	2	2
On Foot	15.6%	29	33
Other	0.5%	1	1
Total	100.0%	188	211

4.6 It is noted that the baseline modal split does not take account of the impacts of the RTP which will support development and look to promote and encourage sustainable travel behaviours.

4.7 Table 4.3 sets out the anticipated modal share with a 10% reduction in single car occupancy achieved by increasing bus usage by 3%, walking by 1%, cycling by 2% and car sharing by 4%.

Table 4.3 Forecast RTP Modal Share and Two-way Multi-Modal Residential Trips

Method of Travel	% by Mode	AM Peak (07:45 - 08:45)	PM Peak (16:45 - 17:45)
Train / Underground	0.0%	0	0
Bus, Minibus and Coach	4.9%	9	10
Taxi	0.5%	1	1
Motorcycle, Scooter and Moped	0.6%	1	1
Driving a Car or Van	63.5%	120	134
Passenger in a Car or Van	10.3%	19	22
Bicycle	3.1%	6	7
On Foot	16.6%	31	35
Other	0.5%	1	1
Total	100.0%	188	211

Impact Assessment

- 4.8 When Tables 4.1 - 4.3 are considered in the light of the existing highway conditions and the proposed enhancements to active travel connectivity, it is considered that the impact of the proposals would create a immaterial increase in vehicular traffic during AM / PM peak periods.

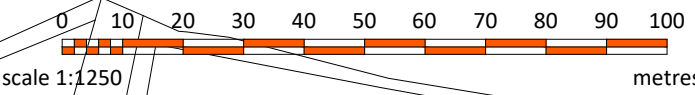
5. Summary and Conclusion

5.1 This TS has been prepared by MTP on behalf of Barrett David Wilson Homes in support of a RM Application for the erection of up-to 375 new homes with associated infrastructure, landscaping and parking areas on land at Hurst Farm, Hurstwood Lane, Haywards Heath ('the Site').

5.2 A summary of the findings in this TS are as follows:

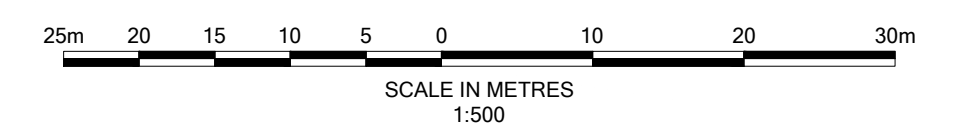
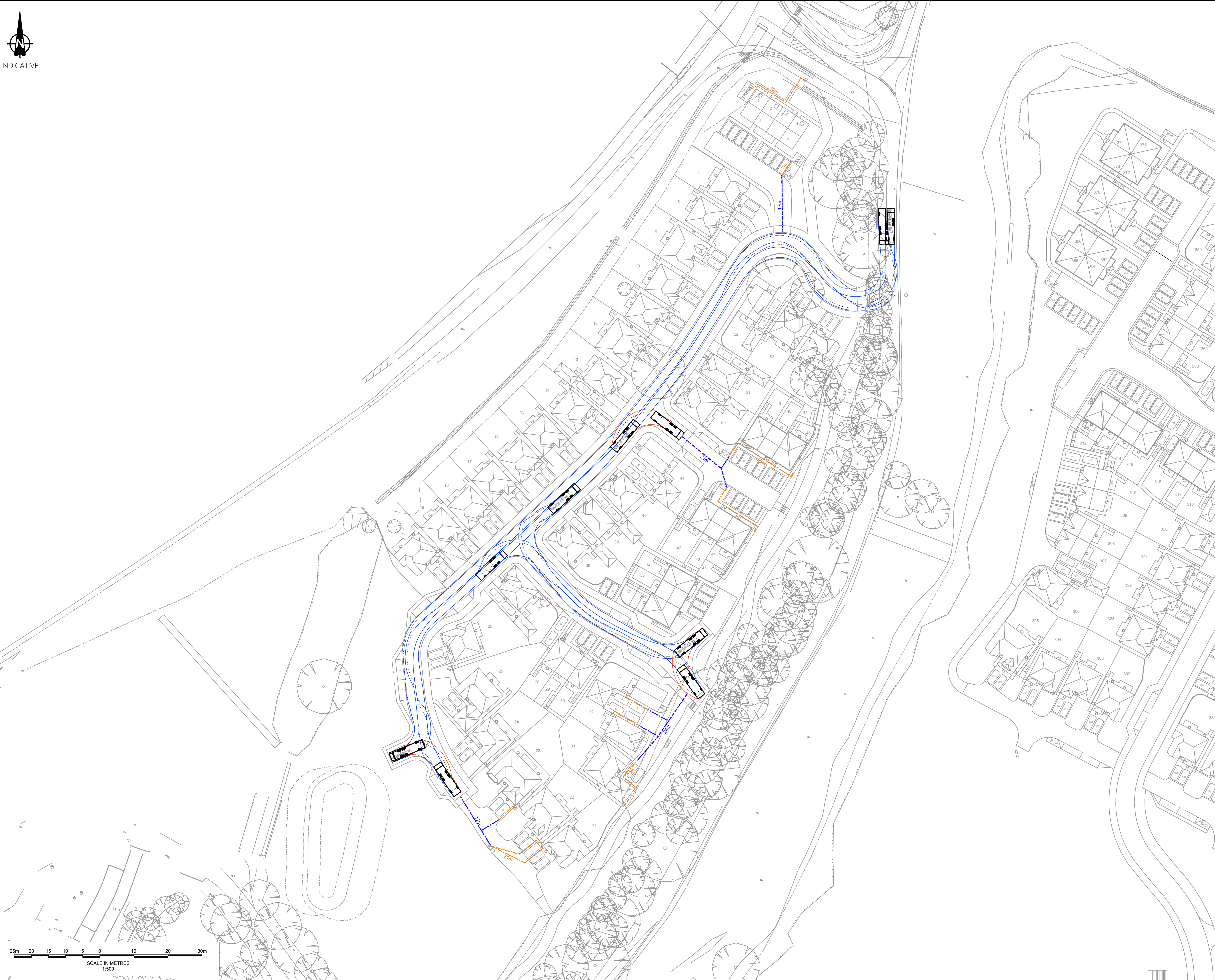
- The Site is located on the southern edge of Haywards Heath, an established residential area, and as such benefits from being accessible on-foot and by cycle to local public transport services, which provide a good level of connectivity to a number of local and regional destinations. Further, a wide range of amenities, which are likely to cater for the day-to-day needs of future households are available and accessible on-foot and by cycle within the maximum recommended distances, prescribed by the CIHT;
- The review of PIA data reveals that there are no significant safety issues with the existing local highway network within the vicinity of the Site, it is therefore considered that the existing trend / pattern in regard to location, collision type, and severity would not be exacerbated;
- Vehicular access will be achieved off Hurstwood Lane for each of the four parcels;
- The development proposals will provide vehicular and cycle parking in line with WSCC's 'Guidance on Parking at New Developments (Sept 2020)';
- Swept-path analysis demonstrates that the design of the Site layout can accommodate the movements of refuse and fire tender vehicles in a safe and convenient manner;
- Household waste and recycling collections will take place kerbside, with dedicated bin collection points marked where required. Waste carry distances will be within the prescribed maximum distance as per MfS guidance;
- A fire tender vehicle will be able to manoeuvre to within 45-metres of all built form within the Site;
- The redevelopment proposals will have the potential to generate a total of 2,556 multi-modal trips over a typical weekday, of those 345 and 282 would be conducted during each of the AM and PM peak periods, respectively.

