
MSDC Ref: DM/26/0238 – LVS Hassocks, Sayers Common: Transport Assessment Addendum

Ref: DS/OT/ITS19984-016
Date: 31 March 2026

SECTION 1 Introduction

- 1.1 This Transport Assessment Addendum (TAA) has been prepared to address comments raised by West Sussex County Council (WSCC) in their response to the Transport Assessment submitted as part of the hybrid planning application for the development of a new SEN School and up to 210 dwellings on Land at LVS Hassocks, Sayers Common (*ref: DM/26/0238*).
- 1.2 The comments raised by WSCC are included as **Appendix A** and have been grouped into six categories as follows:
- 1 Cycle Access
 - 2 Bus Service Enhancement
 - 3 Spine Road
 - 4 Junction Modelling
 - 5 Residential Travel Plan
 - 6 Trip Monitoring Strategy
- 1.3 The TAA responds to queries raised by WSCC in turn in each category. In addition, commentary is provided in respect of other transport matters raised in consultation responses by other 3rd parties. This includes:
- Site access highway safety
 - Cumulative traffic impacts
 - Bus services
 - Parking

SECTION 2 Cycle Access

- 2.1 The site access proposal has been updated to include a 'Copenhagen' style crossing to provide cycle priority across the vehicular access. This is illustrated in drawing **ITS19984-GA-009G**. The revised access arrangements will prioritise cycle movement across the site access.
- 2.2 Cyclists will have priority crossing the vehicular access as well as being able to access / egress the spine road via the 'Copenhagen' style crossing.
- 2.3 The proposed shared use footway / cycleway has been updated to provide further connectivity through the B2118 / Mill Lane roundabout. A 'Copenhagen' style crossing is proposed across the Boatshop24 access to provide cycle priority. The proposed 3.0m wide shared use route has been extended north of the roundabout, connecting to the shared use NCN20 provision adjacent to the B2118 and also enabling cyclists to transition to the carriageway.

SECTION 3 Bus Service Enhancement

- 3.1 Discussions are on-going with Metrobus / MSDC to explore opportunities for public transport provision that would support future residents / visitors and staff and enhance sustainable travel options, working collaboratively with promoters of other allocated residential developments in the area to ensure a coordinated and joined-up approach to infrastructure planning, including public transport connectivity and service viability.
- 3.2 It is understood that a phased enhancement of the 273 service is to progressed and financial contributions will be required to deliver this, secured via Section 106 Agreement. In-principle, the Applicant accepts this requirement subject to any requested financial contribution being in keeping with the CIL Reg 122 tests of necessity, proportionality and relatedness.

SECTION 4 Spine Road

- 4.1 The proposed spine road has been refined to provide a junction between the existing bridleway and its connection to the spine road. This arrangement comprises a continuation of the 3m wide bridleway to adjacent to the spine road with the introduction of a priority crossing arrangement with give-way markings and tactile paving. The revised proposed spine road is illustrated in drawing **ITS19984-GA-009G**.

- 4.2 The location of the proposed residential parcels will form a separate Reserved Matters Application. With this, any additional infrastructure that may be necessary (i.e. further crossings, speed measures etc) will come forward. As the layout remains illustrative at this time they have not been shown on the spine road at this time.

SECTION 5 Junction Modelling

- 5.1 As per the request of WSCC, a comparison between the junction modelling output of this development and the other sites within the wider Sayers Common development allocation has been undertaken. At the time of writing four sites (including this site) of the allocation area have submitted planning applications. A summary of these applications is shown in **Table 5.1** below.

Table 5.1: Summary of Sayers Common Development Allocations

Development Allocation Site	Name of development	Planning Application	Size	Future year used
DSPC4	Land at Chesapeake and Meadow View	DM/25/1434	27 dwellings	2030
DSPC5	Land at Coombe Farm	DM/25/2661	210 dwellings	2039
DSPC6	Land to the west of Kings Business Centre	DM/25/3067	80 dwellings	2039
DSPC7 (This site)	Land At LVS Hassocks	DM/26/0238	210 dwellings and LVS Hassocks SEN School	2031

Source: Mid Sussex District Council Planning Portal

- 5.2 Although junction modelling assessments are included within the Transport Assessments for DSPC4 and DSPC6, DSPC4 contains only limited modelling due to the small scale of the site, and DSPC6 relies on the modelling outputs from DSPC5. Accordingly, the comparison of junction modelling results is restricted to the junctions that are common between DSPC5 and this site's assessment.

