Land at Chesapeke, Sayers Common

Transport Statement

Client: Antler Homes

i-Transport Ref: TW/BB/TE/ITB200420-001R

Date: 28 March 2025

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Quality Management

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SECTION 1 Introduction

1.1 Overview

1.1.1 i-Transport LLP has been appointed by Antler Homes to provide highways and transportation advice in relation to a full planning application for a residential development of 27 homes at Land South of Reeds Lane in Sayers Common, Mid Sussex.

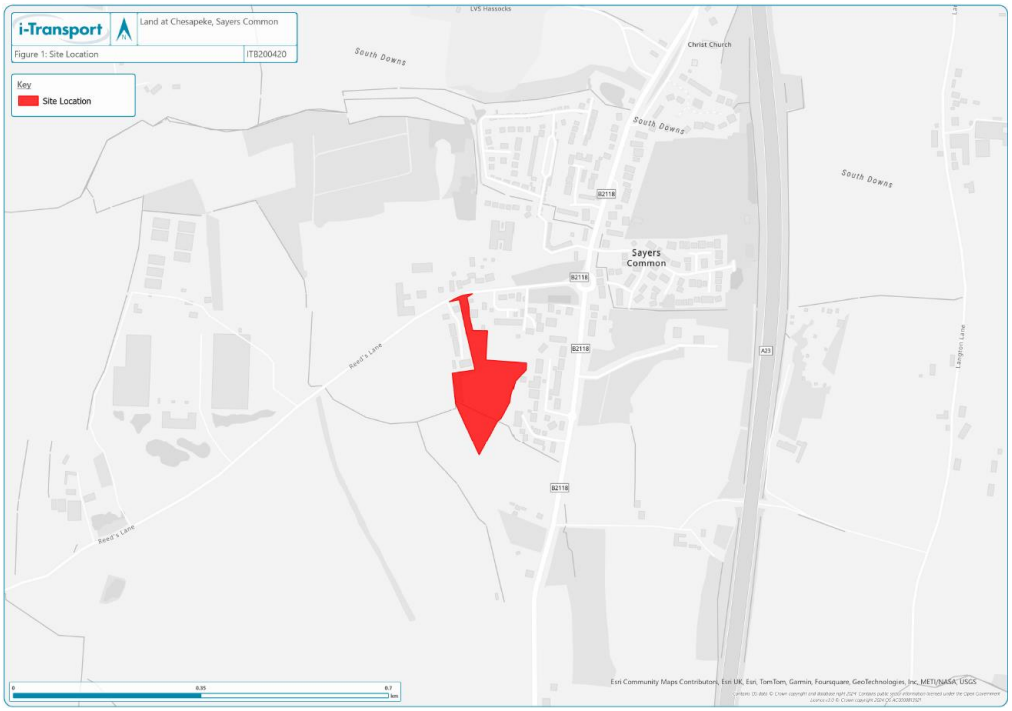
1.1.2 The site is included in the Mid Sussex Submission Draft Local Plan (as Policy DPSC4) for up to 33 homes, and therefore the principle of development at the site is established.

1.2 Site Location

1.2.1 The site is located in Sayers Common in the Mid Sussex District Council area of West Sussex. The site is bound to the north by Reeds Lane, to the east and west by existing residential properties off Furzeland Way and Meadow View respectively and to the south by open fields.

1.2.2 The location of the site within the context of the local highway network is presented in **Figure 1**, an extract of which is presented as **Image 1.1**.

Image 1.1: Site Location



1.3 Transport Vision

1.3.1 In line with the vision-led approach to transport planning, as set out within the National Planning Policy Framework (NPPF), the following transport vision is proposed for the development.

"In transport terms the vision for the proposal is to enable development focused around the prioritisation of active travel whilst ensuring that safe and suitable access for all is provided. Specifically, the integration of the site with the existing walking, cycling and PROW network in Sayers Common, proximity to local facilities / services (including those within the nearby key service centre of Burgess Hill), as well as delivery of an access that meets local and national standards will provide the best possible opportunity for active travel opportunities to be taken up and the use of the private car minimised."

1.4 Planning History

1.4.1 A request for pre-application highways advice was submitted to West Sussex County Council (WSCC), in their role as the local highway authority, in June 2023. WSCC's response is provided in **Appendix A**.

1.4.2 The following key issues were raised through the pre-application process:

- The treatment of PROW No. 11 - which routes through the site.
- The integration of the proposed site access arrangement in conjunction with the consented access arrangements for the Land North of Reeds Lane (*MSDC Ref: DM/22/064)*.
- A request for clarification on the visibility requirements at the proposed site access arrangements.
- A request for swept path analysis for a servicing and emergency vehicle within the site.
- A Stage 1 Road Safety Audit would be required of the proposed site access arrangements.

1.4.3 This Transport Statement has been developed to address the key issues raised within WSCC's pre-application response.

1.5 Structure of the Transport Statement

1.5.1 The remainder of the TS is structured as follows:

- **Section 2:** Sets out an overview of the relevant national and local transport policy to provide context for the assessment.
- **Section 3:** Provides a review of existing transport conditions in the vicinity of the site.
- **Section 4:** Confirms the details of the development proposal, including access arrangements and the internal site layout proposals.
- **Section 5:** Demonstrates the sustainable location of the site and provides details of the sustainable transport strategy.

- **Section 6:** Establishes the likely trip generation of the proposed development and provides an assessment of impacts on the local highway network.
- **Section 7:** Provides a summary and draws conclusions.

SECTION 2 Policy Review

2.1 National Policy

National Planning Policy Framework (NPPF)

2.1.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies and how they should be applied by local planning authorities / decision makers when drawing up local development plans and when determining planning applications.

2.1.2 Section 9 ('Promoting Sustainable Transport') of the NPPF discusses promoting sustainable transport with paragraphs 115 – 118 setting out specific transport matters when considering development proposals.

2.1.3 Paragraph 115 provides the four critical Transport tests that new developments should achieve:

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

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

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code[48]; and

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

2.1.4 Paragraph 116 confirms that new development should only be refused if there is an unacceptable impact on highway safety or the residual cumulative impact on the road network, following mitigation, would be severe.

2.1.5 Paragraph 117 that within the context of Paragraph 116, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

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

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

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

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

National Planning Policy Guidance (NPPG)

2.1.6 The web-based National Planning Practice Guidance (NPPG) brings together planning guidance for England across all disciplines in an accessible way, as well as to provide a clear link between guidance and the aims and objectives of the NPPF.

2.1.7 NPPG discusses the role of travel plans and transport assessments / statements and how they relate to each other.

2.1.8 This TS complies with the PPG in terms of the requirements for Transport Statements, in particular the following key principles:

"Travel Plans, Transport Assessments and Statements should be:

- ***Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;***
- ***Established at the earliest practicable stage of a development proposal;***
- ***Be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);***
- ***Be brought forward through collaborative ongoing working between the Local Planning Authority/Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities)."***

2.2 Local Policy

Mid Sussex District Plan (2014-2031)

2.2.1 The Mid Sussex District Plan (adopted March 2018) sets out the vision and development objectives for the district up until the year 2031. The document sets out policies that outline the requirements for a proposed development. Relating to transport, Policy DP21: Transport, sets out the below.

Development will be required to support the objectives of the West Sussex Transport Plan 20112026, which are:

A high-quality transport network that promotes a competitive and prosperous economy;

A resilient transport network that complements the built and natural environment whilst reducing carbon emissions over time;

Access to services, employment and housing; and

A transport network that feels, and is, safer and healthier to use.

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

- ***The scheme is sustainably located to minimise the need for travel noting there might be circumstances where development needs to be located in the countryside, such as rural economic uses (see policy DP14: Sustainable Rural Development and the Rural Economy);***
- ***Appropriate opportunities to facilitate and promote the increased use of alternative means of transport to the private car, such as the provision of, and access to, safe and convenient routes for walking, cycling and public transport, including suitable facilities for secure and safe cycle parking, have been fully explored and taken up;***
- ***The scheme is designed to adoptable standards, or other standards as agreed by the Local Planning Authority, including road widths and size of garages;***
- ***The scheme provides adequate car parking for the proposed development taking into account the accessibility of the development, the type, mix and use of the development and the availability and opportunities for public transport; and with the relevant Neighbourhood Plan where applicable;***
- ***Development which generates significant amounts of movement is supported by a Transport Assessment/Statement and a Travel Plan that is effective and demonstrably deliverable including setting out how schemes will be funded;***
- ***The scheme provides appropriate mitigation to support new development on the local and strategic road network, including the transport network outside of the district, secured where necessary through appropriate legal agreements;***
- ***The scheme avoids severe additional traffic congestion, individually or cumulatively, taking account of any proposed mitigation;***
- ***The scheme protects the safety of road users and pedestrians; and***

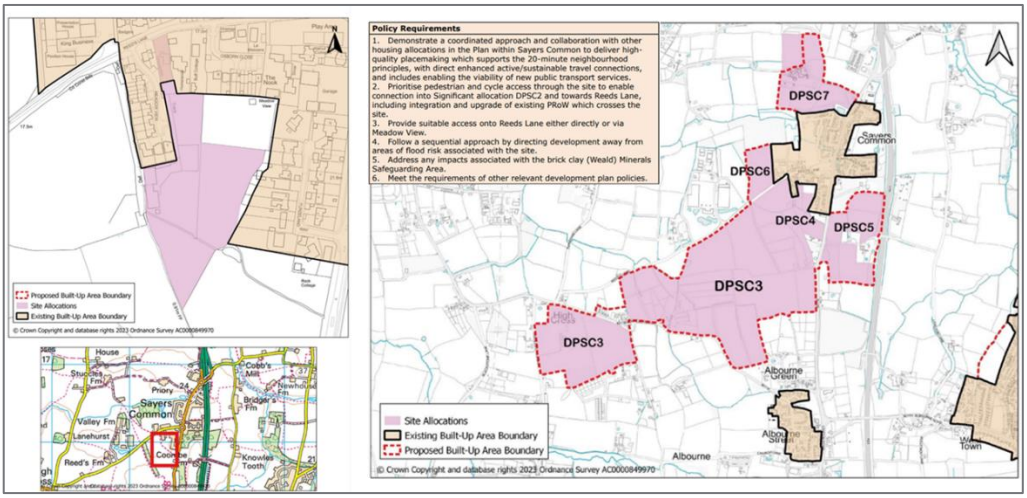
- ***The scheme does not harm the special qualities of the South Downs National Park or the High Weald Area of Outstanding Natural Beauty through its transport impacts. Where practical and viable, developments should be located and designed to incorporate facilities for charging plug-in and other ultra-low emission vehicles. Neighbourhood Plans can set local standards for car parking provision provided that it is based upon evidence that provides clear and compelling justification for doing so.***

Mid Sussex District Plan (2021-2029) Submission Draft (Regulation 19)

2.2.2 Mid Sussex District Council is in the process of updating its adopted District Plan. The Regulation 19 District Plan was submitted for examination in July 2024. The site is allocated within the plan as Policy DPSC4 for the development of up to 33 dwellings.

2.2.3 The site is also situated next to the large allocation DPSC3 – Land to the South of Reeds Lane, which will comprise a large mixed-use development. The location of the site in the context of Sayers Common and the large DPSC3 allocation is shown in **Image 2.1**.

Image 2.1: Sayers Common Allocations



Source: MSDC Submission Draft Local Plan

2.2.4 As the proposed development is allocated within the draft local plan, the principle of sustainable development has therefore been established.

2.2.5 The Reg19 plan also sets out the following key policies that are relevant to transport.

2.2.6 Policy DPT1 "Placemaking and Connectivity" states:

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

To meet these objectives:

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

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

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

- ***Development shall create liveable communities which embody the 20-minute neighbourhood principles,23 demonstrate accordance with the movement hierarchy and deliver attractive, healthy places that have a permeable street network within the site, connecting to existing networks and services, with clearly defined street hierarchies that are safe, and incorporate green infrastructure, particularly on walking and cycling routes, whilst ensuring they are designed for all users and supporting desirable opportunities for people to choose not to travel by car.***

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

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

2.2.7 Policy DPT3 "Active Travel" states:

"Development will be required to help remove barriers to active and sustainable travel and create a healthy environment in which people choose to walk, wheel and use sustainable transport by taking account of all of the following:

- ***Embedding the principles of 20-minute neighbourhoods, development must demonstrate that the proposal accords with the movement hierarchy and provide high quality, attractive, if it for purpose and convenient active travel infrastructure within the development which links to existing networks, key facilities and services and builds on the schemes identified in the Mid Sussex and West Sussex (and where relevant, neighbouring authority's) Local Cycling and Walking Infrastructure Plan (LCWIP), along with suggested routes in the West Sussex Walking and Cycling Strategy 2016-2026 Appendix 1, and any subsequent Active Travel Strategy.***

- ***Where feasible, exploiting opportunities to improve active travel connections between settlements to enable communities to access services in nearby towns and villages by non-car modes, including negotiation of 'Quiet Lanes' to reduce car speeds.***

- ***Designing and constructing new infrastructure to an appropriate standard, incorporate green infrastructure and, where appropriate, integrate with existing green networks and, where possible, be designed to provide equal opportunities for those with mobility challenges. Providing high quality facilities that will encourage and enable active travel, such as communal facilities such as cycle-hubs, bike hire, workplace showers, lockers and changing facilities.***

- ***Providing appropriate levels of cycle parking facilities (taking account of WSCC Guidance on Parking at New Developments 2020 and subsequent iterations), well designed and laid out to be under cover, secure, conveniently located and easily accessible, close to the main entrance of the premises and in accordance with the guidance in the Mid Sussex Design Guide SPD.***

- ***Providing or contributing towards delivery of service and infrastructure improvements, in accordance with the West Sussex Bus Service Improvement Plan (BSIP) or subsequent documents."***

2.2.8 Policy DPT4 "Parking and Electric Vehicle Charging Infrastructure" states:

Development must provide:

- ***Adequate and well-integrated car parking, taking account of the guidance in the Mid Sussex Design Guide SPD and the WSCC Guidance on Parking at***

- ***New Developments (2020 and subsequent iterations) along with the accessibility of the site to services and sustainable travel infrastructure, and the type, mix and use of development.***

- ***Parking associated with all new residential development to ensure the relevant requirements of Schedule 1 Part S of the Building Regulations regarding Electric Vehicle Charging are met.***

- ***A minimum of 25% of all associated parking spaces for non-residential buildings to have fast (minimum 7kW) or faster Electric Vehicle Charging points; cable routes shall be provided for 100% of the remaining total number of spaces.***

- ***The Council will support the provision of car clubs, including the provision of accessible car club parking spaces and/or contributions towards the provision of car clubs in the vicinity of a development. Car club vehicles must be powered by non-fossil fuels.***

Development for Rapid and Ultra Fast EV Charging facilities must:

- ***Be delivered in accordance with the most up to date WSCC EV Charging Strategy.***

- ***Demonstrate the site is appropriately located to meet an identifiable need and/or locational gap in provision.***

Outside the defined built-up area boundary, in addition to criteria iv and v above, sites that are part of existing development will be viewed more favourably over undeveloped greenfield sites. Any necessary ancillary uses for customers must be small scale to serve a functional need.