Appendix 1



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Appendix 2



Notes

- Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
- This drawing has been based upon topographical survey information produced by WSP and Milestone Transport. Planning cannot be held responsible for any discrepancies which may arise because of it.

Vehicle Profile

Phoenix 2-23W (with Elite 2 6x4 chassis)

Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.950m

Key

- Resident Refuse drag distance from storage (≤25m)
- Refuse Operator drag distance from collection point (≤25m)

FOR APPROVAL

Ordnance Survey Licence number: 100057360

Rev:	Dm:	Date:	Details:	Chk:	App:
P01	AM	31/10/2025	First issue	LP	PK
P02	MB	25/11/2025	Amended layout	LP	BM
P03	MB	15/12/2025	New site layout	LP	BM
P04	MB	05/02/2026	New site layout	LP	BM

Client

Barratt David Wilson Homes

Project

Hurst Farm, Hurstwood Lane

Title

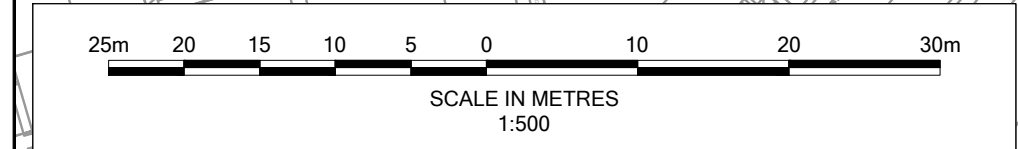
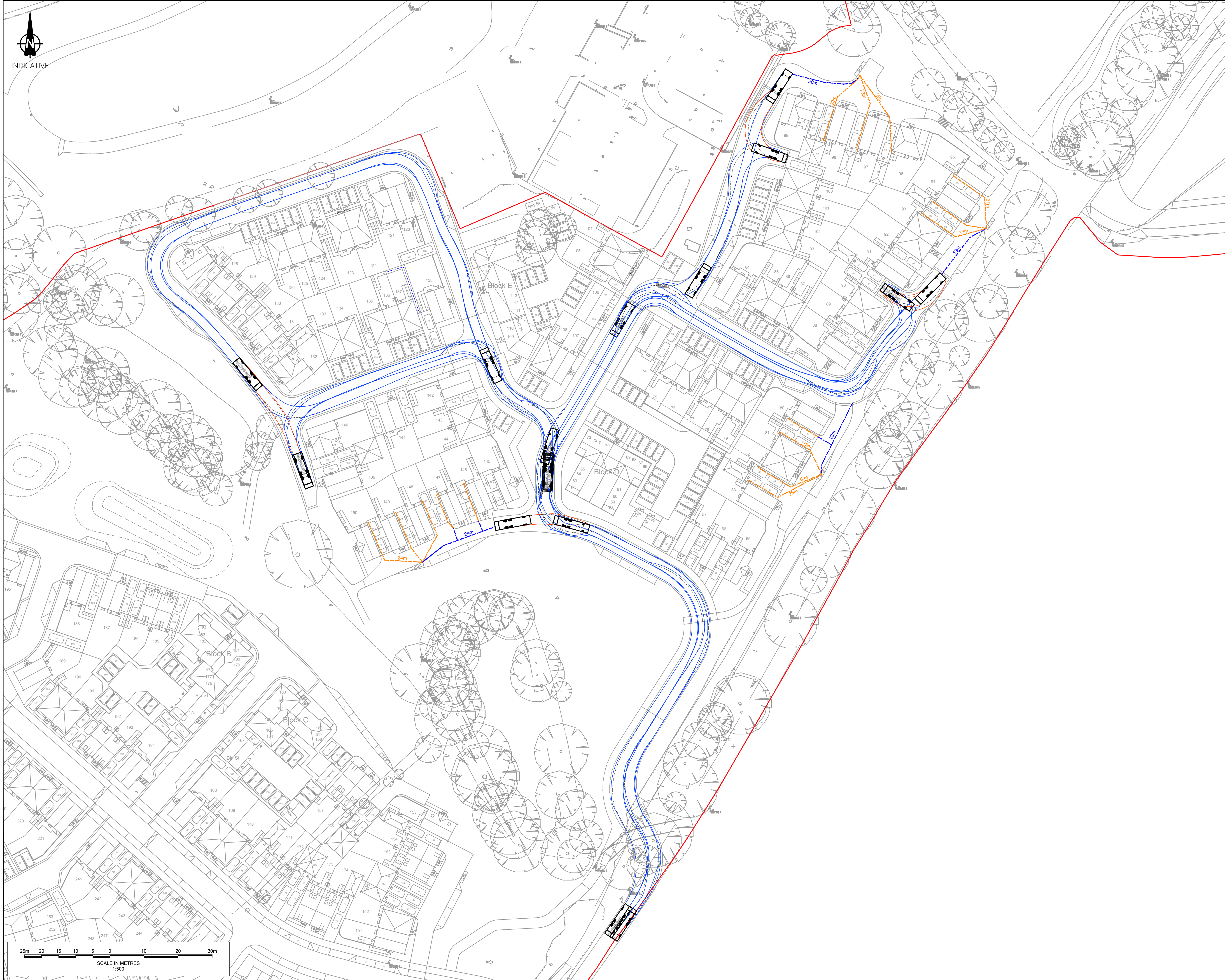
Phase 1
Refuse Vehicle Tracking