5.3 Between the two reports, there are three common junctions, these are:

- **B2118/B2216 Albourne Road Junction;**
- **B2118/Reeds Lane Roundabout; and**
- **B2118/Mill Lane Roundabout.**

5.4 The Albourne Road junction had a PRC of 169.3% and 172.7% for the DSPC7 (2031) and the DSPC5 (2039) respectively, showing that the 2039 model showed a slightly higher value which is to be expected given the slightly higher TEMPro growth rate.

5.5 The results of two junctions modelling outputs are shown in **Table 5.2** and **Table 5.3**. It must be noted that the AM and PM peak hours for the DSPC5 modelling were 08:00-09:00 and 17:00-18:00 respectively. Whereas the AM and PM peak hours for the DSPC7 modelling were 07:45-08:45 and 16:45 and 17:45 respectively. However, as these both represent the AM and PM peak hour conditions, a comparison can still be made.

Table 5.2: B2118/Reeds Lane Roundabout

Arm	Morning Peak Hour						Evening Peak Hour					
	RFC		Queue (veh)		Delay (s)		RFC		Queue (veh)		Delay (s)	
	DSPC	DSPC	DSPC	DSPC	DSPC	DSPC	DSPC	DSPC	DSPC	DSPC	DSPC	DSPC
	7 (2031)	5 (2039)	7 (2031)	5 (2039)	7 (2031)	5 (2039)	7 (2031)	5 (2039)	7 (2031)	5 (2039)	7 (2031)	5 (2039)
B2118 North	0.39	0.42	1	0.7	5.35	4.69	0.37	0.52	1	1.1	5.27	5.57
B2118 South	0.32	0.78	1	3.4	4.66	20.26	0.2	0.54	<1	1.1	3.87	9.93
Reeds Lane	0.23	0.63	<1	1.6	6.13	18.65	0.24	0.42	<1	0.7	5.98	9.9

Source: PB Land at Coombe Farm TA and i-Transport LVS Hassocks TA

Table 5.3: B2118/Mill Lane Roundabout

Arm	Morning Peak Hour						Evening Peak Hour					
	RFC		Queue (veh)		Delay (s)		RFC		Queue (veh)		Delay (s)	
	DSPC 7 (2031)	DSPC 5 (2039)	DSPC 7 (2031)	DSPC 5 (2039)	DSPC 7 (2031)	DSPC 5 (2039)	DSPC 7 (2031)	DSPC 5 (2039)	DSPC 7 (2031)	DSPC 5 (2039)	DSPC 7 (2031)	DSPC 5 (2039)
Mill Lane	0.29	0.32	<1	0.5	3.73	3.34	0.32	0.47	1	0.9	3.74	4.23
B2118 (S)	0.41	0.6	1	1.5	4.75	7.04	0.3	0.33	<1	4.18	4.01	0.5
Gated Accesses	0	0	0	0	0	0	0	0	0	0	0	0
B2118 (N)	0	0	0	0	0	0	0.01	0	0	0	2.61	3.08

Source: PB Land at Coombe Farm TA and i-Transport LVS Hassocks TA

- 5.6 The comparison shows that the results from the modelling assessments are broadly similar, with the 2039 growth showing generally higher levels of junction stress, although all still within capacity. This is expected as the 2039 growth factors will be greater than that of the 2031 factors utilised in the LVS Hassocks assessment.
- 5.7 The modelling assessment presented within the submitted Transport Assessment provides a robust and realistic junction study network assessment.
- 5.8 It should also be noted that the cumulative impacts of planned development, including sites allocated for development in Sayers Common within the Mid Sussex Submission Draft Local Plan (SDLP) have been thoroughly tested by the Mid Sussex Transport Study, currently at Stage 6¹. Infrastructure required to mitigate the cumulative impacts of development are to be secured through Section 106 Agreement, either for the delivery of identified infrastructure or to fund alternative intervention arising from the Monitor and Manage Strategy being governed by the Transport Infrastructure Management Group².