West Sussex Transport Plan (2022-2036)

2.2.9 The West Sussex Local Transport Plan (LTP) sets out the objectives, policies and targets for improving all modes of transport in the area for the period from 2022 to 2036.

2.2.10 The LTP sets out strategic transport objectives for the Mid Sussex area, including:

- ***"Improve the performance of the A22, A23, A264, A272 and A2300;***
- ***Prioritise active travel modes in the towns as development takes place;***
- ***Increase space for active travel increase space for active travel through infrastructure improvements on priority routes such as between Haywards Heath and Burgess Hill; and***
- ***Use behavioural initiatives to tackle inappropriate speed and use of unsuitable rural routes."***

West Sussex Parking Standards

2.2.11 The West Sussex County Council: Guidance on Parking at New Developments (2020) document sets out the development vehicle and cycle parking standards for the district. The county utilises "Parking Behaviour Zones (PBZ)" which categorises settlements within the county boundary based on parking demand. The site is situated within PBZ1 – which has the highest parking requirements. Based on this, the minimum vehicle and cycle residential parking standards are set out below:

Table 2.1: Vehicle and Cycle Residential Parking Standards (Parking Behaviour Zone 1)

Number of Bedrooms	Minimum Number of Vehicle Spaces	Minimum Number of Cycle Spaces
1 Bedroom	1.5	1
2 Bedrooms	2.7	1
3 Bedrooms	2.2	2
4 Bedrooms	2.7	2
Sub-total	-	-
Visitor Parking	0.2 (per dwelling)	-

SECTION 3 Existing Conditions

3.1.1 This section of the TS sets out the existing transport conditions in the area, including opportunities to use non-car modes, as well as the operation of the existing highway network.

3.2 Walking and Cycling Opportunities

Walking

3.2.1 A continuous footway is provided across the site frontage on the southern side of Reeds Lane. The footway routes east from Meadow Close before merging with the footways on the B2118. The footway is c. 1.5m wide and benefits from street lighting.

3.2.2 To the east of the site at the Reeds Lane/B2118 roundabout, uncontrolled pedestrian crossings (including tactile paving and refuge islands) are provided across each arm of the junction. These facilities allow for safe pedestrian routeing from Reeds Lane to the local amenities situated on either side of the B2118 in Sayers Common.

Cycling

3.2.3 There is no dedicated cycle infrastructure along Reeds Lane and B2118. However, the existing streets within Sayers Common are relatively lightly trafficked and are subject to 30mph speed limits. In accordance with guidance in the Manual for Streets (MfS), these characteristics serve to ensure that the local highway network is generally conducive to cycling.

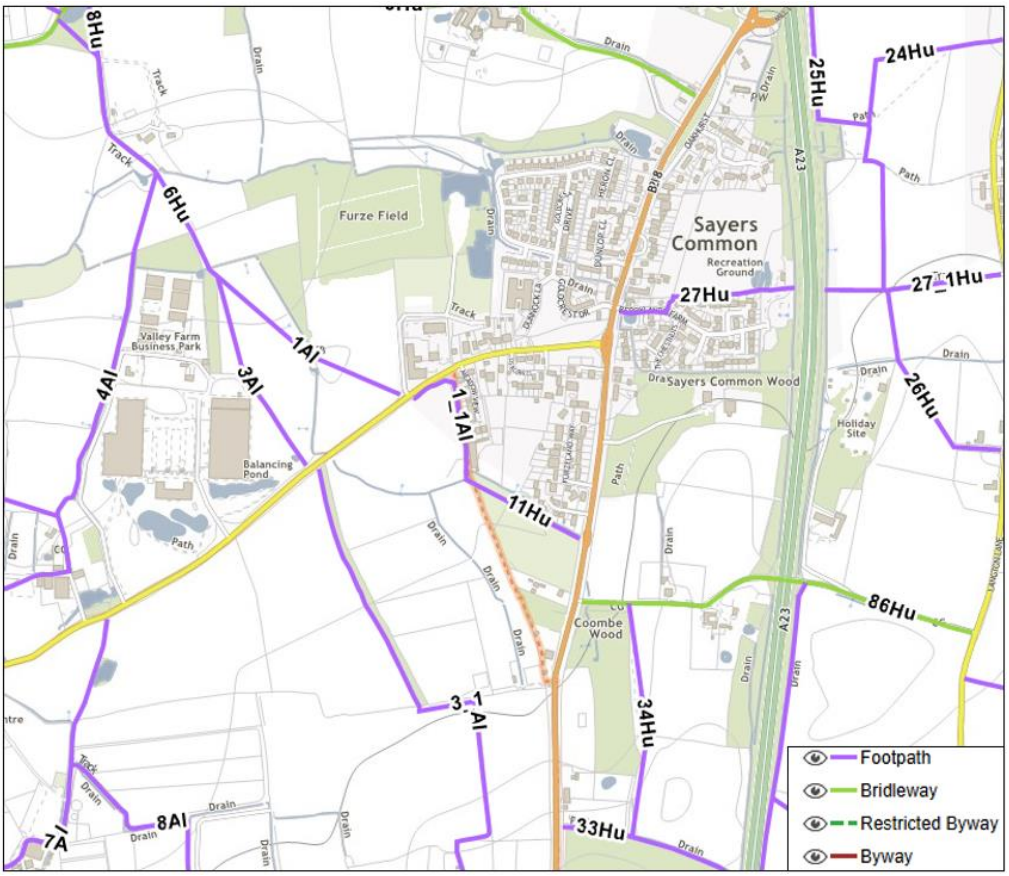
3.2.4 The Active Travel Corridor proposed within the latest submission draft of MSDC's Local Plan (Reg 19) would bring about a continuous, high standard active travel route between Sayers Common and Burgess Hill. This would provide further attractive and feasible opportunities to cycle from Sayers Common to the higher-order services and facilities within the key service centre of Burgess Hill. Further information on this potential corridor is provided in **Section 5**.

3.3 Public Rights of Way

3.3.1 **Image 3.1** shows the Public Rights of Way in the locality of the site, which provide connections to local amenities within Sayers Common and surrounding local centres.

3.3.2 PROW no. 11 routes through the southern section of the site and therefore the proposed development has been carefully designed to integrate the existing PROW into the proposals (see **Section 4**).

Image 3.1: Public Rights of Way



Source: West Sussex County Council

3.4 Public Transport

Bus

3.4.1 The nearest bus stops are located on either side of the B2118, opposite Sayers Common Community Shop (c. 500m north of the site). The stops are supported by flagpoles, shelters and timetable information. The stops are served by bus routes 100 and 273, which provide regular services to Crawley, Horsham, Burgess Dean and Brighton throughout the week. A summary of these weekday and weekend services is presented in **Table 3.1**.

Table 3.1: Summary of Bus Services

Bus Service	Destinations	Frequency		
		Weekday	Saturday	Sunday
100	Horsham – Sayers Common – Burgess Hill	1 service per hour (06:55 – 18:54)	1 service per hour (07:55 – 18:49)	No Service
273	Crawley – Sayers Common - Brighton	1 service per hour (05:20 – 19:32)	1 service per hour (08:05 – 09:38)	1 service every 1-2 hours (09:18 – 18:14)

Source: bustimes.org

3.4.2 The site is therefore well positioned in relation to existing bus services which provide hourly connections to several primary destinations in the wider area. These destinations include the key service centre of Burgess Hill, which is accessible within a c. 15-minute bus journey from the nearest bus stops to the site.

Rail

3.4.3 The nearest station to the site is Burgess Hill station, approximately 6km east of the site. This station provides regular services to several destinations, including London Victoria, Brighton, and Crawley (Three Bridges). A summary of the rail services from this station is set out in **Table 3.2** below:

Table 3.2: Summary of Rail Services

Destination	Frequency		Journey Times
	Peak	Off-Peak	
London Victoria	4 trains per hour	4 trains per hour	52 minutes
Brighton	5 trains per hour	5 trains per hour	12 minutes
Crawley (Three Bridges)	4 trains per hour	4 trains per hour	15 minutes

Source: Trainline.

Note: Journey times based on quickest service.

3.4.4 Buress Hill Station is accessible within a c. 15-minute bus journey from the site via the 100 Bus Service. The service sets down at Church Road, which is located within a 5-minute walk of the station.

3.4.5 This serves to ensure that future residents of the site will be afforded genuine opportunities to travel sustainably to wider destinations as part of linked trip between bus and rail services.

3.5 Local Highway Network

3.5.1 Within the vicinity of the site, Reeds Lane is a single carriageway two-way road that is subject to a 30mph speed limit. Reeds Lane is inter-urban in character and is flanked on both sides by existing residential properties.

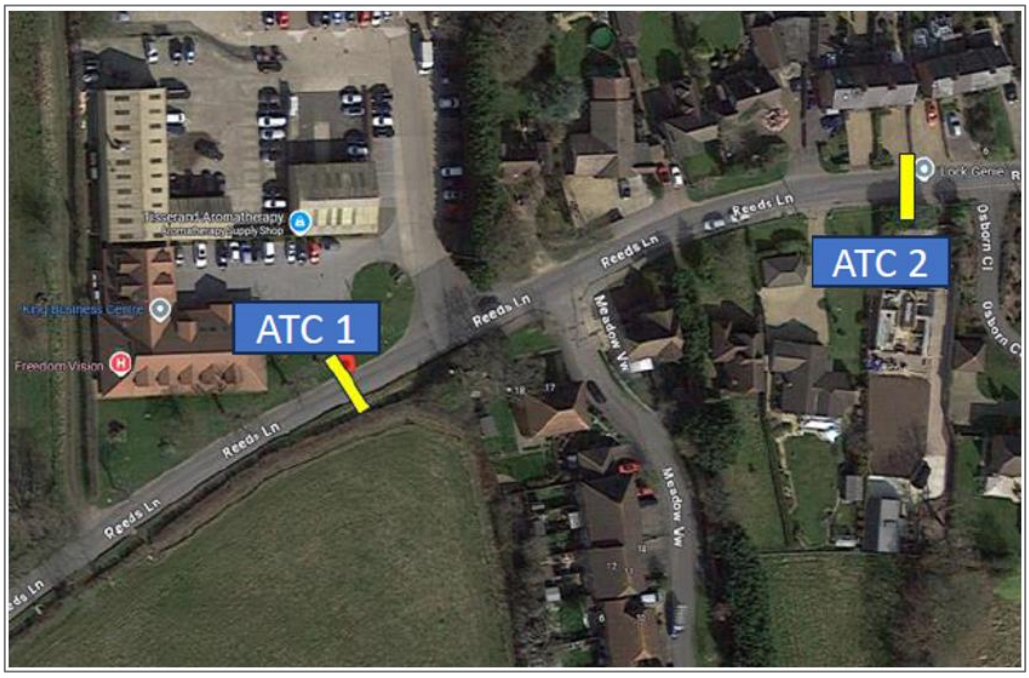
3.5.2 Reeds Lane is c. 5.5m in width and accommodates a footway on the southern side of the carriageway. The footway benefits from regular street lighting, is well overlooked by existing properties, and provides a continuous pedestrian connection towards the village centre.

3.5.3 The B2118 serves as an arterial route through Sayers Common, providing direct connections to the A23 to the north. The road routes for circa 4km from A23/B2118 junction to B2117 Brighton Road. Within Sayers Common, the B2118 accommodates footways on either side of the carriageway and is subject to a 30mph speed limit.

3.6 Observed Traffic Flows and Vehicle Speeds

3.6.1 Automatic Traffic Counter (ATC) surveys were undertaken on Reeds Lane between 27 February and 5 March 2025. These surveys measured existing vehicle flows and speeds in both directions. The location of the ATCs is shown in **Image 3.2**.

Image 3.2: Location of ATC Surveys



Source: Charge Surveys

3.6.2 A summary of the observed traffic flows and 85th percentile vehicle speeds is provided in **Table 3.3**, whilst the full ATC Data is contained at **Appendix B**. The vehicle speeds from the ATCs have been used to determine the appropriate site access junction visibility splay requirements, as detailed in **Section 4**.