MILESTONE
TRANSPORT PLANNING
7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
3 Wharfedale Street, Spaces The Mailbox Level 1, Birmingham, B1 1RD
Tel: 0121 661 9881
web: www.milestonetp.co.uk

Scale	Revision
1:500 @ A1	P04

Drawing Number

25-058-01-TK02



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Phoenix 2-23W (with Elite 2 6x4 chassis)

Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.950m

Key

- Resident Refuse drag distance from storage (≤25m)
- Refuse Operator drag distance from collection point (≤25m)

FOR APPROVAL

Ordnance Survey Licence number: 100057360

Rev:	Dm:	Date:	Details:	Chk:	App:
P01	AM	31/10/2025	First issue	LP	PK
P02	MB	25/11/2025	Amended layout	LP	BM
P03	MB	15/12/2025	Site layout updated	LP	BM
P04	MB	05/02/2026	Site layout updated	LP	BM

Client

Barratt David Wilson Homes

Project

Hurst Farm, Hurstwood Lane

Title

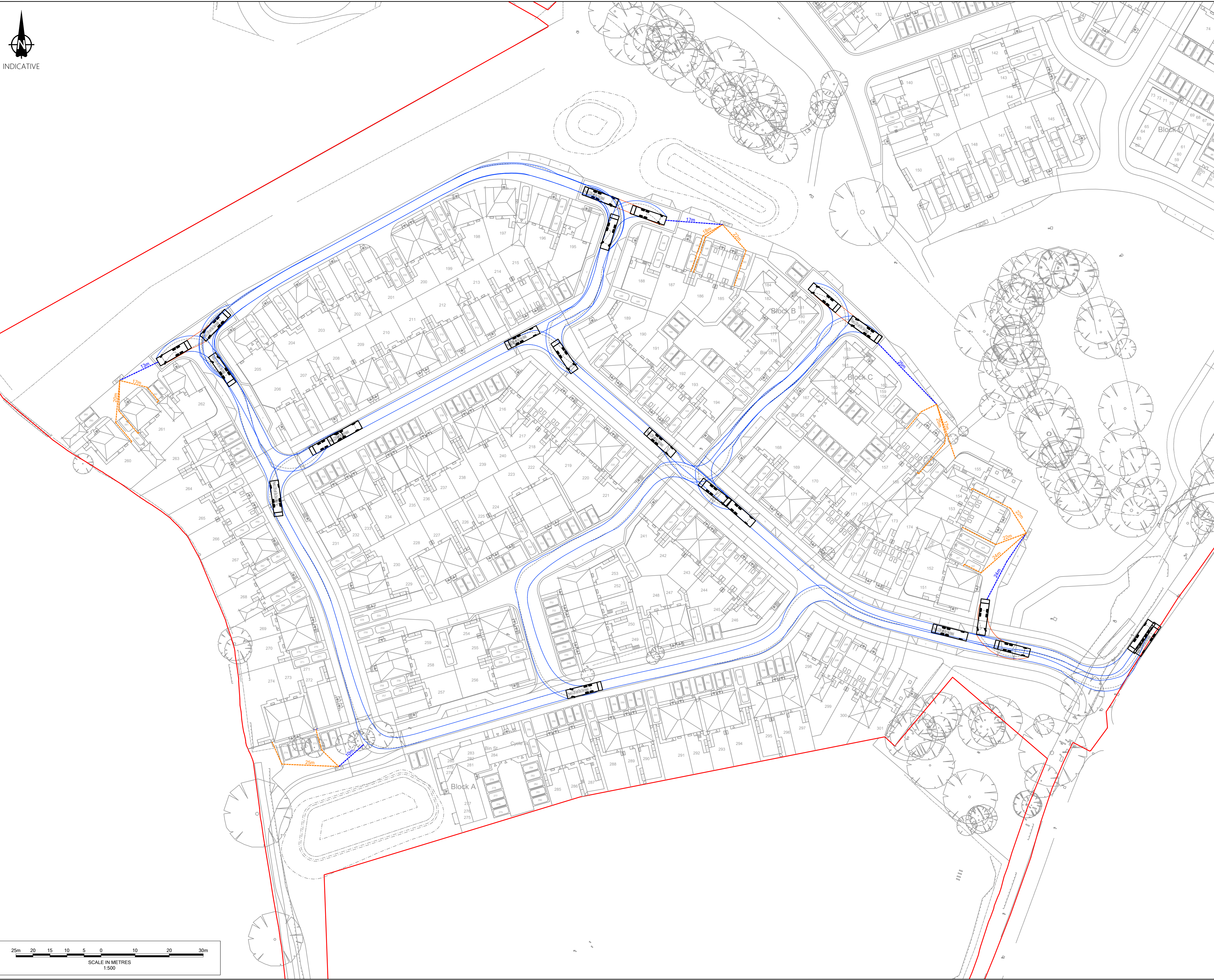
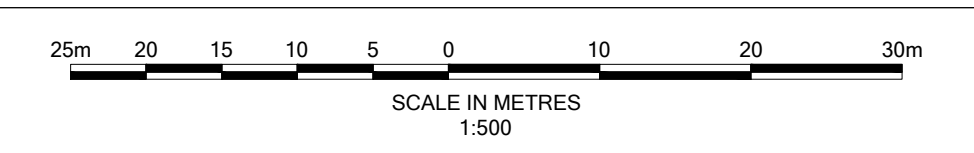
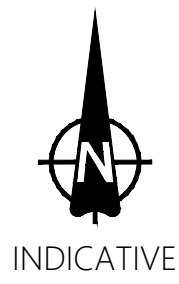
Phase 2
Refuse Vehicle Tracking