¹ [t9-transport-study-scenario-6.pdf](#)

² [t16-transport-infrastructure-management-group-terms-of-reference.pdf](#)

SECTION 6 Residential Travel Plan

- 6.1 WSCC have commented that the submitted Residential Travel Plan (ref: *ITS19984-009C*) should be updated to accord with WSCC Travel Plan Guidance and include the provision of Travel Plan vouchers on first occupation of the development.
- 6.2 The Residential Travel Plan has been updated (ref: *ITS19984-009D*) to include provision for each household to receive a £50 sustainable voucher upon first occupation for each household.
- 6.3 This will be secured via the S106 agreement for the development.

SECTION 7 Trip Monitoring Strategy

- 7.1 Separate Travel Plans have been prepared and submitted alongside the planning application for the residential and school elements of the scheme. The delivery of the Travel Plans for the development will enable the vision to be achieved through the promotion and monitoring of sustainable transport measures. The appointed Travel Plan Co-ordinator (TPC) will review the progress of the Travel Plans on an annual basis. WSCC will review each Travel Plan Monitoring Report, with a financial contribution paid to cover their monitoring fees
- 7.2 If the review identifies the need for remedial measures, then these will be subject to discussion and agreement between the site operators and WSCC. The possible remedial measures include the following:
 - a Increasing the level of personalised travel planning on offer.
 - b Increasing the number of cycle parking spaces provided.
 - c Increasing the number of charging points for electric vehicles.
 - d Increasing the number of car club vehicles on site.
 - e Providing enhanced Travel Information Packs.
 - f Promoting car sharing measures.
 - g Review of the Travel Plan voucher.

- 7.3 Relevant transport stakeholders within the District have also formed the Transport Infrastructure Management Group in order to implement the MSDC Monitor and Manage Strategy.³ The proposed development is to provide financial contributions to enable this group to identify and, where required, implement infrastructure that mitigates the cumulative impacts of development.

³ [t16-transport-infrastructure-management-group-terms-of-reference.pdf](#)

SECTION 8 Other Matters

8.1 This section provides a brief overview in response to other matters raised in consultation responses to the planning application:

8.2 **Highway Safety**

8.2.1 The site access and other highway works have been designed in accordance with the Department for Transport (DfT) design guidance 'Manual for Streets' and have been subject to Stage 1 of the Road Safety Audit process, consistent with DfT guidance document GG119. Further auditing stages will be undertaken as the design moves through the various design stages, including detailed design and construction. The arrangements provide for safe and suitable access, consistent with the requirements of the NPPF.

8.3 **Cumulative Traffic Impact**

8.3.1 The cumulative impact of development has been tested through both the Transport Assessment accompanying the planning application, and as part of the MSDC Transport Study.

8.3.2 The Applicant is willing to make financial contributions towards the schemes identified within the MSDC Infrastructure Delivery Plan in order to mitigate the cumulative impacts of development and enable the delivery of the required improvement schemes.

8.3.3 The development itself will deliver a range of improvements and enhancements to encourage the uptake of sustainable travel measures, such as pedestrian and cycling infrastructure enhancement, bus stop improvements, contributions to enable enhanced bus services, car club, Travel Plan etc to seek to reduce dependency on private motor vehicle and the associated network traffic impacts.

8.4 **Bus Services**

8.4.1 As set out in Section 3, it is expected that bus service enhancement will take a phased approach alongside the build out of the various residential parcels forming the allocation. This will enable a paced increase in service frequency alongside the gradual increase in potential patronage, resulting in a more viable commercial bus service operation.

8.4.2 To support the service during this time, financial contributions are expected from the promoters of each development, to be secured by S106 Agreement. The value of these contributions are to be secured following further discussion with MSDC and Metrobus.