Table 3.3: Observed Vehicle Traffic Flows and Speeds (Reeds Lane)

Location	Direction	Traffic Flow (AM Peak)	Traffic Flow (PM Peak)	85th Percentile Speed (mph)
Reeds Lane (West of Site Access)	Eastbound	131	172	32.1
	Westbound	202	107	-
	Two-way	333	279	-
Reeds Lane (East of Site Access)	Eastbound	153	202	-
	Westbound	229	103	26.8
	Two-way	382	305	-

Source: Traffic Surveys (2025)

3.6.3 The surveys show that Reeds Lane is relatively lightly trafficked in both directions during the morning and evening peak periods, with a maximum of 6 trips per minute routeing along the site frontage. Recorded 85th percentile speeds are broadly conducive to the sign-posted 30mph speed limited, with speeds of 32.1mph eastbound, and 26.8mph westbound respectively.

3.7 Highway Safety

3.7.1 Personal Injury Collision (PIC) data has been obtained from the Sussex Safer Roads Partnership for the most recently available five-year period. The study area includes:

- The length of Reeds Lane between the King Business Centre and the Reeds Lane / B2118 roundabout; and
- The length of the B2118 between the junctions with Berrylands Farm and the used car dealership on the western side of the carriageway.

3.7.2 The data confirms that no PIC's have been recorded within the study area within the most recent period. The response from the Sussex Safer Roads Partnership confirming this is contained at **Appendix C**.

3.8 Summary

3.8.1 The surrounding highway network comprises continuous pedestrian footways, street lighting and pedestrian crossing facilities and provides a slow speed and low traffic volume environment suitable for on-street cycling. There are genuine opportunities for future residents of the site to travel to nearby destinations on foot and by cycle.

3.8.2 Bus services are available from the nearby bus stops on either side of the B2118, which provide hourly connections to higher-order destinations such as Crawley and Burgess Hill, as well as Burgess Hill Railway Station. The walking route and distance from the site to these bus stops is suitable, giving residents genuine opportunities to access wider services and employment by bus.

3.8.3 On this basis, future residents of the site will be afforded genuine opportunities to travel by sustainable modes of transport.

SECTION 4 Development Proposal and Access

4.1 Development Proposal

4.1.1 The development proposal will comprise 27 new homes, as shown on the proposed site layout plan in **Appendix D**, with an extract provided below at **Image 4.1**.

Image 4.1: Site Layout Plan (Extract)

Source: Appendix D

4.1.2 The proposed schedule of accommodation for the 27 homes at the site is summarised in **Table 4.1**.

Table 4.1: Proposed Schedule of Accommodation

Type	Mix
Private	
Two-bedroom	3
Three-bedroom	11
Four-bedroom	5
Affordable	
One-bedroom	2
Two-bedroom	5
Three-bedroom	1
Total	**27**

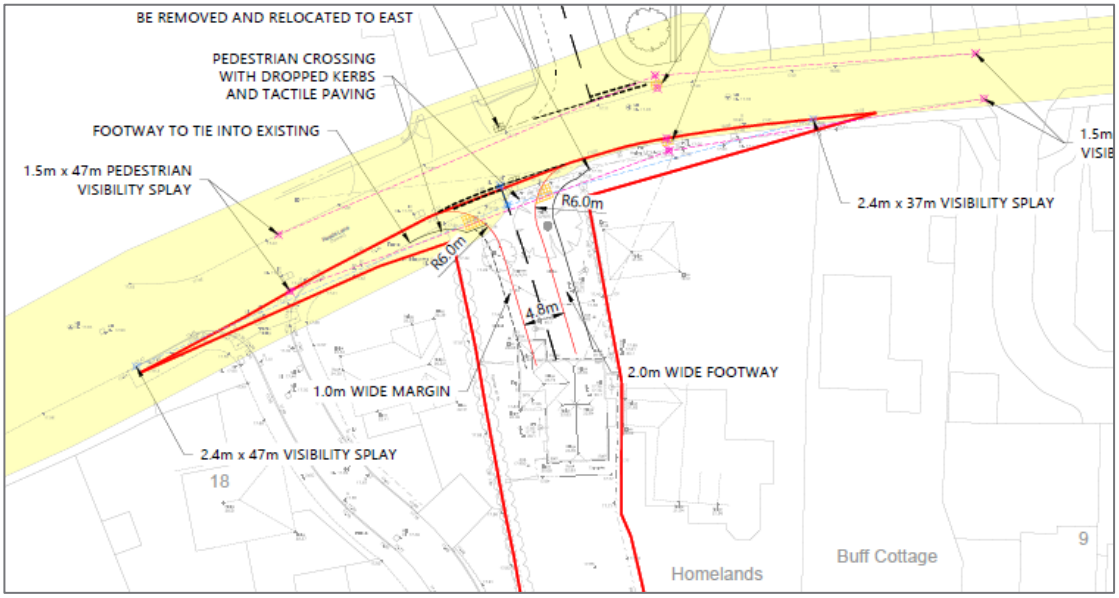
4.2 Access Arrangements

4.2.1 The proposed site access arrangements will be in the form of a new simple priority junction onto the southern side of Reeds Lane. The access proposals will comprise:

- A 4.8m wide carriageway.
- A new 2.0m wide footway on the eastern side of the carriageway, connecting to the existing footway provision on the southern side of Reeds Lane.

4.2.2 The proposed site access and pedestrian arrangements are shown on drawing no. **ITB200420-GA-001C**, an extract is shown as **Image 4.2**.

Image 4.2: Proposed Access Arrangements



Source: Extract of Drawing No. ITB200632-GA-001B

4.2.3 The proposed site access arrangements have been designed with careful consideration to the consented access arrangement for the development proposals on land to the north of Reeds Lane (*MSDC Ref: DM/22/0640)*. The development proposals include a relocated pedestrian crossing point to ensure that safe pedestrian access is provided to the consented development.

Visibility Splays

4.2.4 Visibility splays commensurate with the recorded 85th percentile vehicle speeds (**Table 3.3**) are provided at a 2.4m 'x' distance. The required splays are 47m (to the west) and 37m (to the east) and the Manual for Streets visibility calculations are provided in **Appendix D**.

Swept Path Analysis

4.2.5 To ensure ease of access for all regular vehicles that are likely to require access to the proposed development, swept path analysis of the proposed site access junction has been undertaken for a servicing vehicle, emergency vehicle and large estate car.

4.2.6 The swept path analysis is presented as drawing no. **ITB200420-GA-002B**, **ITB200420-GA-003B** and **ITB200420-GA-007** respectively and demonstrates that the access can safely accommodate the movements of these vehicles to/from Reeds Lane.

4.3 Road Safety Audit

4.3.1 In order to confirm that the proposed site access arrangements are safe for all users, an independent Stage 1 Road Safety Audit has been commissioned of the proposals.

4.3.2 The Road Safety Audit is contained at **Appendix E** along with a Design Team response in line with Appendix F format of DMRB GG119 and confirmation from the Auditor that all matters raised have been addressed satisfactorily at this stage. In response to the Audit:

- It has been confirmed that, if deemed necessary, parking restrictions in the form of signing and lining could be introduced to prevent on-street parking within the vicinity of the proposed site access. This can be considered at the detailed design stage.
- Further swept path analysis (shown as i-Transport drawing no. **ITB200420-GA-007**) has been undertaken to demonstrate that two large estate cars can pass one another simultaneously at the proposed site access and along the full length of the internal site access road. Confirmation has also been provided that any vegetation within the extent of the visibility splays will be maintained appropriately.
- The proposed pedestrian crossing at the site access has been relocated further to the north to ensure it is on the pedestrian desire line.

4.3.3 The Road Safety Audit does not raise any unresolved safety concerns, and the proposals are therefore road safety audit compliant.

4.4 Internal Site Layout

Street Network

4.4.1 The primary on-site street will comprise a 4.8m wide carriageway (widening where necessary around internal bends) whilst a combination of parking courts and shared surface driveways will be provided in quieter areas.

4.4.2 The proposed on-site geometry has been tested for a large servicing vehicle on drawing no. **ITB200420-GA-002B**, fire appliance on drawing no. **ITB200420-GA-003B** and two large estate cars on drawing no. **ITB200420-GA-007**. The drawings demonstrate:

1. That a refuse vehicle and fire tender are able to safely access, circulate and egress the site in a forward gear and reach within an acceptable bin collection and hose drag distance of all properties respectively.
2. That two large estate cars are able to pass one another simultaneously at the proposed site access and along the full length of the internal site access road.

4.4.3 A pumping station is proposed at the south-eastern corner of the development. To ensure ease of access, vehicle tracking analysis of a large (20,000L) water tanker has been undertaken on drawing no. **ITB200420-GA-004B**. The drawing demonstrates that a water tanker is able to safely access and egress the proposed pumping station acceptably.

Design Speed

4.4.4 In line with Manual for Streets (MfS), the layout has been designed to encourage low traffic speeds. MfS recommends that residential developments should be designed to achieve a design speed of 20mph or less. MfS2 sets out (paragraph 10.1.4) that the design speed for new developments is set by the designer.

4.4.5 The primary street is designed to achieve speeds of no more than 20mph and the secondary streets (cul-de-sacs and parking courts) to achieve a design speed of 15mph or less. This has been achieved through sinuous road alignment and reduced forward visibility.

Visibility Assessment

4.4.6 In line with the design speeds of the internal street network, visibility splays are provided at internal junctions. Visibility splays of 2.4m x 25m, in line with the 20mph design speed for the primary street, are achievable where necessary.

4.4.7 Similarly, in accordance with design speeds, forward visibility of 25m is achievable around the bends in the primary street, whilst forward visibility of 17m is achievable around the bends providing access to the secondary streets. This is acceptable on the basis that the design speed on the secondary streets is 15mph or less (which, in line with MfS Guidance, requires 17m SSD) with visibility being a critical factor affecting vehicle speed. The horizontal alignment of these bends (generally ~90 degrees) will constrain speeds to 15mph or less.

4.4.8 The full visibility assessment is presented as drawing no. **ITB200420-GA-005B**.

Internal Pedestrian/Cycle Network

4.4.9 A permeable network of pedestrian routes is provided through the site as a combination of:

- 2.0m wide footways leading to/from the proposed site access onto Reeds Lane;
- Uncontrolled pedestrian crossings at internal site junctions where required; and
- 2.0m wide footpaths leading south through the development and connecting to existing PROW No. 11.

4.4.10 Moreover, the surfacing of the existing PROW No. 11 will be upgraded as it routes through the development. This will future proof the development proposals and ensure that appropriate pedestrian connections can be provided to the wider and larger allocation on land to the South of Reeds Lane (Policy DPSC3) as these develop (see further detail in **Section 5**).

4.4.11 In accordance with principles of Manual for Streets, on-street cycling will be accommodated on-street within the development.

4.5 Parking Provision

Car Parking Provision

4.5.1 Parking on the site is provided in accordance with standards set out in WSCC's *Guidance on Parking at New Developments* guidance document (2020). The site is located within Parking Behaviour Zone 1 and the proposed car parking provision, set against these adopted standards, is set out in **Table 4.3**.

Table 4.3: Proposed Car Parking Schedule

Dwelling Type	WSCC Car Parking Standard	No. of Units	WSCC Car Parking Required	Car Parking Provided
1 Bedroom	1.5	2	3.0	4
2 Bedrooms	1.7	8	13.6	16
3 Bedrooms	2.2	12	26.4	24
4 Bedrooms	2.7	5	13.5	12.5
Sub-total	-	-	*56.5*	*56.5*
Visitor Parking	0.2	-	*5*	*5*
Total		**27**	***61.5***	**61.5**

Note: As per WSCC Standards, garages have been counted as 0.5 car parking spaces.

4.5.2 A total of 56.5 allocated car parking spaces are proposed across the development, along with 5 unallocated visitor spaces, providing a total of 61.5 parking spaces against WSCC's parking requirement for 61.5 spaces. The proposed level of car parking provision therefore fully conforms to the adopted WSCC standards and provides sufficient capacity to accommodate the forecast parking demand for the development.

Electric Vehicle Parking Provision

4.5.3 The requirements for electric vehicle charging provision are set out in Approved Document S *Infrastructure for the charging of electric vehicles* of Schedule 1 of the Building Regulations (2010), which was formally adopted on 15 June 2022.

4.5.4 Requirement S1 of the regulations stipulates that all new residential dwellings must have access to an electric vehicle charger that has a minimum rated output of 7kW. In accordance with these requirements, all homes at the site will be provided with electric vehicle charging.

Cycle Parking

4.5.5 Cycle parking is proposed across the development in accordance with WSCC's adopted standards. Cycle parking will be provided within garages where present (which meet the minimum dimensions of 6m x 3m), or sheds where not provided.

4.6 Summary

4.6.1 Safe and suitable access is provided in accordance with national design guidance. The access arrangement has been designed with careful consideration to the consented access arrangements for a development on land to the north of Reeds Lane and has been subject to a Stage 1 Road Safety Audit, with no residual issues raised.

4.6.2 The internal site layout provides a permeable movement network, and the proposals will integrate and improve the surfacing of PROW No. 11 as it routes through the development. This will ensure that future connections to the wider (and larger) site allocation for Land to the South of Reeds Lane can be provided as these proposals develop.

4.6.3 Car and cycle parking is provided in full accordance with WSCC's guidance and therefore provides sufficient capacity to accommodate for the forecast parking demand for the development.

SECTION 5 Promoting Sustainable Transport

5.1 Introduction

5.1.1 Paragraph 115 of the NPPF requires that development proposals ensure that:

> ***"sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location"***

5.1.2 Section 2 and 3 of this report demonstrate that the site comprises an allocation within the MSDC Submission Draft Local Plan (as Policy DPSC4) and that the site benefits from locally established sustainable travel infrastructure. On this basis, the principle of sustainable development at the site has been established.