MILESTONE
TRANSPORT PLANNING
7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
3 Wharfedale Street, Spaces The Mailbox Level 1, Birmingham, B1 1RD
Tel: 0121 661 9881
web: www.milestonetp.co.uk

Scale	1:500 @ A1	Revision	P04
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Drawing Number

25-058-02-TK02



Notes

- Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
- This drawing has been based upon topographical survey information produced by WSP and Milestone Transport. Planning cannot be held responsible for any discrepancies which may arise because of it.

Vehicle Profile

Phoenix 2-23W (with Elite 2 6x4 chassis)

Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.950m

Key

- Resident Refuse drag distance from storage (≤25m)
- Refuse Operator drag distance from collection point (≤25m)

FOR APPROVAL

Ordinance Survey Licence number: 100057360

Rev:	Dm:	Date:	Details:	Chk:	App:
P01	AM	31/10/2025	First issue	LP	PK
P02	MB	25/11/2025	First issue	LP	BM
P03	MB	15/12/2025	Site layout updated	LP	BM
P04	MB	26/01/2026	Site layout updated	LP	BM

Client

Barratt David Wilson Homes

Project

Hurst Farm, Hurstwood Lane

Title

Phase 3
Refuse Vehicle Tracking

MILESTONE
TRANSPORT PLANNING
7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
3 Wharfedale Street, Spaces The Mailbox Level 1, Birmingham, B1 1RD
Tel: 0121 661 9881
web: www.milestonetp.co.uk

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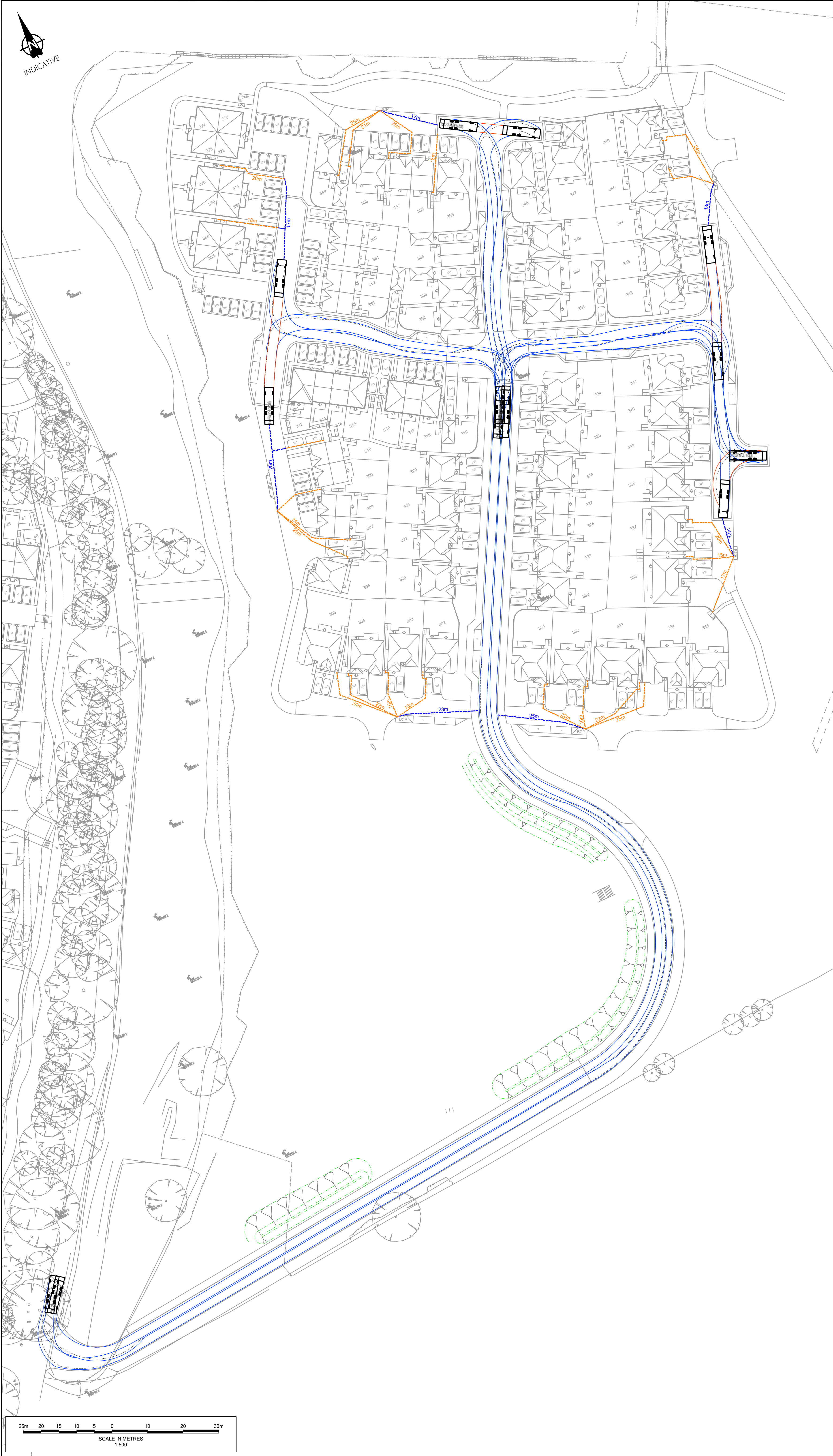
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Revision