8.5 Parking

8.5.1 At present, the residential element of the development is in Outline form, with the exception of the spine road, with all other matters reserved for consideration as part of a future Reserved Matters Application.

8.5.2 Parking is considered as part of the 'Layout' matter and, at this time, parking will be provided for with reference to the West Sussex County Council parking standards.

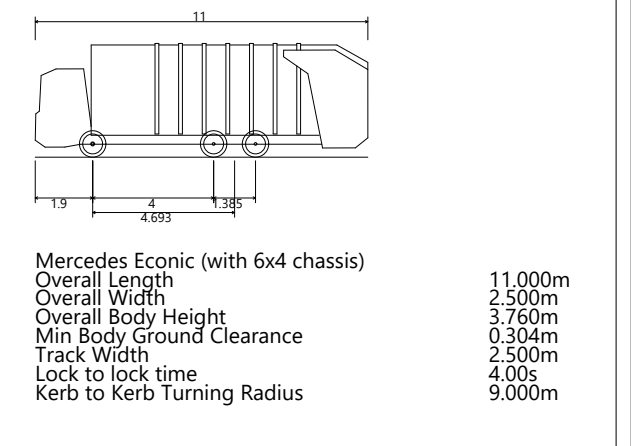
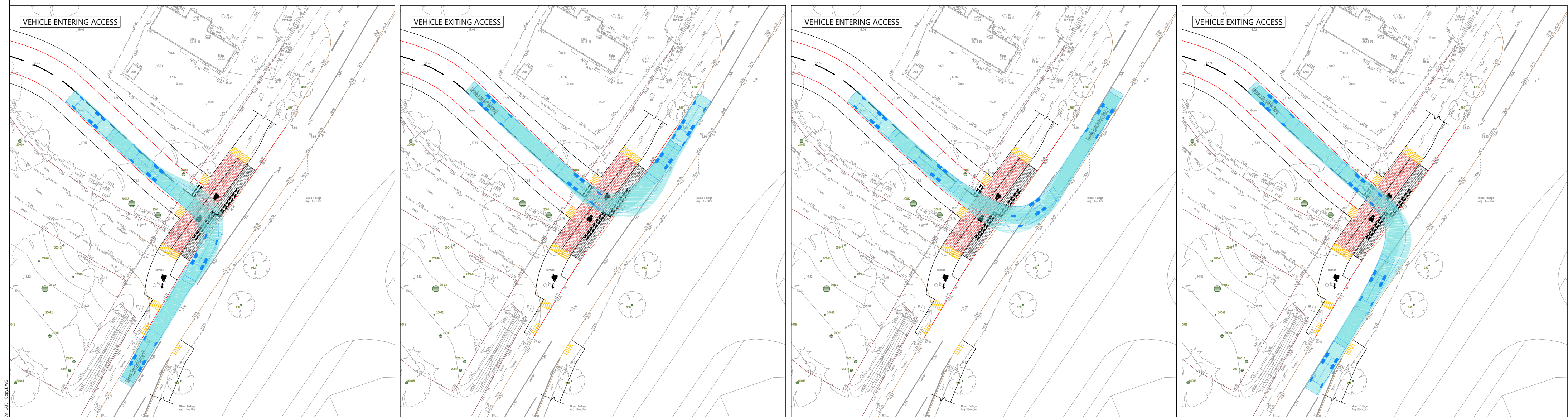
SECTION 9 Conclusion

9.1 This Transport Assessment Addendum has been prepared to address comments (WSCC) in their response to the Transport Assessment submitted as part of the hybrid planning application for the development of a new SEN School and up to 210 dwellings on Land at LVS Hassocks, Sayers Common (ref: DM/26/0238).