5.1.3 This section of the TS considers the accessibility of the site to key local services and facilities by walking and cycling, and public transport.

5.2 Walking and Cycling

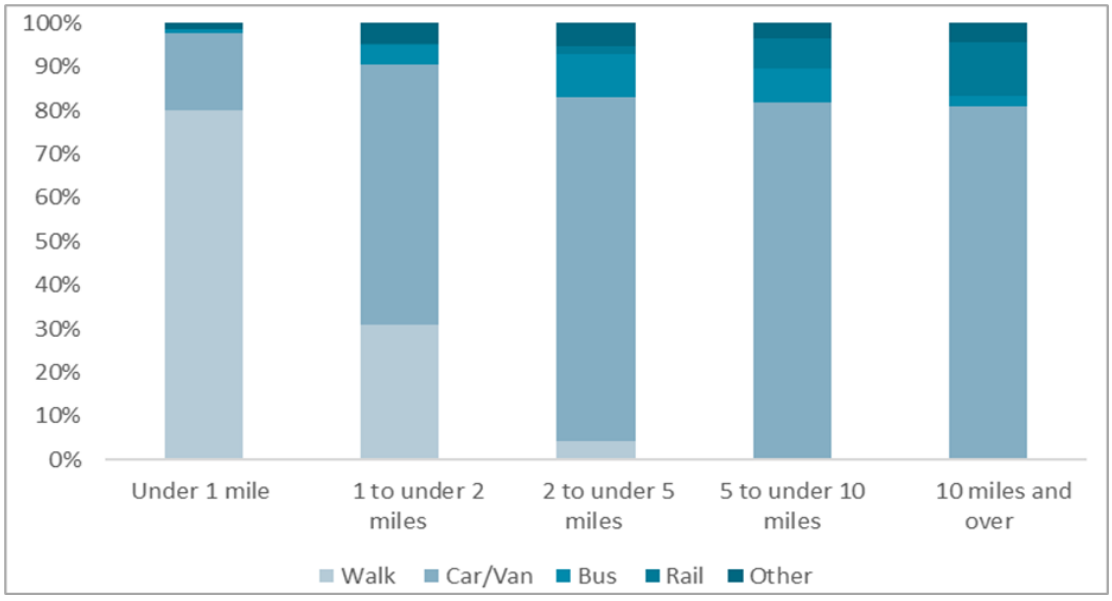
Walking Distances

5.2.1 Manual for Streets identifies that walkable neighbourhoods comprise those locations where facilities and services can be accessed within an 800m (10 minute) walk.

> ***"4.4.1 Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS134 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km."***

5.2.2 The National Travel Survey (NTS) 2019 identifies the mode share of journeys of different lengths and is presented in **Image 5.1**. This confirms that the vast majority (80%) of trips of up to one mile (1.6km) are undertaken on foot.

Image 5.1: Proportion of Trips Per Year by Journey Purpose (all modes)



Source: National Travel Survey, England 2019

5.2.3 Therefore, facilities and services within one mile (1.6km) will provide the greatest opportunity for trips to be made by walking. This is a comfortable walking distance.

5.2.4 It is important to note that neither 800m nor 1.6km are the maximum walking distance. The DfT document Gear Change identifies that in 2017-2018 in urban areas more than 40% of journeys were under 2 miles, which it states is for many people a distance perfectly suited to cycling and walking.

5.2.5 On this basis, it is reasonable to consider a journey of 2 miles / 3.2km as a 'maximum' walking distance for most day-to-day journeys.

5.2.6 Against this background research, the following distances have been used in assessing the likelihood of walking journeys to and from the site:

- Up to 800m – easy walking distance;
- Up to 1.6km – comfortable walking distance; and
- Up to 3.2km – maximum walking distance.

Cycling Distances

5.2.7 The Department for Transport's Cycling and Walking Investment Strategy (2017) states at paragraph 1.16 that:

"... there is significant potential for change in travel behaviour. Two out of every three personal trips are within five miles - an achievable distance to cycle for most people, with many shorter journeys also suitable for walking. For school children, the opportunities are even greater. Three quarters of children live within a 15-minute cycle ride of a secondary school, while more than 90% live within a 15-minute walk or bus journey from a primary school."

5.2.8 The DfT's Gear Change A bold vision for cycling and walking states (page 11) that:

In particular, there are many shorter journeys that could be shifted from cars, to walking, or cycling. We want to see a future where half of all journeys in towns and cities are cycled or walked. 58% of car journeys in 2018 were under 5 miles. And in urban areas, more than 40% of journeys were under 2 miles in 2017–1817. For many people, these journeys are perfectly suited to cycling and walking.

5.2.9 There is a wealth of guidance on cycling distances, with 8km (5 miles) considered to be a reasonable cycle distance.

5.3 Local Facilities and Services

Table 5.1: Local Facilities and Services

Purpose	Destination	Distance (metres)	Walking Journey Time (minutes)	Cycle Journey Time (minutes)
Education	Isabello's Preschool	850	10	3
	LVS Hassocks SEN School	1,150	14	4
	Albourne C of E	2,160	26	8
Leisure	Duke Of York Pub	420	5	2
	Heath Close Toddler Playground	650	8	2
	Village Hall	650	8	2
	Berrylands Playing Fields	650	8	2
	Berrylands Farm Play Area	700	8	3
	Oakhurst Play Area	850	10	3
Healthcare	SpaMedica & Freedom Vision	280	3	1
	VIM Health	2,160	26	8
	Hurst Health Hub	3,460	41	13
Employment	King Business Centre	280	3	1
	North Star Sussex	450	5	2
	BM Roofing	600	7	2
	Furze Field Manor Care Home	600	7	2

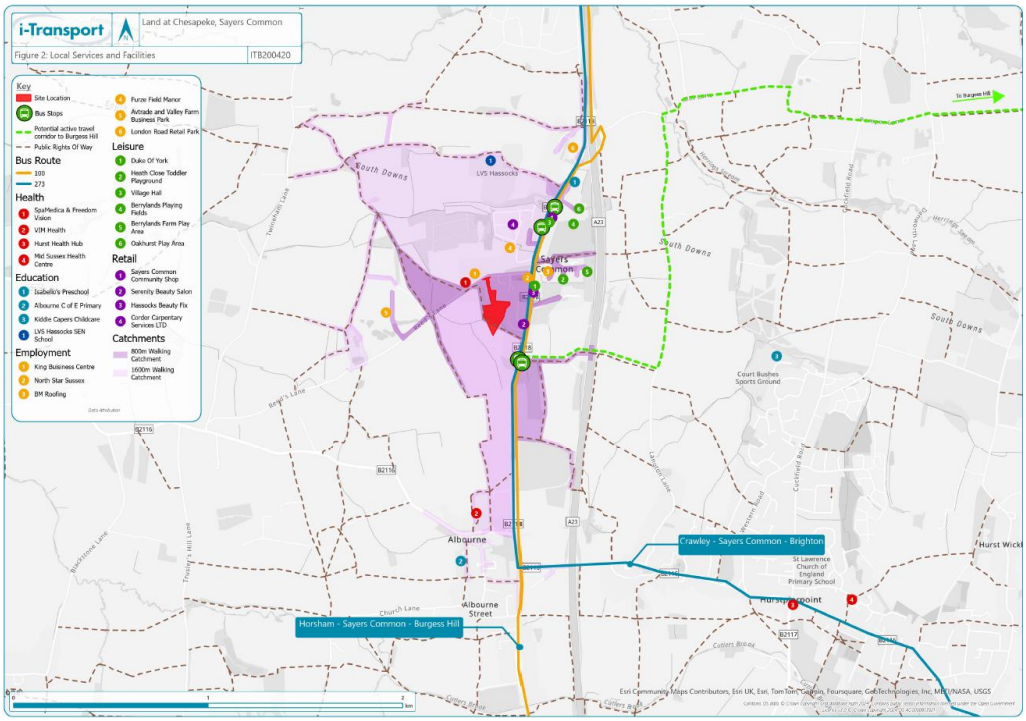
Purpose	Destination	Distance (metres)	Walking Journey Time (minutes)	Cycle Journey Time (minutes)
	Avtrade and Valley Farm Buisiness Park	800	10	3
	London Road Retail Park	1050	13	4
Retail	Sayers Common Community Shop	650	8	2
	Serenity Beauty Salon	760	9	3
	Hassocks Beauty Fix	700	8	3
	Corder Carpentry Services LTD	750	9	3
Transport	Coombe Wood Bus Stops	370	4	1
	School Bus Stops	750	9	3

Source: Consultant's Calculations

Services within 800m (an 'easy' walking distance)
Services within 1600m (a 'comfortable' walking distance)
Services within 3200m (a 'maximum' walking distance)

5.3.1 The location of these facilities and services in relation to the proposed site is shown in the Local Accessibility Plan (**Figure 2**). An extract has been provided as **Image 5.2**.

Image 5.2: Local Services and Facilities Plan



Source: Figure 2

5.3.2 **Table 5.1** and **Figure 2** demonstrate that there is a range of everyday facilities and services available in Sayers Common within an "easy" walking distance of the site. There are multiple leisure facilities (including Duke of York Pub and Sayers Common Village Hall) located within 650m of the site, equivalent to an 8-minute walk, or 2-minute cycle.

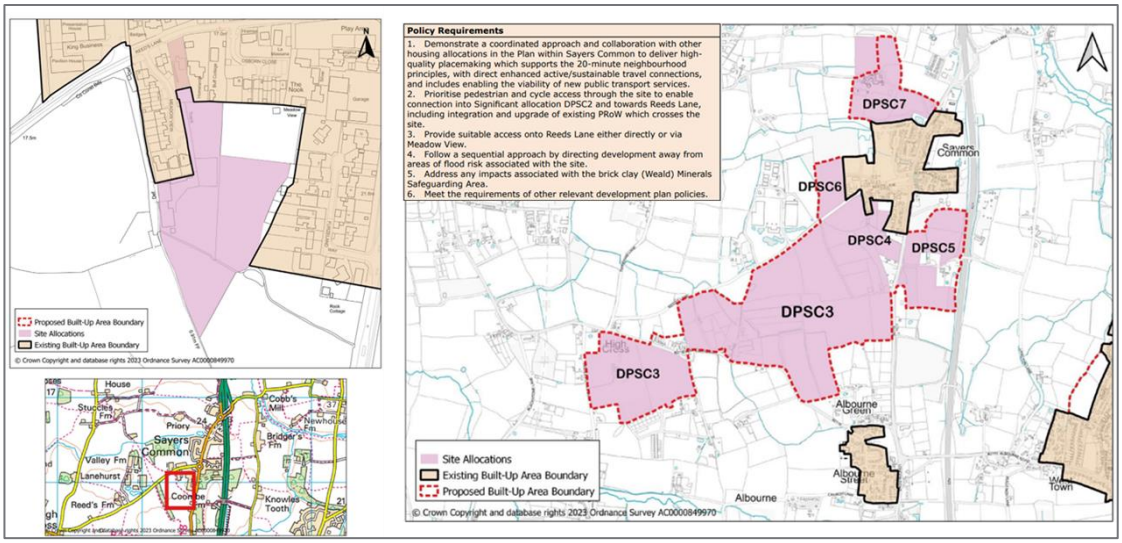
5.3.3 There are several employment facilities located within Sayers Common, including King Business Centre (250m) and Avtrade and Valley Farm Business Park (800m), equivalent to a 3-minute walk/1-minute cycle and 10-minute walk/3-minute cycle respectively.

5.3.4 In terms of retail, Sayers Common Community Shop is situated 650m north of the site. Further retail services are also available in Burgess Hill, which is accessible sustainably within a c. 15-minute journey via bus service no. 100. Burgess Hill is defined as a Category 1 Settlement (Town) within MSDC's Settlement Hierarchy, and is therefore a key service centre, providing a comprehensive range of higher-order employment, retail, health, education and leisure services.

5.3.5 Overall, the site is well located to local services and facilities in Sayers Common, with a wider range of services and facilities provided in Burgess Hill which is easily accessible by local bus routes.

5.3.6 It is also important to note that the site is an allocation in the MSDC Submission Draft Local Plan alongside a significant allocation for some 2,000 homes on land to the South of Reeds Lane (Policy DPSC3). The proposed site in the context of the larger allocation is shown on **Image 5.3**.

Image 5.3: Sayers Common Allocations



Source: MSDC Submission Draft Local Plan

5.3.7 The DPSC3 allocation will bring forward a sustainable urban extension to Sayers Common and deliver new community facilities and services to the local area as part of a mixed-use development, including:

- Land dedicated for education provision (Primary and Secondary).
- Land for the provision of a full-day care nursery.
- Community buildings.
- Community facilities, i.e.:
  - Allotments
  - A Library
  - Leisure facilities
  - Outdoor space
  - Outdoor sports provision
- A neighbourhood centre at the eastern extent of the site.
- Transport mobility hubs located close to the local centre.
- Support for the delivery of an Active Travel Corridor to Burgess Hill from Sayers Common.

5.3.8 The sustainability credentials of the site and surrounding Sayers Common area will therefore be further enhanced through the delivery of this large allocation and the development proposals have been designed carefully to ensure that future connections to the large allocation site (via PROW No. 11) have been secured appropriately.

5.4 Sustainable Transport Strategy

5.4.1 As established from the analysis above, the site benefits from good access to local facilities and services and future residents of the site will be afforded genuine opportunities to travel by active and/or sustainable modes of travel.