P04

Drawing Number

25-058-03-TK02



Notes

- Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
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Vehicle Profile

Phoenix 2-23W (with Elite 2 6x4 chassis)

Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.950m

Key

- Resident Refuse drag distance from storage (≤25m)
- Refuse Operator drag distance from collection point (≤25m)

FOR APPROVAL

Ordnance Survey Licence number: 100057360

Rev.	Drn.	Date:	Details:	Chk:	App:
P01	AM	31/10/2025	First issue	LP	PK
P02	MB	25/11/2025	Amended layout	LP	BM
P03	MB	15/12/2025	Site layout updated	LP	BM
P04	MB	05/02/2026	Site layout updated	LP	BM

Client

Barratt David Wilson Homes

Project

Hurst Farm, Hurstwood Lane

Title

Phase 4
Refuse Tracking

MILESTONE
TRANSPORT PLANNING

7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY
Tel: 01483 397898

Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220

3 Wharfedale Street, Spaces The Mailbox Level 1, Birmingham, B1 1RD
Tel: 0121 661 9881
web: www.milestonetp.co.uk

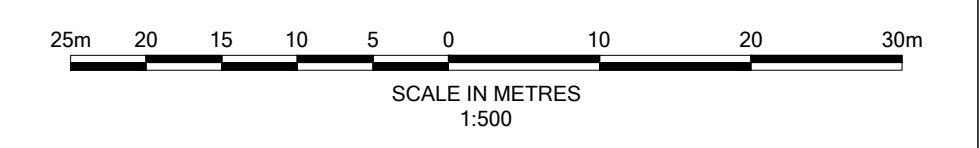
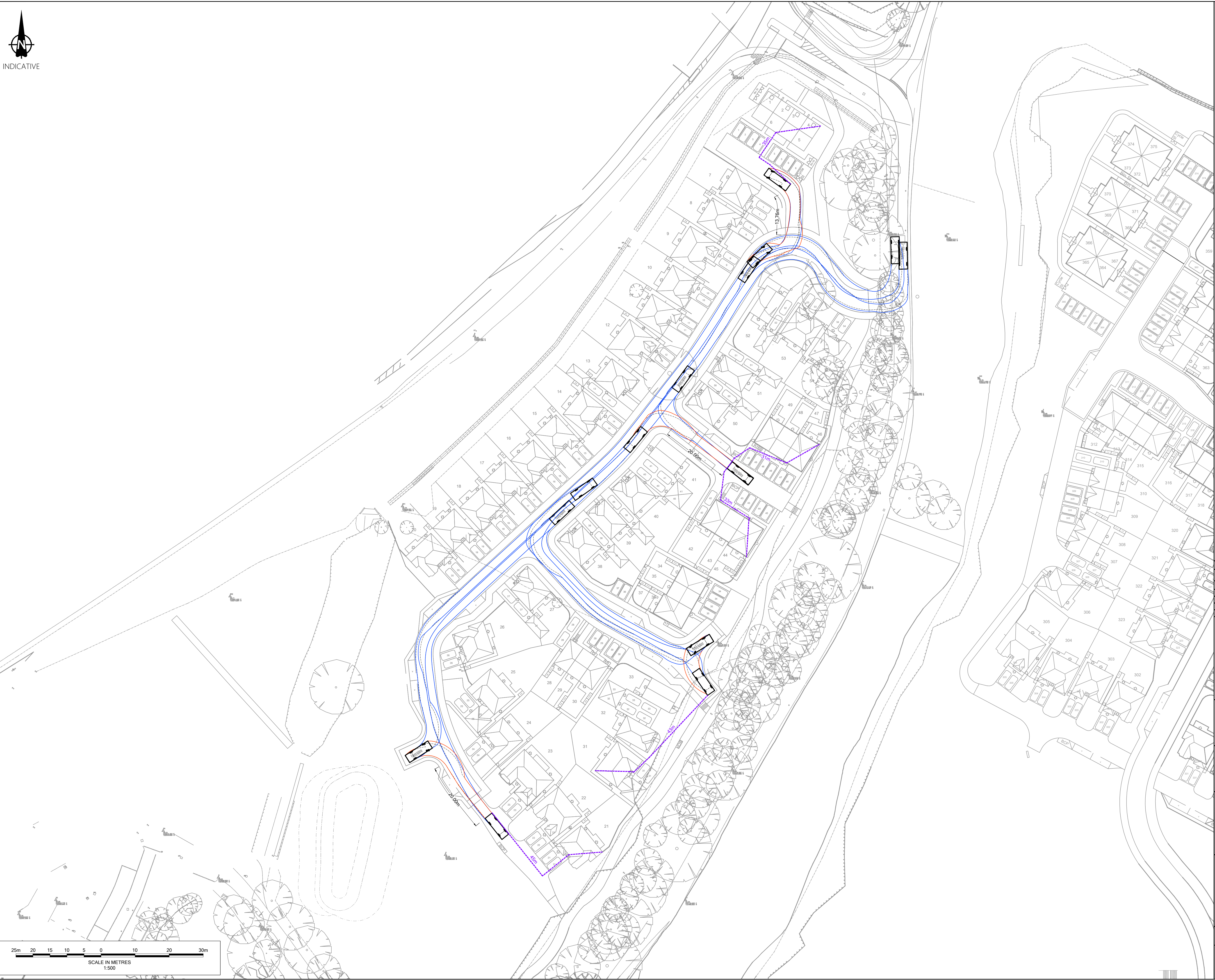
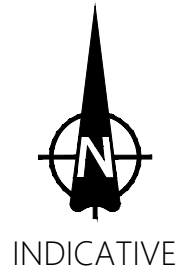
Scale
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Revision
P04