9.2 This addendum submission has provided the following updated information:

- The site access has been updated to provide a 'Copenhagen' style crossing to provide cycle priority and the proposed shared use footway / cycleway has been extended to further prioritise active travel modes.
- Discussions are on-going with Metrobus to ensure a collaborate approach between allocated development sites to provide enhancements to local bus services / shelters.
- The proposed spine road has been updated to illustrate the connection between the existing bridleway and spine road.
- A review of junction capacity modelling results has been undertaken for planning applications submitted within the wider Sayers Common site allocation. The modelling result comparison identified similarities between the studied junction performances.
- The Framework Travel Plan (re-submitted separately) has been updated to include a £50 sustainable travel voucher to be provided upon first occupation for each household.
- A trip monitoring strategy has outlined remedial measures, to be implemented by the TPC, to ensure that the vision for the site is delivered.

DRAWINGS



APPENDIX A. WSCC COMMENTS

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Stuart Malcolm
FROM:	Stephen Gee WSCC – Highways Authority
DATE:	2 March 2026
LOCATION:	L V S Hassocks London Road Hassocks BN6 9HT
SUBJECT:	DM/26/0238 Hybrid application that seeks consent for separate and severable elements comprising: Demolition of all existing buildings bar the chapel, to retained for use within Use Class F and: a) Full planning permission for the development of the north western part of the Land at LVS Hassocks so as to accommodate a new SEN School with associated access from London Road, car parking, landscaping and drainage works; and b) Outline planning permission (Appearance, Landscaping, Layout and Scale Reserved) for the development of the rest of the land at LVS Hassocks so as to accommodate up to 210 dwellinghouses (including 30% affordable housing) with associated access, car parking, landscaping, play areas, informal outdoor space and drainage works.
DATE OF SITE VISIT:	9/2/2026
RECOMMENDATION:	More Information / Modification

The application is in hybrid form and seeks full planning permission for a replacement SEN school and associated access from London Road and outline permission for upto 210 dwellings at LVS Hassocks, London Road, Sayers Common.

Pre application discussion were undertaken with the applicant and transport consultant in June 2025.

The site is identified as an allocation within the MSDC regulation 19 submission draft local plan (2021-2039). The wider Sayers Common allocations would deliver 2,500 dwellings and a number of facilities including primary and secondary school, retail and community buildings and employment space to be located within DPSC5.

The site specific policies relating to transport are:

1. Demonstrate a coordinated approach and collaboration with other housing allocations in the Plan within Sayers Common to deliver high quality placemaking which supports the 20-minute neighbourhood principles, with direct enhanced active/ sustainable travel connections, and includes enabling the viability of new public transport services.
2. Prioritise pedestrian and cycle access throughout the development and integrate and enhance the existing PRow which crosses the site.
3. Provide any necessary upgrades to the existing access onto B2118.

Vehicular Access

The site currently benefits from an existing priority access onto the B2218 which is gated. A second access is located 60 metres northeast of this and provides access to two cottages used for operational and staffing requirements of the school and forms bridleway 9hU.

The existing site access will be moved northwards by approximately 10m. Visibility splays of 2.4x 54m and 55.2m can be provided in accordance with manual streets parameters for 85th percentile speeds of 35.2 mph southbound and 35.7 mph northbound. A 5.5m wide carriageway with 8m kerb radii and 2m footways would be provided. Swept path analysis has been undertaken and shows that a refuse vehicle would over run the centre line when entering and exiting the site however given the limited nature of the movement would not result in a concern for the highway authority. A stage one road safety audit has been undertaken which didn't not identify any issues with the access. Further comments on the access and the interaction with the offsite shared use route are provided below.

Sustainability

At present there are very limited facilities within Sayers Common. These include a small village shop with limited opening hours (7.30-18.00), a public house and some business and industrial parks. There is no primary school in the village with the nearest current provision in Albourne to the south and secondary education provided either in Hassocks or Burgess Hill.

Vision

The application has provided the following vision:

"The development at the Land at LVS Hassocks will create high-quality and connected new homes which provide, utilise and seek to improve on and off-site Active Travel infrastructure to make a place

in which the use of sustainable modes of transport is prioritised to be the natural choice for future residents. The site will integrate seamlessly with the replacement school and, the surrounding area; providing connections and improved routes to local facilities as well as the surrounding countryside.”