5.4.2 To ensure that these opportunities are taken up, the development has been designed to provide a well-connected network with opportunities for walking and cycling to be prioritised over the private car. This will be realised through the provision of:

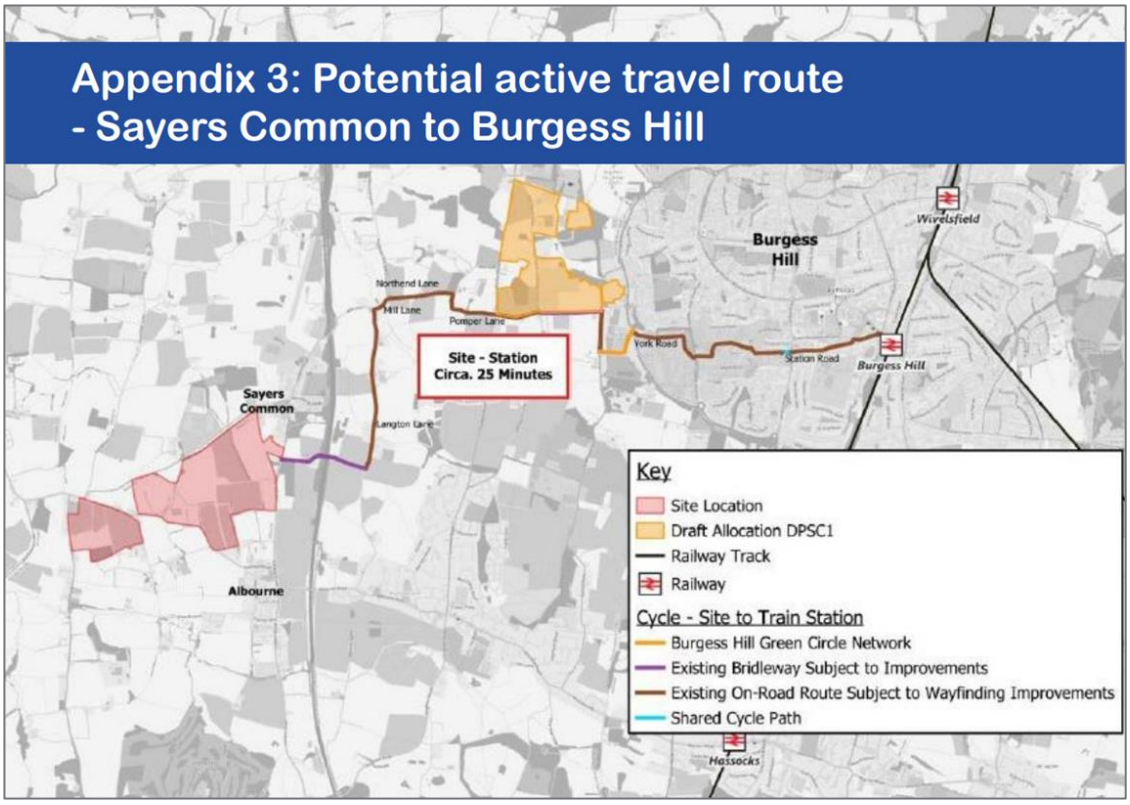
- Pedestrian and cycle access from Reeds Lane, leading to a permeable network through the site.

- The enhancement of PROW No. 11 as it routes through the development.
- Pedestrian crossing provision where necessary, ensuring priority crossing over vehicles.
- Fast electric vehicle charging points and easily accessible secure cycle storage.

5.4.3 Furthermore, as part of the access arrangements, it is proposed to relocate the pedestrian crossing over Reeds Lane associated with the committed development on northern side of Reeds Lane. This will provide continuity between the two developments and ensure that safe and suitable access continues to be provided for all users.

5.4.4 The proposed development is also well placed to connect to the proposals for an Active Travel Route between Sayers Common and Burgess Hill via PROW No. 11 and B2118. The route for the proposed Active Travel Corridor is contained as Appendix 3 of the MSDC Submission Draft Local Plan and is extracted as **Image 5.4**.

Image 5.4: Potential Active Travel Route – Sayers Common to Burgess Hill



Source: Appendix 3 of MSDC's Submission Draft Local Plan (Reg 19)

5.4.5 The delivery of this link will further encourage the uptake of active modes of travel to Burgess Hill and will provide genuine opportunities for active travel to wider destinations via national rail services from Burgess Hill Railway Station.

SECTION 6 Traffic Impact Assessment

6.1 Development Trip Generation

6.1.1 The following TRICS trip rates and associated development trips were agreed with WSCC as part of the pre-application highways submission in June 2023.

Table 6.1: Previously Agreed TRICS Trip Rates

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Trip Rate	0.150	0.307	0.457	0.294	0.136	0.430
Trips	5	10	15	10	4	14

Source: Previous pre-application submission material (Odyssey Report no. 22-258-03)

6.1.2 Within their response, WSCC confirmed that the quantum of forecast development traffic would not require off-site junction capacity modelling to be undertaken.

6.1.3 In recognition of the length of time between the submitted highways pre-app and the drafting of the Transport Statement, updated trip rates have been obtained from the TRICS database to ensure all up-to-date surveys are included.

6.1.4 The updated TRICS trip rates and subsequent traffic generation are summarised in **Table 6.2**, whilst the full TRICS outputs are provided at **Appendix F**.

Table 6.2: Vehicular Trip Rates and Traffic Generation – 27 Dwellings

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Trip Rate	0.185	0.356	0.541	0.326	0.193	0.519
Trips	5	10	15	9	5	14

Source: TRICS Database

6.1.5 The proposed development is forecast to generate c. one additional vehicle movement every 4 minutes on average during the busiest periods of the day. This is a very modest level of traffic generation.

6.2 Traffic Assignment

6.2.1 The distribution and assignment of development traffic along Reeds Lane has been derived using traffic flow data obtained in February/March 2025. The location of the traffic surveys is shown on **Image 3.2**.

6.2.2 The existing directional traffic flow along Reeds Lane, calculated through analysis of the ATC data, is summarised below:

- Eastbound: **52%**
- Westbound: **48%**

6.2.3 The forecast development traffic has been assigned to Reeds Lane in accordance with these existing traffic flow proportions, allowing for a percentage impact assessment to be undertaken. This analysis is summarised in **Table 6.3**.

Table 6.3: Development Traffic – Percentage Impact Assessment

	Weekday AM Peak		Weekday PM Peak	
	Eastbound	Westbound	Eastbound	Westbound
Existing Traffic Flows	153	229	202	103
Distribution (combined AM and PM Peak flows)	52%	48%	52%	48%
Development Assignment (Two-Way)	7	8	7	7
Percentage Impact	5%	3%	3%	7%

Source: Consultant's Calculations

6.2.4 The proposed development traffic impacts along Reeds Lane are forecast to be modest, equating to no more than a 7% increase in traffic flow in any direction during the busiest periods of the day. This forecast uplift will not have any material, let alone severe, impact upon the operation of the local highway network.

6.3 Junction Capacity Assessment – Proposed Site Access

6.3.1 As agreed with WSCC within pre-application discussions, modelling of the proposed site access junction has been undertaken.

6.3.2 The proposed approach and parameters used to undertake the modelling are set out below and include forecast traffic growth on the local highway network as well as the cumulative impact of the committed development on land to the north of Reeds Lane.

Traffic Growth

6.3.3 Factors to allow for background traffic growth from 2025 to 2030 (five years post application) have been derived using the TEMPro database for the Mid Sussex 016 MSOA. The growth factors are summarised in **Table 6.4**.

Table 6.4: TEMPro Growth Factors

Date Range	Morning Peak Period	Evening Peak Period
2025-2030	1.0491	1.0495

Source: TEMPro

6.3.4 The growth factors include all committed development in the local area and have not been adjusted to account for the specific inclusion of the committed development on land to the north of Reeds Lane. On this basis, the growth factors are robust.

Committed Development

6.3.5 The specific committed development traffic flows associated with the land to the north of Reeds Lane (37 homes) have been extracted from the Transport Statement submitted alongside the development proposals. Extracts of the submitted Transport Statement are contained at **Appendix G** and comprise:

- 15 departures and 2 arrivals during the morning peak period; and
- 7 departures and 18 arrivals during the evening peak period.

Junction Modelling

6.3.6 The junction modelling of the proposed site access junction has been undertaken using the TRL software Junctions 11. The full junction modelling outputs are contained at **Appendix H** and the modelling geometries can be made available upon request.

Table 6.5: Proposed Site Access Junction (2030 Base + Committed + Development) – Junctions 11 Modelling Results

	Morning Peak Hour (0800-0900)			Evening Peak Hour (1700-1800)		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
Site Access	0.02	<1	6.37	0.01	<1	5.95
Reeds Lane	0.01	<1	5.46	0.01	<1	5.05

Source: Junctions 11

6.3.7 The results demonstrate that the proposed site access junction will operate well within capacity (i.e. with no material queueing or delay), during the opening year with the development fully occupied.

6.4 Summary

6.4.1 The proposed development is expected to generate a maximum of some 15 two-way trips during the AM and PM peak periods, equating to an additional trip on the network every 4 minutes. This is a very modest level of traffic generation.

6.4.2 It is evident from the results of a percentage impact assessment that the proposed development traffic impacts along Reeds Lane are forecast to be modest, equating to no more than a 7% increase in traffic flow in any direction during the busiest periods of the day. This forecast uplift will not have any material, let alone severe, impact upon the operation of the local highway network.

6.4.3 Robust future year testing of the proposed site access, which considers background traffic growth and the cumulative traffic impacts of the consented scheme at land to the North of Reeds Lane, demonstrates that the proposed site access junction will operate well within capacity with no material queueing or delay.

SECTION 7 Summary and Conclusion

7.1.1 i-Transport LLP has been appointed by Antler Homes to provide highways and transportation advice in relation to a full planning application for a residential development of 27 homes at Land South of Reeds Lane in Sayers Common, Mid Sussex.

7.2 Summary

Existing Conditions and Accessibility

7.2.1 The site is included in the Mid Sussex Submission Draft Local Plan (as Policy DPSC4) for up to 33 homes, and therefore the principle of development at the site is established.

7.2.2 The surrounding highway network comprises continuous pedestrian footways, street lighting and pedestrian crossing facilities and provides a slow speed and low traffic volume environment suitable for on-street cycling. Future residents of the site will therefore be afforded genuine opportunities to travel to nearby destinations by active and/or sustainable modes of travel. The proposed development is also well placed to connect to the proposals for an Active Travel Route between Sayers Common and Burgess Hill.

7.2.3 Bus services are available from the nearby bus stops on either side of the B2118, which provide hourly connections to higher-order destinations such as Crawley and Burgess Hill (a key local service centre), as well as Burgess Hill Railway Station. The walking route and distance from the site to these bus stops is suitable, giving residents genuine opportunities to access wider services and employment by bus.

Access

7.2.4 Safe and suitable access is provided in accordance with national design guidance. The access arrangement has been designed with careful consideration to the consented access arrangements for a development on land to the north of Reeds Lane and has been subject to a Stage 1 Road Safety Audit, with no residual issues raised.

7.2.5 The internal site layout provides a permeable movement network, and the proposals will integrate and improve the surfacing of PROW No. 11 as it routes through the development. This will ensure that future connections to the wider (and larger) site allocation for Land to the South of Reeds Lane can be provided as these proposals develop.

7.2.6 Car and cycle parking is provided in full accordance with WSCC's guidance and therefore provides sufficient capacity to accommodate for the forecast parking demand for the development.

Traffic Impacts

7.2.7 The proposed development is expected to generate a maximum of some 15 two-way trips during the AM and PM peak periods, equating to an additional trip on the network every 4 minutes. This is a very modest level of traffic generation that will be indiscernible from day-to-day traffic variations.

7.2.8 Notwithstanding this, as agreed during previous pre-application discussions with WSCC, junction capacity analysis of the proposed site access junction has been undertaken. The results of this assessment indicate that the site access will operate well within capacity with no material queuing or delay.

7.3 Conclusions

7.3.1 On the basis of the above, it is concluded that the proposed development complies with the requirements of the NPPF insofar that:

i Sustainable transport modes will be prioritised, and future residents will be afforded genuine opportunities to travel by sustainable modes.

ii Safe and suitable access can be provided to the development for all users.

iii The local highway network can accommodate the traffic generated by the development without leading to any significant (let alone 'severe') impacts; and

iv The internal design of the developments accords with national guidance.