Drawing Number

25-058-04-TK02

Appendix 3



Notes

- Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
- This drawing has been based upon topographical survey information produced by WSP and Milestone Transport. Planning cannot be held responsible for any discrepancies which may arise because of it.

Vehicle Profile

Pumping Appliance	7.900m
Overall Length	2.500m
Overall Width	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

Key

- 45m Pumping Appliance route to plots (≤45m)
- 20.00m Fire Tender reverse distance (≤20m)

FOR APPROVAL

Ordnance Survey Licence number: 100057360

Rev:	Dm:	Date:	Details:	Chk:	App:
P01	AM	31/10/2025	First issue	LP	PK
P02	MB	25/11/2025	Amended layout	LP	BM
P03	MB	15/12/2025	New site layout	LP	BM
P04	MB	05/02/2026	New site layout	LP	BM

Client

Barratt David Wilson Homes

Project

Hurst Farm, Hurstwood Lane

Title

Phase 1
Fire Tender Tracking

MILESTONE
TRANSPORT PLANNING
7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
3 Wharfedale Street, Spaces The Mailbox Level 1, Birmingham, B1 1RD
Tel: 0121 661 9881
web: www.milestonetp.co.uk

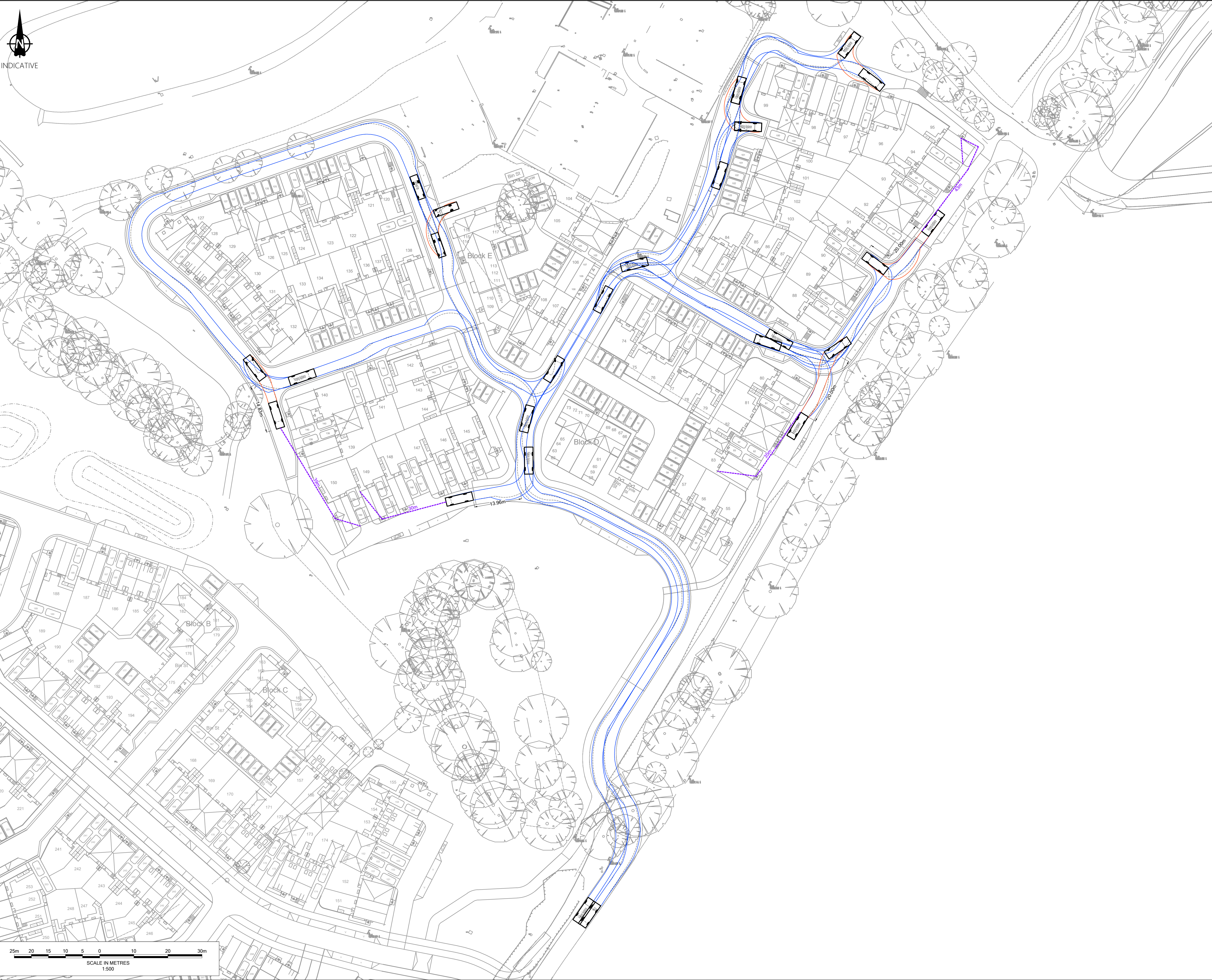
Scale	1:500 @ A1	Revision	P04
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Drawing Number