Sustainable Transport

The application site currently benefits from the following provision:

Pedestrians

A footway is provided along the site frontage and provides a continuous footway to link to the existing built up area. On the eastern side of the carriageway along London Road the footway begins at the southbound bus stop (with alternative provision along Oakhurst).

Cyclists

The B2118 is a signed on road cycle route however there are no dedicated facilities.

Public Transport

The nearest bus stops are located approx. 100m away from the site. These stops are served by the 100 service (hourly on Mondays to Saturdays serving Burgess Hill, Storrington, Pulborough, Billingshurst and Horsham) and the 273 service (hourly Monday to Sunday serving Brighton and Crawley) and a school bus service also operates to Downlands School in Hassocks.

Both stops benefit from flag poles and shelters.

The applicant proposes the following offsite improvements.:

- Widening of the existing footway on the B2218 north of the site access to the Mill Lane Roundabout to provide a 3m wide shared use route. – Concerns are raised about the southern start point of the facility, cyclists joining the shared use route would immediately be required to wait for any vehicles exiting the site, no provision is provided for cyclists to rejoin the carriageway along the spine road. Given the shared use route is to cross the site access it should be possible to provide pedestrian and cycle priority across the site access in line with LTN1/20 guidance.
It would also be beneficial to consider a more southerly start point to connect the off road provision.
At the northern extent consideration should be provided as to how cyclists would rejoin the carriageway / join the route.
- Provision of an uncontrolled crossing and new shared use route on the western section of the B2218 to tie into the existing footway adjacent to the southbound bus stop.
- Provision of tactile paving at the junction of the B2218/Oakhurst
- Provision of RTPI and bus border kerbs at the closest bus stops – RTPI displays would be secured by a S106 contribution.
- A financial contribution, to enable the enhancements of the local bus service. – further details of the contributions, service enhancements and timeframes for delivery are requested.

A stage 1 RSA has been undertaken on the offsite works and designers' response provided, commentary will be provided once the issues identified in the above have been addressed.

An ATE toolkit assessment has been provided.

The LHA do not agree with appraisers' commentary, provided especially with regard to the pedestrian access to local amenities and cycling accessibility. Additional facilities and routes are anticipated to come forward with the wider Sayers Common allocations. Until such time these facilities and sustainable transport options are provided the development is likely to result in a car dominated development. No assessment has been made of the routes and their suitability for all users to the facilities located outside of Sayers Common.

PROW

At present vehicles waiting to access the school queue along the PROW, the proposals would remove this obstruction.

A new route is proposed within the site providing connectivity between the Bridleway 9HU and Footpath 10HU, this would be within the blue line area of the application and details could be secured via condition.

Spine Road

The spine road forms part of the full application and will provide a 5.5m wide carriageway, clarification should be provided to as what elements of the spine road are included within the red line including details of its crossing point- bridleway as a minimum required for the full application.

No junctions are shown on the plan of the spine road that could serve the residential parcels and on the site layout plan raised tables are shown. The applicant and LPA should consider how these can be secured. The submitted documents indicate that "the internal layout of the site has been designed to encourage low vehicle speeds to promote and facilitate cycling within the site." The alignment of the spine road without the measures identified above would not reflect this statement.

School Layout

The school layout has been designed to internalise the movement and parking requirement. At present the school can accommodate 100 pupils, the new school would provide the same provision.

A total of 69 car parking spaces are proposed to serve the site based it on its operational needs. 10 cycle parking spaces are to be provided for staff and visitors; the provision will be monitored via the school travel plan. The drop off loop would provide capacity for pupils to be dropped off and escorted

into the school. In the unlikely event the provision is insufficient for waiting vehicles (or arriving early prior to the gates opening as is the existing situation) the impacts would result in queueing on the spine road but would unlikely effect the operation of the local highway network.

Swept path analysis has been provided for the internal layout and shows acceptable movements by an estate car, fire tender and refuse vehicle.

Development Impact

The cumulative impacts of the local plan allocations have been modelled within the local plan transport study, and a set of interventions developed accordingly the application sites will need to make proportional contributions to the mitigation identified.