7.3.2 The proposals are therefore acceptable in highway and transport terms.

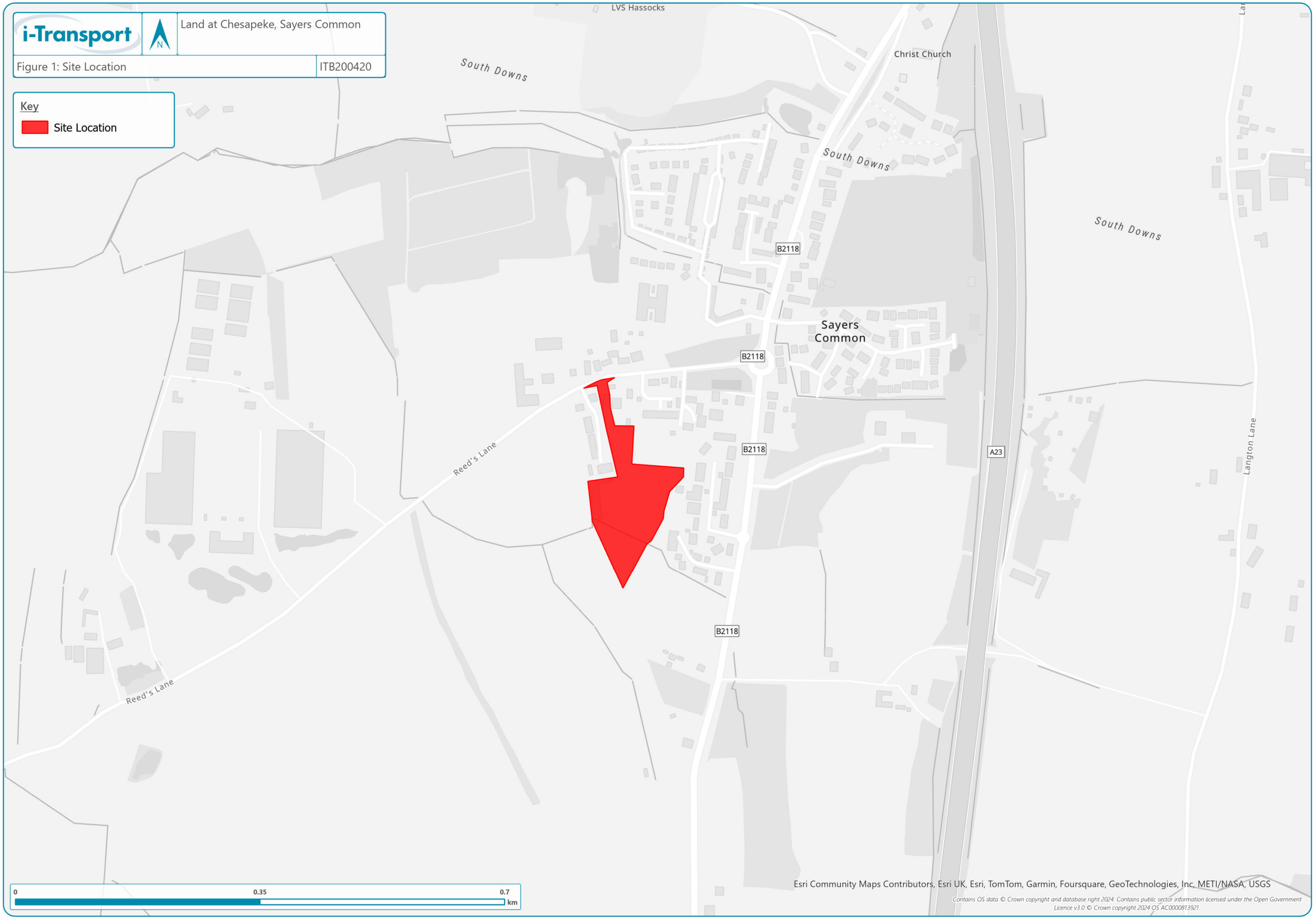
FIGURES

i-Transport | N | Land at Chesapeke, Sayers Common

Figure 1: Site Location | ITB200420

Key

Site Location



i-Transport

Land at Chesapeke, Sayers Common

Figure 2: Local Services and Facilities | ITB200420

Key

- Site Location
- Bus Stops
- Potential active travel corridor to Burgess Hill
- Public Rights Of Way

Bus Route

- 100
- 273

Health

1. SpaMedica & Freedom Vision
2. VIM Health
3. Hurst Health Hub
4. Mid Sussex Health Centre

Education

1. Isabello's Preschool
2. Albourne C of E Primary
3. Kiddie Capers Childcare
1. LVS Hassocks SEN School

Employment

1. King Buisiness Centre
2. North Star Sussex
3. BM Roofing
4. Furze Field Manor
5. Avtrade and Valley Farm Business Park
6. London Road Retail Park

Leisure

1. Duke Of York
2. Heath Close Toddler Playground
3. Village Hall
4. Berrylands Playing Fields
5. Berrylands Farm Play Area
6. Oakhurst Play Area

Retail

1. Sayers Common Community Shop
2. Serenity Beauty Salon
3. Hassocks Beauty Fix
4. Corder Carpentary Services LTD

Catchments

- 800m Walking Catchment
- 1600m Walking Catchment

Data Attribution

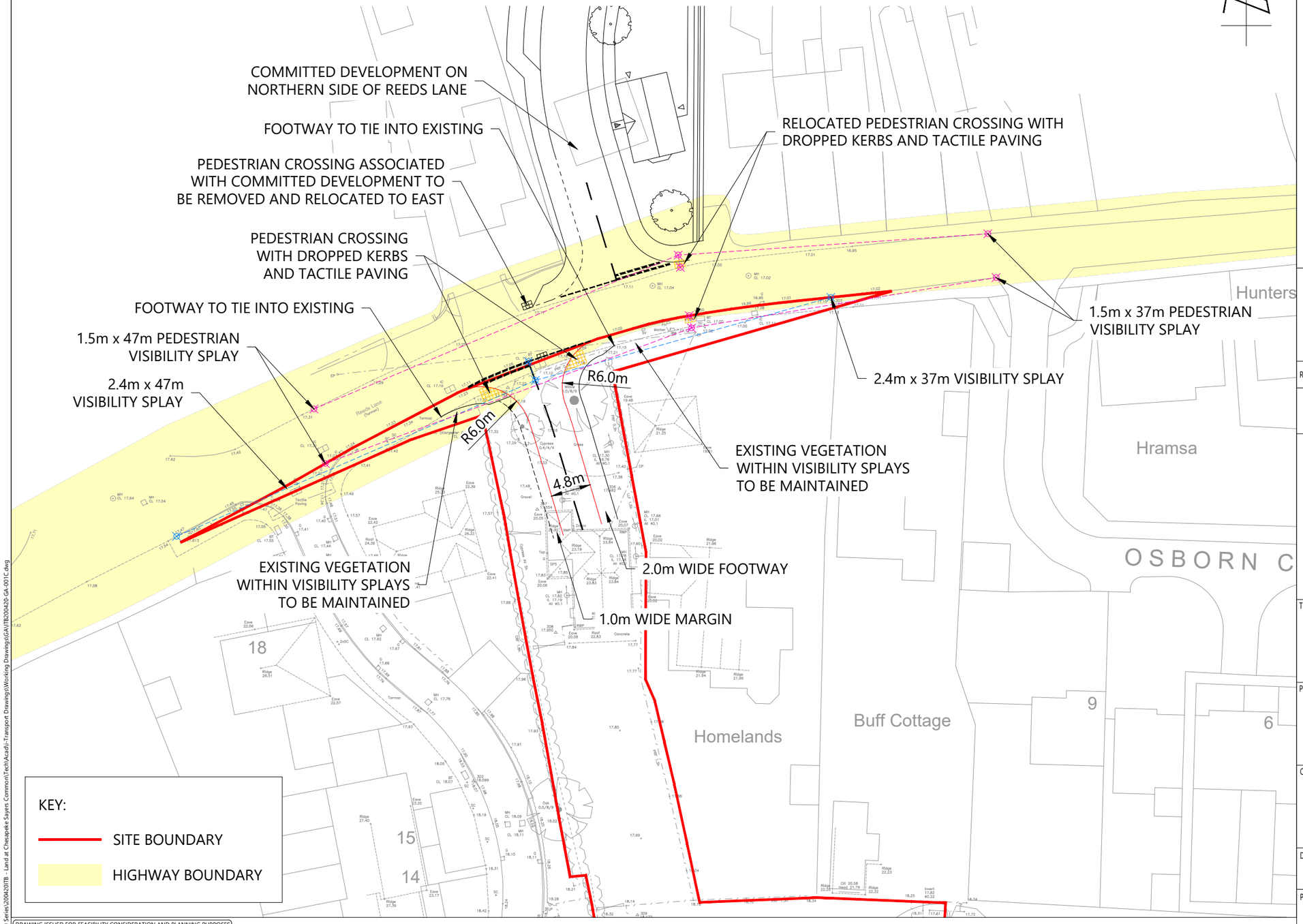
Crawley - Sayers Common - Brighton

Horsham - Sayers Common - Burgess Hill

To Burgess Hill

0 1 2 km

DRAWINGS



SCALE BAR @ 1:500

0 5 10 25 50

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REV	DATE	BY	DESCRIPTION	CHK	APD
C	18.03.25	JD	RSA COMMENTS INCORPORATED	BB	TW
B	10.03.25	JD	TOPO SURVEY ADDED / ACCESS ARRANGEMENT UPDATED	BB	TW
A	27.02.25	JD	SITE LAYOUT UPDATED	BB	TW

STATUS: FOR INFORMATION

i-Transport

The Square, Basing View, Basingstoke, Hampshire, RG21 4EB

Tel: 01256 898366

www.i-transport.co.uk

TITLE: POTENTIAL ACCESS ARRANGEMENT

PROJECT: LAND AT CHESAPEKE, SAYERS COMMON

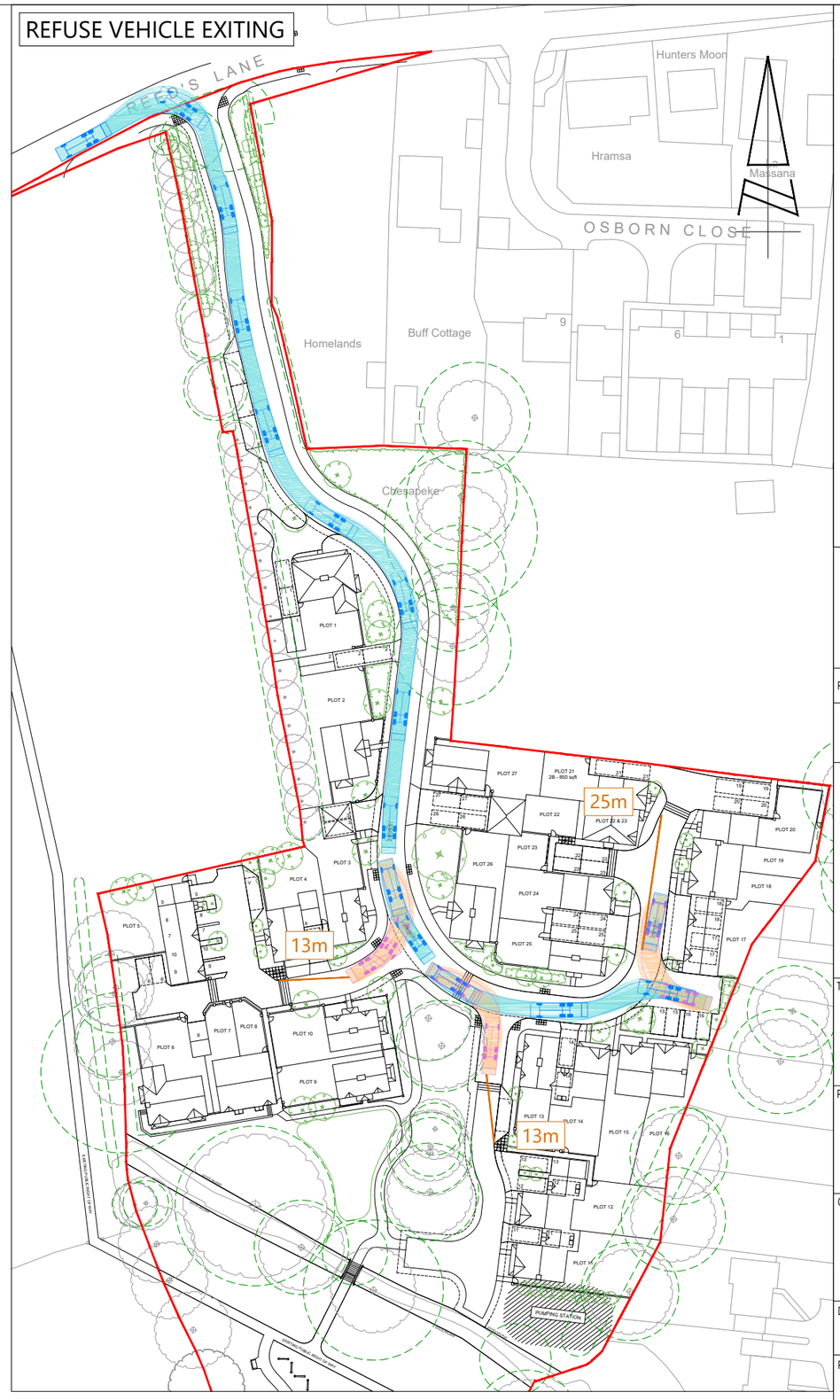
CLIENT: ANTLER HOMES

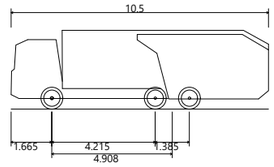
DRAWN:	CHECKED:	APPROVED:
JD	BB	TW
PROJECT No:	**SCALE @ A3:**	**DATE:**
ITB200420	1:500	17.02.25

DRAWING No:	REV:
ITB200420-GA-001	C

REFUSE VEHICLE ENTERING

REFUSE VEHICLE EXITING





Dennis Eagle Elite 2	
Overall Length	10.500m
Overall Width	2.600m
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

REV	DATE	BY	DESCRIPTION	CHK	APD
B	12.03.25	JD	SITE LAYOUT UPDATED	BB	TW
A	27.02.25	JD	SITE LAYOUT UPDATED	BB	TW

STATUS:
FOR INFORMATION

i-Transport

The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB

Tel: 01256 898366

www.i-transport.co.uk

TITLE:
SWEPT PATH ANALYSIS - REFUSE VEHICLE

PROJECT:
LAND AT CHESAPEKE, SAYERS COMMON

CLIENT:
ANTLER HOMES

DRAWN:	CHECKED:	APPROVED:
JD	BB	TW
PROJECT No:	SCALE @ A3:	DATE:
ITB200420	1:1000	17.02.25
DRAWING No:		REV:
ITB200420-GA-002		B