25-058-01-TK01

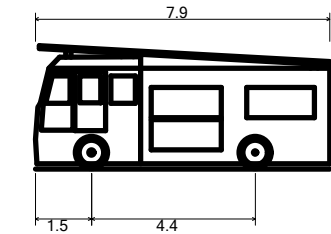


INDICATIVE



- Notes
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Vehicle Profile



Pumping Appliance	7.900m
Overall Length	2.500m
Overall Width	3.300m
Overall Body Height	0.140m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock to lock time	7.750m

- Key
- 45m Pumping Appliance route to plots (≤45m)
 - 20.00m Fire Tender reverse distance (≤20m)

FOR APPROVAL

Ordnance Survey Licence number: 100057360

Drawing Revisions					
Rev:	Dm:	Date:	Details:	Chk:	App:
P01	AM	31/10/2025	First issue	LP	PK
P02	MB	25/11/2025	Amended layout	LP	BM
P03	MB	15/12/2025	Site layout updated	LP	BM
P04	MB	05/02/2026	Site layout updated	LP	BM

Client

Barratt David Wilson Homes

Project

Hurst Farm, Hurstwood Lane

Title

Phase 2
Fire Tender Tracking

MILESTONE
TRANSPORT PLANNING
7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY
Tel: 01483 397888
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Tel: 0191 338 7220
3 Wharfedale Street, Spaces The Mailbox Level 1, Birmingham, B1 1RD
Tel: 0121 661 9881
web: www.milestonetp.co.uk

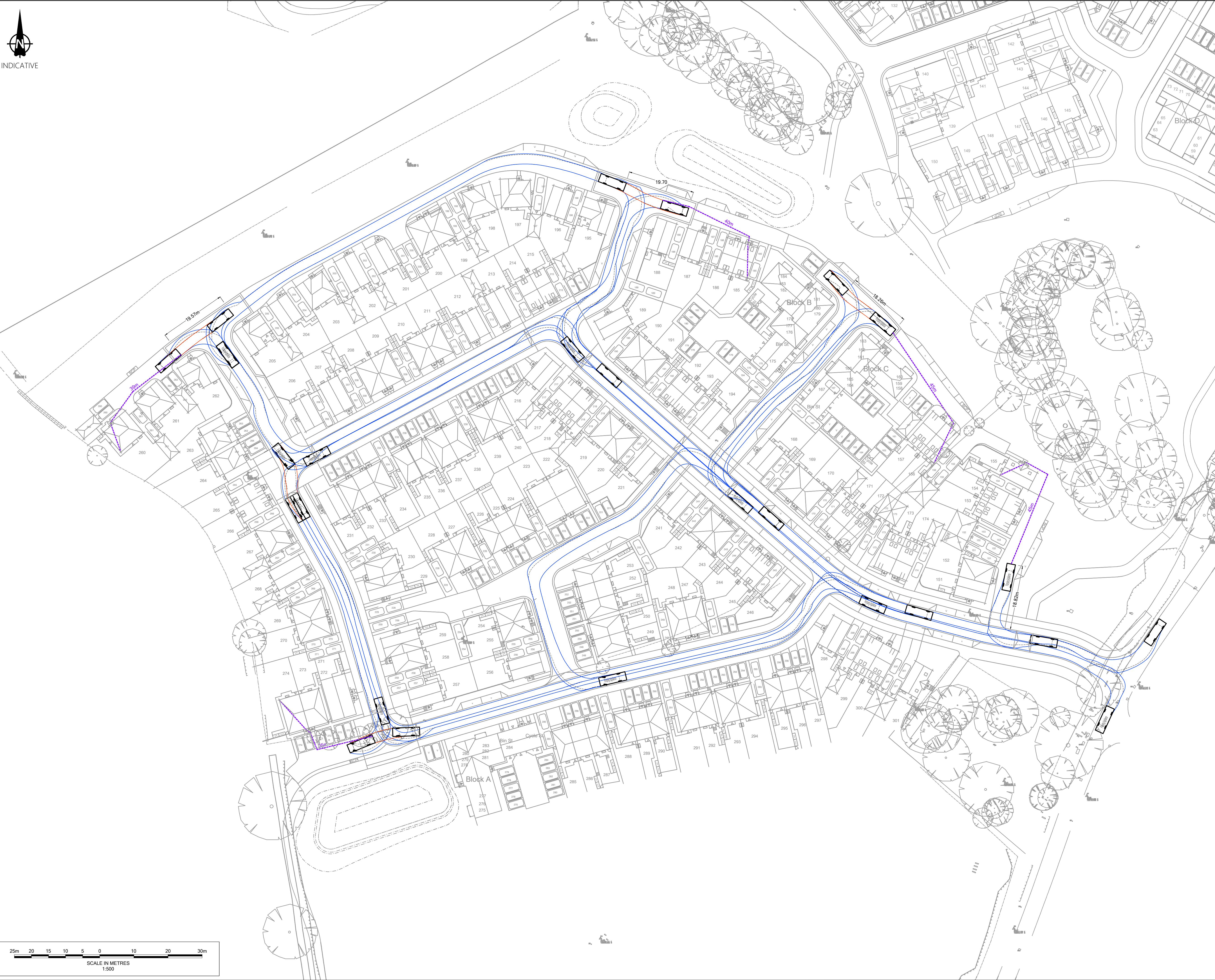
Scale	1:500 @ A1	Revision	P04
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Drawing Number