Trip Generation

The applicant has utilised the Trics database to establish trip generation potential of the site the parameters that have been utilised are acceptable. The residential element of the site has been calculated based upon the provision of 224 dwellings whilst the application is for upto 210. The residential element is anticipated to generate 106 AM peak two-way vehicle trips and 103 PM peak two-way vehicle trips with a total daily two-way trips of 905.

A vision based scenario has been provided with a 10% reduction on vehicle trip rates (95 AM peak and 93 PM peak trips.)

The school capacity would remain at 100 pupils and as such the potential number of trips generated by the development would already be consented, it is understood that the school is currently operating with 90 pupils, given the increased number of residential units included in the assessment then no concerns are raised over the issue.

Trip Distribution

Trips have been distributed according to gravity model, given the lack of local facilities it is noted that National Highways have requested a change from a P/T2 to a P/T model. The impact of this is to route trips to larger destinations further afield (primarily Crawley and Brighton over more local destinations such as Burgess Hill and Hassocks)

The effect of the change is minimal within the study area when compared to those figures agreed as part of the pre application discussions.

Junction Modelling

Junction counts were undertaken on Thursday the 5th of June 2025 to provide the baseline of traffic conditions on the local highway network. TEMPRO has been utilised to growth traffic flows to a 2031 level. As advised within the pre application advice no committed development has been included within the assessment, however, since this has been provided applications have been submitted on other proposed allocations within Sayers Common. The standard approach would be for all applications to consider the cumulative impacts.

The Highway Authority have considered information provided within other Transport Assessments that highlight the operation of the local junctions and subject to the proportional contributions being secured would be acceptable.

Should the junction modelling be considered at face value it details that all junctions would operate within capacity in a 2031 scenario.

- 1- Site Access
- 2- B2118 / Mill Lane roundabout.
- 3- A2300 interchange.
- 4- A23 / B2118 merge / diverge.
- 5- B2218 / Reeds Lane roundabout.
- 6- B2118 / Furzeland Way mini-roundabout.
- 7- B2118 / Aldbourne Road signalised junction

Contributions

The transport assessment identifies that this site will make proportional contributions towards facilitating an off carriageway cycle route between the B2218 and the B2300 as well as other schemes identified within the MSDC transport study and infrastructure delivery plan. Whilst in principle the proportionate contribution would be acceptable, sufficient flexibility would be needed within the legal agreements to ensure schemes can be delivered at an early stage of developments. The proposed approach taking proportional contributions from each site towards individual schemes could delay delivery until the final allocation sites meets the trigger points for payments. Without early delivery of sustainable transport schemes car dominated travel behaviour would be ingrained in future residents.

Residential Layout

Whilst the layout of the residential element would be a reserved matter, swept path analysis has been provided for an indicative layout and shows that suitable servicing by a fire tender and refuse vehicle could be achieved.

Parking and cycle parking provision would be provided to accord with WSCC guidance. Further information would be required on the old chapel community facility and any parking requirements it may have.

School Travel Plan

A travel plan that focuses on staff travel has been provided. Given the nature of the school the approach is acceptable.

Residential Travel Plan

A framework travel plan has been prepared, the plan should accord with the WSCC travel plan guidance and include the provision of travel plan vouchers on first occupation.

Car Club

The applicant has engaged with Enterprise Car Club and will fund the introduction of a car club within the site.

Trip Monitoring Strategy

No details have been provided on remedial measures should the development not meet its vision.

Conclusion

Further information / modification is requested upon:

Consideration of cycle priority across the site access;

Consideration of how cyclist on the shared use route would enter the spine road;

Consideration of the start and end points of the shared use cycle way;

Further details of the enhancements to the local bus services;

Information on the spine road, including consideration of the bridleway crossing and details of how future amendments such as raised table/surfacing/junctions are secured.

Junction Modelling – The application would benefit from a comparison or signposting to the results of other applications that have considered the cumulative impact.

Revision to Residential Travel Plan to reflect WSCC guidance

Provision of a trip monitoring strategy and identification of remedial measures.

Stephen Gee

West Sussex County Council – Planning Services