SCALE BAR @ 1:1000

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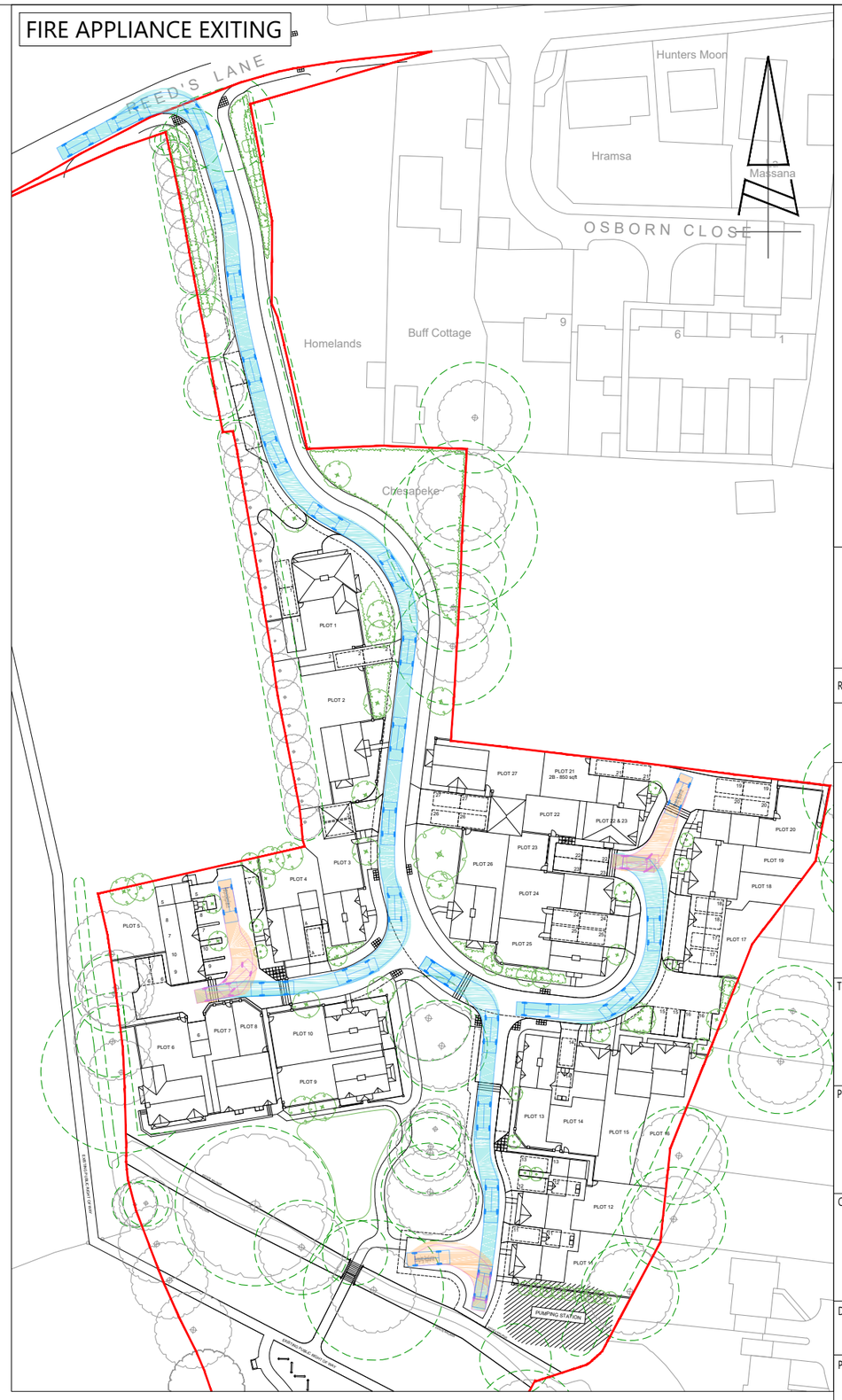
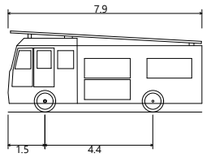
FIRE APPLIANCE ENTERING

FIRE APPLIANCE EXITING





Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.350m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

REV	DATE	BY	DESCRIPTION	CHK	APD
B	12.03.25	JD	SITE LAYOUT UPDATED	BB	TW
A	27.02.25	JD	SITE LAYOUT UPDATED	BB	TW

STATUS:
FOR INFORMATION

i-Transport

The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB

Tel: 01256 898366

www.i-transport.co.uk

TITLE:
SWEPT PATH ANALYSIS - FIRE APPLIANCE

PROJECT:
LAND AT CHESAPEKE, SAYERS COMMON

CLIENT:
ANTLER HOMES

DRAWN:	CHECKED:	APPROVED:
JD	BB	TW
PROJECT No:	SCALE @ A3:	DATE:
ITB200420	1:1000	17.02.25
DRAWING No:		REV:
ITB200420-GA-003		B

SCALE BAR @ 1:1000

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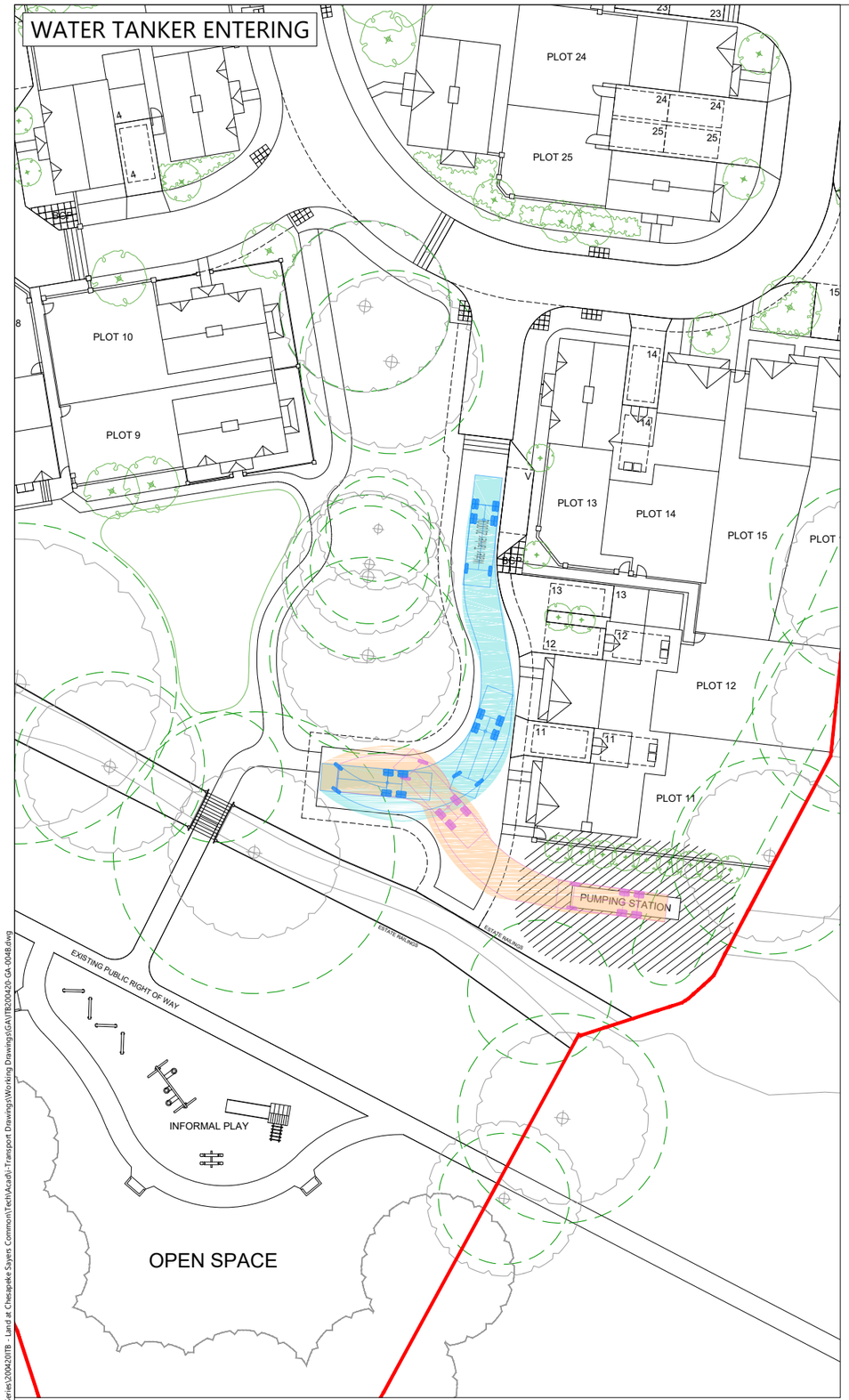

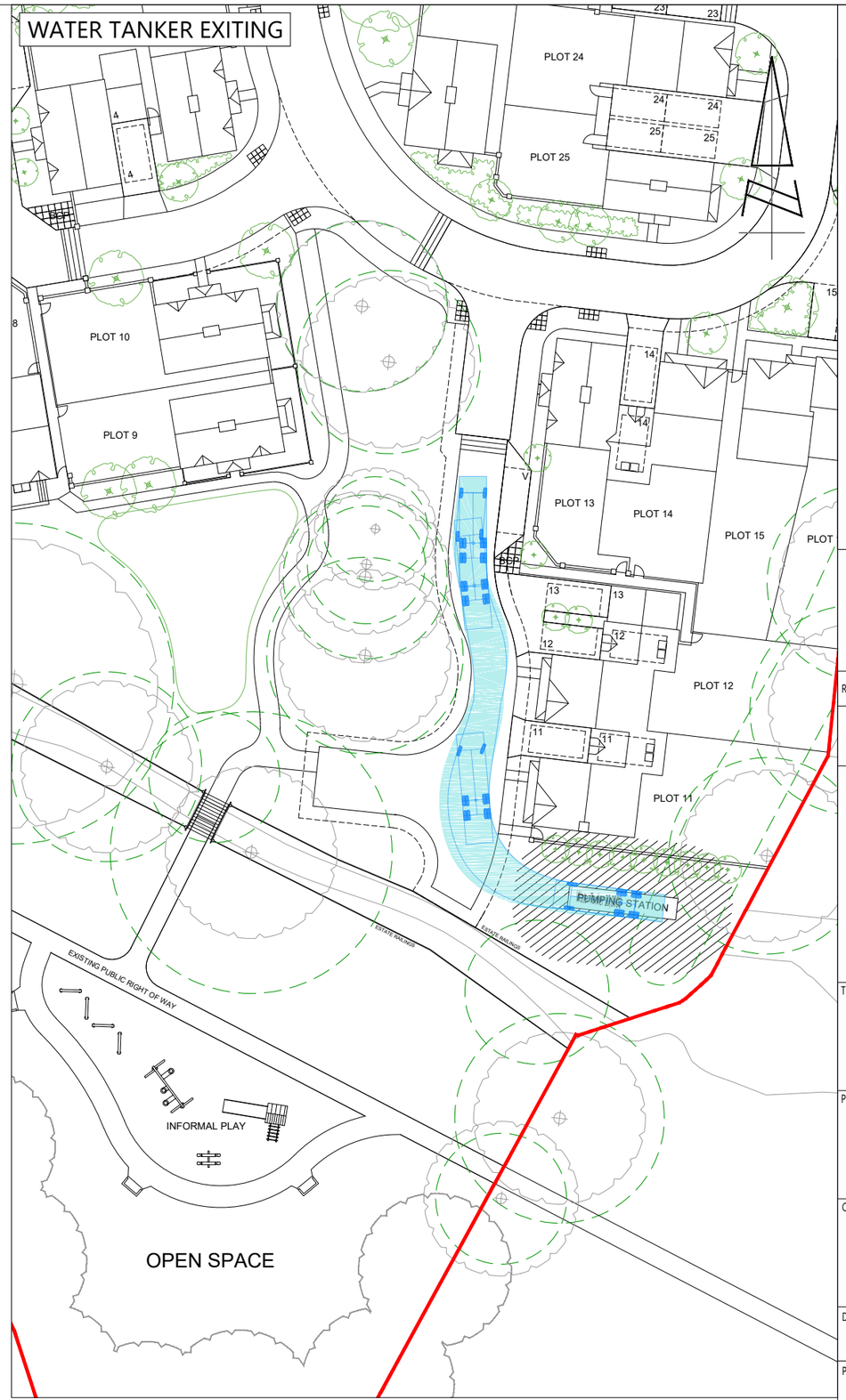

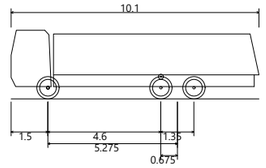

Water Tanker 20,000L

Overall Length	10.100m
Overall Width	2.490m
Overall Body Height	2.799m
Min Body Ground Clearance	0.500m
Track Width	2.470m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.900m

REV	DATE	BY	DESCRIPTION	CHK	APD
B	12.03.25	JD	SITE LAYOUT UPDATED	BB	TW
A	27.02.25	JD	SITE LAYOUT UPDATED	BB	TW

STATUS: FOR INFORMATION

i-Transport
The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB
Tel: 01256 898366
www.i-transport.co.uk

TITLE: SWEPT PATH ANALYSIS - WATER TANKER

PROJECT: LAND AT CHESAPEKE, SAYERS COMMON

CLIENT: ANTLER HOMES

DRAWN:	CHECKED:	APPROVED:
JD	BB	TW
PROJECT No:	SCALE @ A3:	DATE:
ITB200420	1:500	17.02.25
DRAWING No:		REV:
ITB200420-GA-004		B