25-058-02-TK01



INDICATIVE



Notes

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Vehicle Profile

Pumping Appliance	7.900m
Overall Length	2.500m
Overall Width	3.300m
Overall Body Height	0.140m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock to lock time	7.750m

Key

- 45m Pumping Appliance route to plots (≤45m)
- 20.00m Fire Tender reverse distance (≤20m)

FOR APPROVAL

Ordinance Survey Licence number: 100057360

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P04	MB	05/02/2026	Site layout updated	LP	BM

Client

Barratt David Wilson Homes

Project

Hurst Farm, Hurstwood Lane

Title

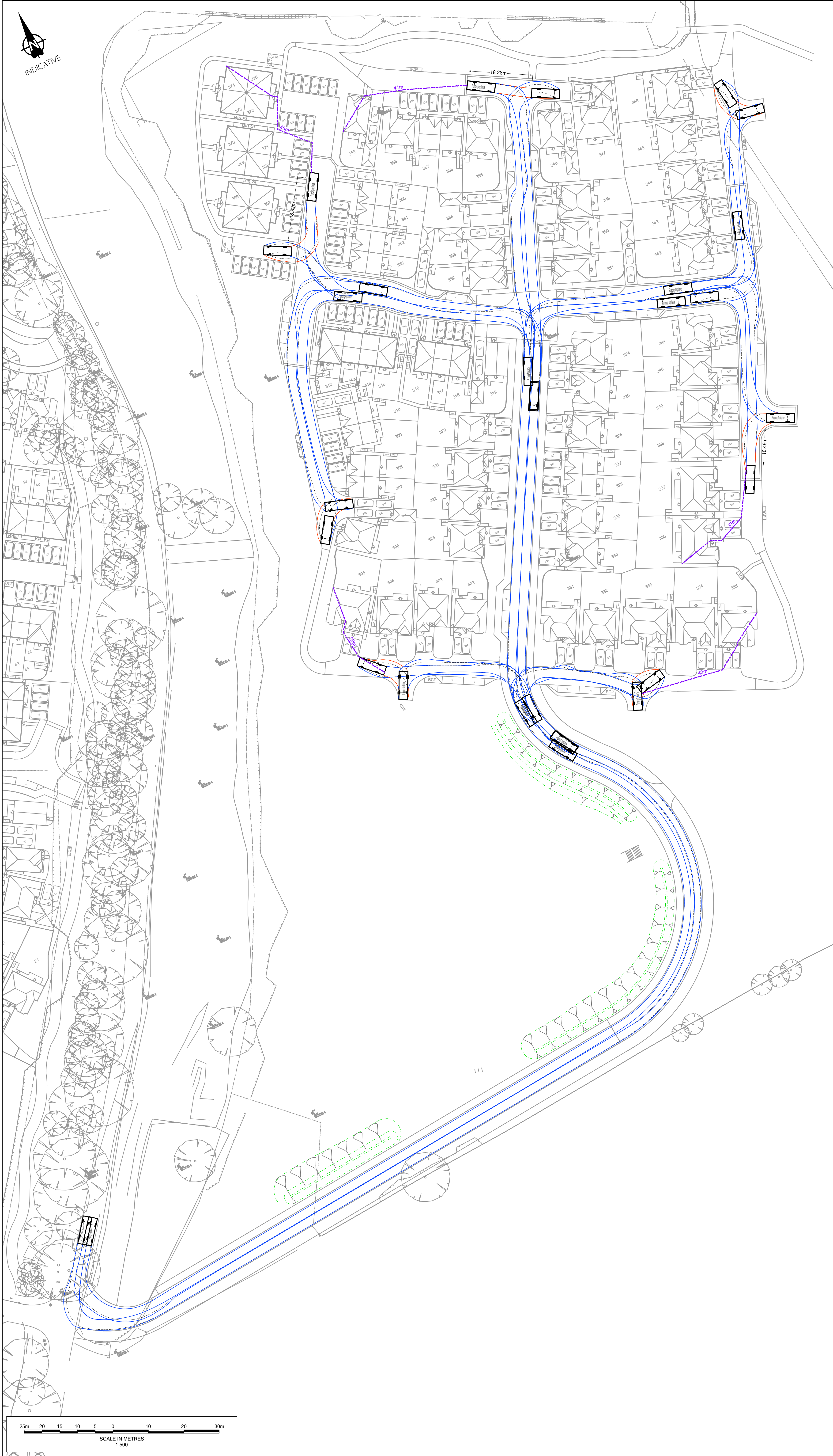
Phase 3
Fire Tender Tracking

MILESTONE
TRANSPORT PLANNING
7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
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Scale	1:500 @ A1	Revision	P04
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Drawing Number

25-058-03-TK01



1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
2. This drawing has been based upon topographical survey information produced by WSP and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

45m Pumping Appliance route to plots ($\leq 45\text{m}$)
20.00m Fire Tender reverse distance ($\leq 20\text{m}$)

Ordnance Survey Licence number: 100057360

Rev:	Dwn:	Date:	Details:	Chk:	App:
P01	AM	31/10/2025	First issue	LP	PK
P02	MB	25/11/2025	Amended layout	LP	BM
P03	MB	15/12/2025	Site layout updated	LP	BM
P04	MB	05/02/2026	Site layout updated	LP	BM

Barratt David Wilson Homes

Hurst Farm, Hurstwood Lane

Phase 4

Fire Tender Tracking

TRANSPORT PLANNING
7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY
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Tel: 0191 138 7220
Artside Street, Spaces The Mailbox Level 1, Birmingham, B1 1LJ
Tel: 0121 661 9881
web: www.milestonetp.co.uk

1:500 @ A1

Revision P04

25-058-04-TK01