SCALE BAR @ 1:500
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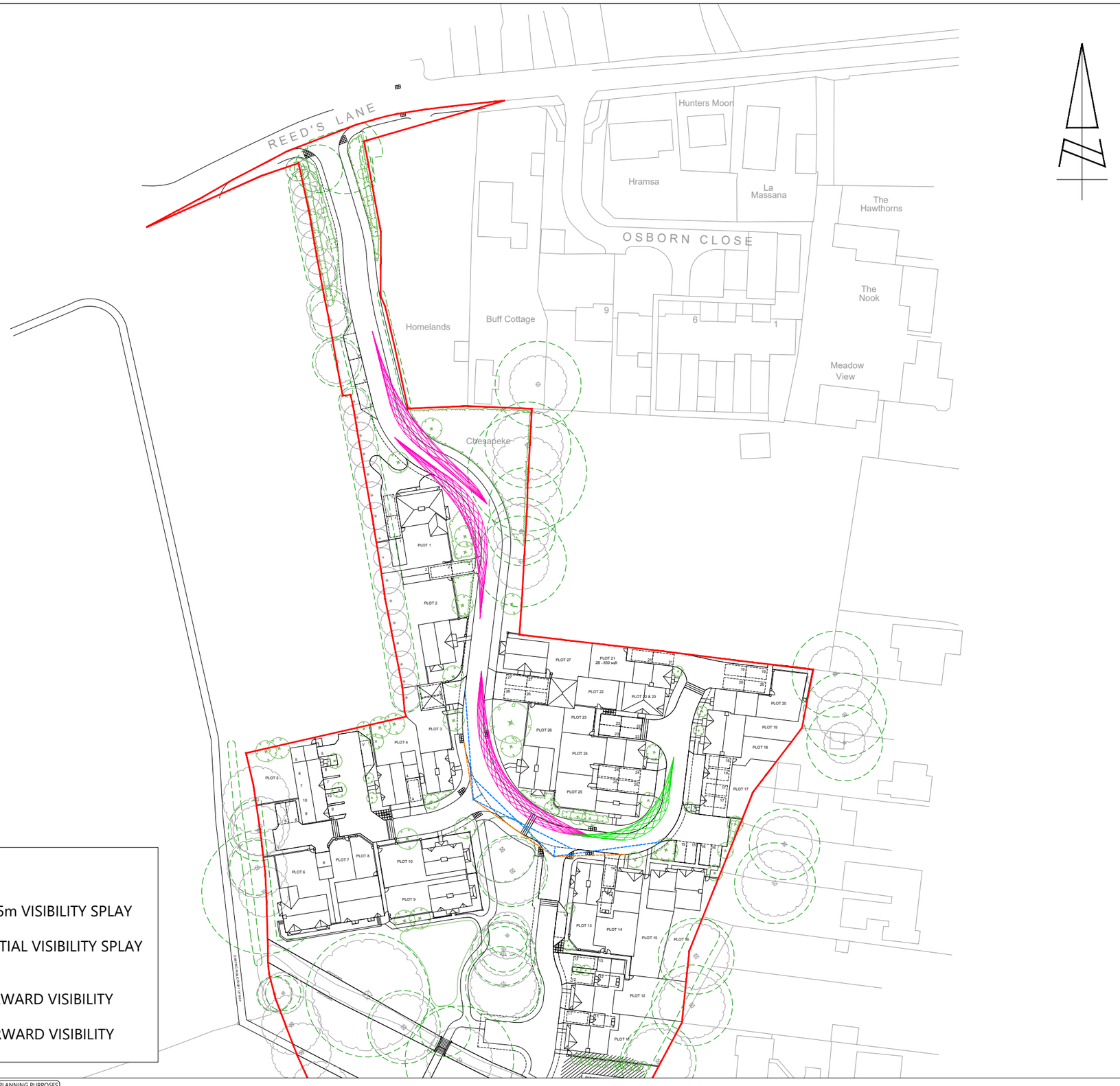

KEY:

- 2.4m x 25m VISIBILITY SPLAY
- TANGENTIAL VISIBILITY SPLAY
- 17m FORWARD VISIBILITY
- 25m FORWARD VISIBILITY

SCALE BAR @ 1:1000

0 10 25 50 100

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REV	DATE	BY	DESCRIPTION	CHK	APD
B	12.03.25	JD	SITE LAYOUT UPDATED	BB	TW
A	27.02.25	JD	SITE LAYOUT UPDATED	BB	TW

STATUS: FOR INFORMATION

i-Transport

The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB

Tel: 01256 898366

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TITLE: SITE LAYOUT VISIBILITY

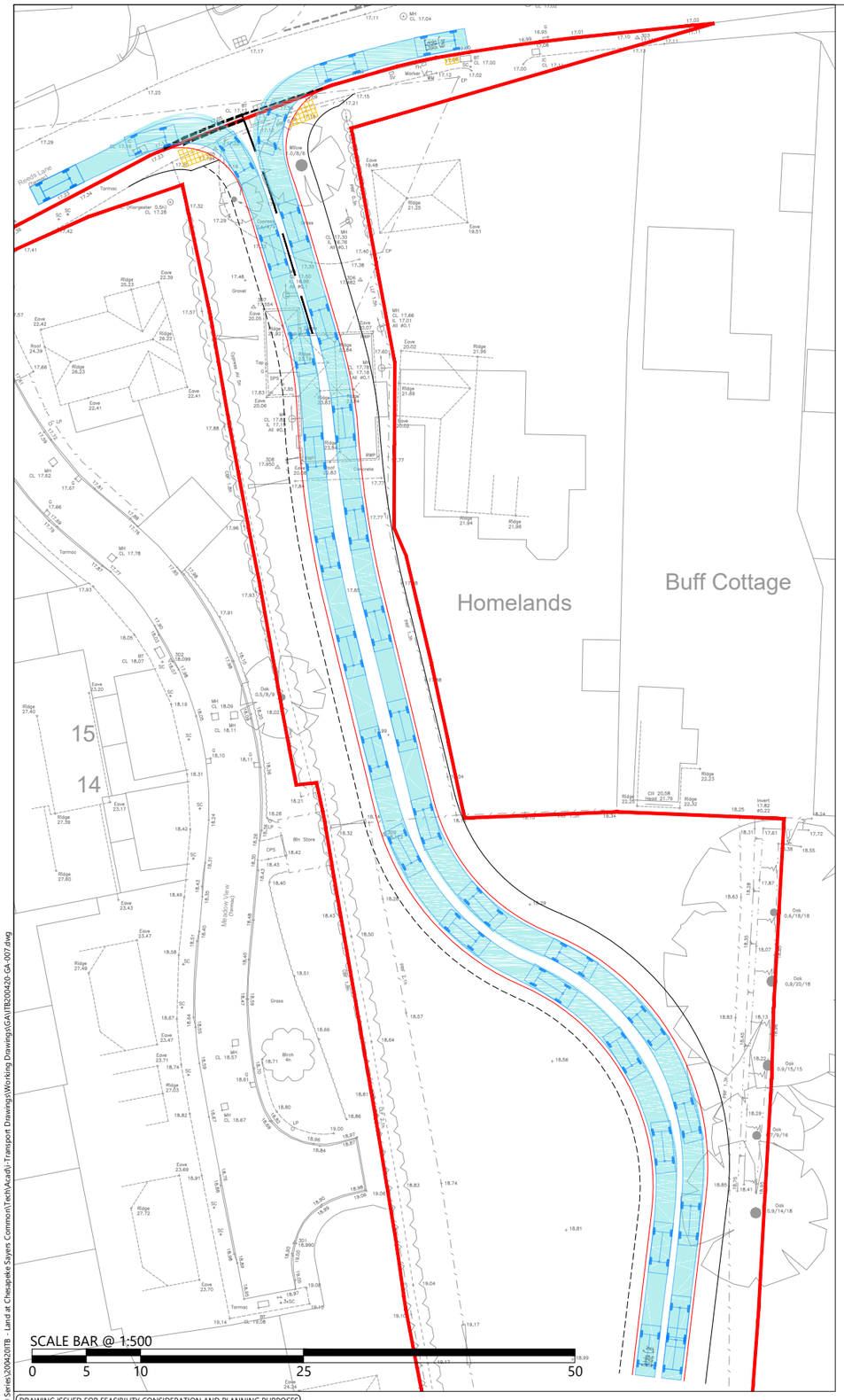
PROJECT: LAND AT CHESAPEKE, SAYERS COMMON

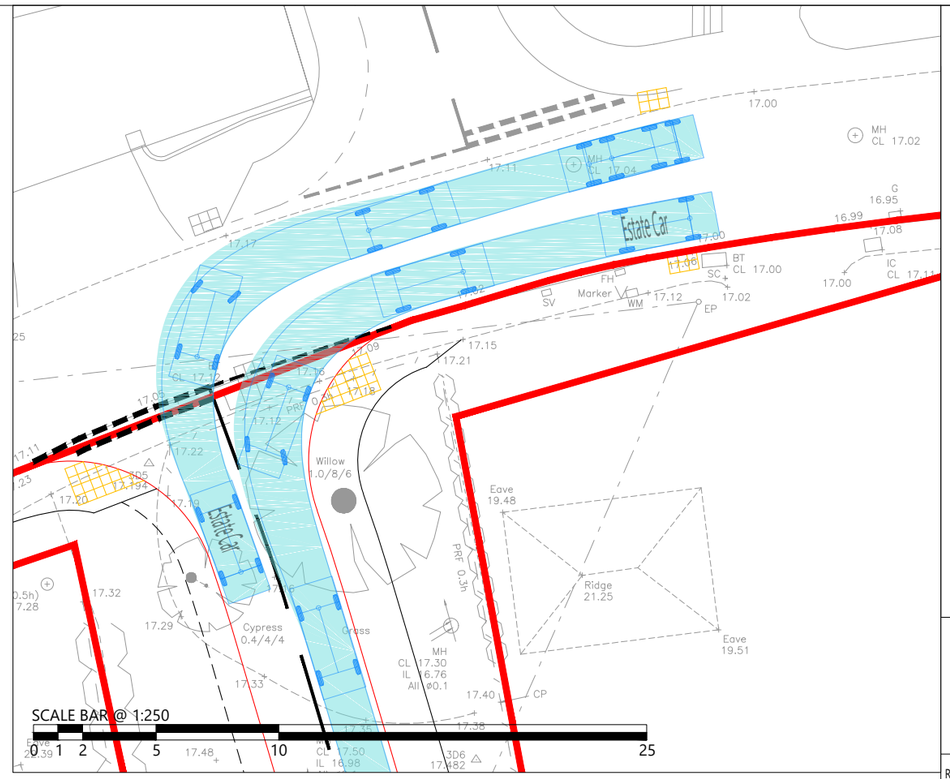
CLIENT: ANTLER HOMES

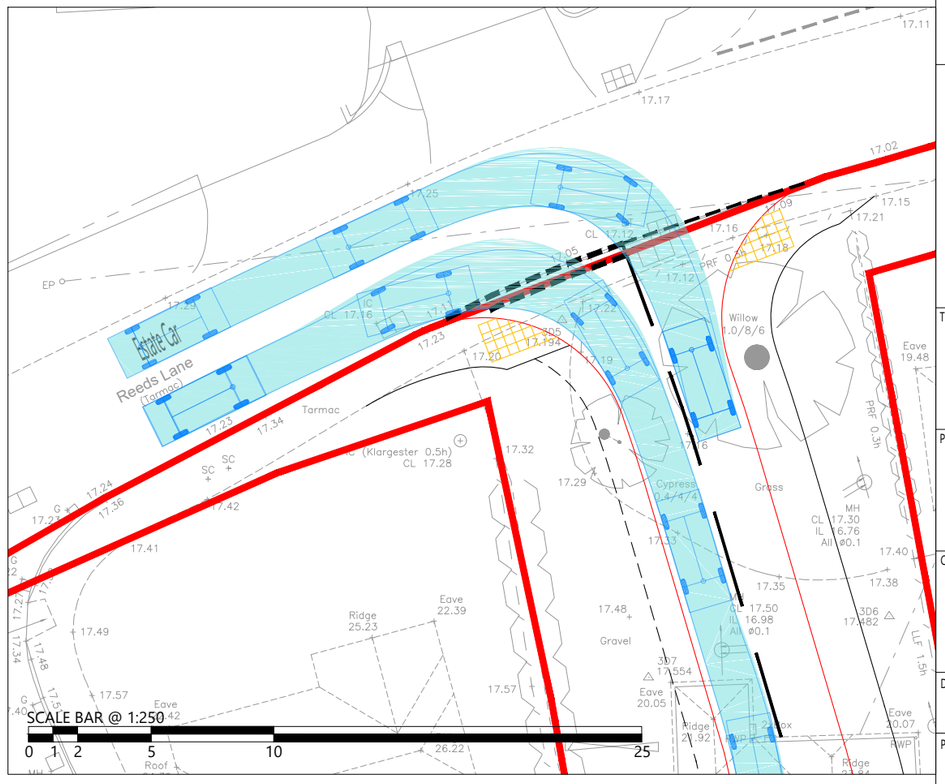
DRAWN:	CHECKED:	APPROVED:
JD	BB	TW

PROJECT No:	SCALE @ A3:	DATE:
ITB200420	1:1000	17.02.25

DRAWING No:	REV:
ITB200420-GA-005	B







Estate Car	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION

i-Transport
The Square, Basing View, Basingstoke, Hampshire, RG21 4EB
Tel: 01256 898366
www.i-transport.co.uk

TITLE: SWEPT PATH ANALYSIS - ESTATE CAR

PROJECT: LAND AT CHESAPEKE, SAYERS COMMON

CLIENT: ANTLER HOMES

DRAWN:	CHECKED:	APPROVED:
JD	BB	TW
PROJECT No:	**SCALE @ A3:**	**DATE:**
ITB200420	1:500 / 1:250	18.03.25
DRAWING No:		**REV:**
ITB200420-GA-007		-

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