

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council - FAO: Stuart Malcolm
FROM:	WSSC – Highways Authority
DATE:	5 February 2026
LOCATION:	Land West Of Kings Business Centre Reeds Lane Sayers Common
SUBJECT:	DM/25/3067 Erection of 80 new residential dwellings (Use Class C3), including affordable housing units, vehicular, pedestrian and cycle access (including new footpath links to the east and west of the site along Reeds Lane), landscaping and open space, parking, sustainable drainage and other related works.
DATE OF SITE VISIT:	16 December 2025
RECOMMENDATION:	More Information

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on proposals for 80 x dwellings and associated works on land west of Kings Business Centre, Reeds Lane, Sayers Common. Pre-application advice was given in August 2023 under ref. PRE-56-23.

The application is supported by various documents including Transport Assessment (TA), Travel Plan Statement (TPS) and Stage 1 Road Safety Audit (RSA).

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1. Site Context

The application has been identified in the Mid Sussex District Council (MSDC) RAG (Red, Amber, and Green) Report as "Red" with comments raised regarding *potential allocated site in the draft district plan. Needs to be considered in the context of the wider Sayer Commons proposals as set in the draft district plan.* Therefore, a site visit was undertaken on 16/12/25 to review the highways context surrounding site, including walking and cycling provision.

The site is identified in the Mid Sussex draft District Plan Review as being suitable for up 100 dwellings. It is worth noting that the draft allocation within the emerging Mid Sussex Local Plan (2021-2039) is along with several other

sites around Sayers Common totalling 2,393 dwellings (approx.). Concerns have previously been raised over the local plan with reference to the duty to cooperate and MSDC had been asked to withdraw the local plan from examination. However, more recently the local plan examination has been reopened. Therefore, the site will need to demonstrate how sustainable/active transport can be encouraged in the interim, even in the event that the adjacent and surrounding allocated sites may not come forward. In addition to footway improvements proposed by the applicant and additional improvements identified in this report, the applicant is required to outline how the site will provide proportionate contributions to allocation wide transport infrastructure to ensure the development is acceptable in planning terms and meets the policy requirements in the emerging Mid-Sussex District Plan. Such contributions will be in lieu of TAD and agreement should be reached between developer, WSCC and MSDC on mitigation measures and contribution amounts sought, specific to this application.

The site is in MSDC District Plan Review allocated site policy DSPC6 for up to 100 dwellings. It is one of several draft allocated sites within the district plan. Other relevant allocated sites include;

- DSPC3 - south of Reeds Lane, up to 2000 dwellings includes infrastructure (school, leisure, healthcare).
- DPSC4 - Land Rear Of Chesapeake, Reeds Lane - adjoins DPSC3 and is for 27 x dwellings (current application DM/25/1434). Access from south side Reeds Lane.
- DPSC5 – Land at Coombe Farm, London Road, 210 dwellings (current application DM/25/2661).
- DPSC7 – Land at LVS Hassocks, London Road, 200 dwellings (DM/25/2765 – EIA).

The development site is north of Reeds Lane and bound by Kings Business Centre to the east. Neighbouring site immediately east has permission for 38 x dwellings and accessed via Reeds Lane (DM/22/0640).

It is noted that the proximity to allocated sites and planned growth for Sayers Common as set out in MSDC plan review set a precedent for the site as suitable in terms of sustainable/active travel modes.

2. Accessibility (Sustainable/Active Travel)

The TA outlines a 'vision led approach' to the development to include promoting walking, cycling and public transport with improvements being proposed to ensure this as well as a TPS. The vision led approach seeks to design the development to provide sustainable and active transport links to promote shift in transport mode in future rather than predicting future vehicular demand and providing additional road network capacity. It is noted that the need to reduce impact of the car on the road network via mitigation measures should be at a level that *is necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind* (para. 58 National Planning Policy Framework-NPPF).

Bus

Closest bus stops are on B2118 London Road (10-15 minute walk) and currently feature bus shelters and flagpole information. They serve routes 100 and 273 to destinations such as Burgess Hill, Storrington, Pulborough, Horsham, Crawley, Hassocks, Brighton with hourly services.

Current application DM/25/1434 (DPSC4 - Land Rear Of Chesapeake) includes proposals to contribute toward Realtime (RTPI) boards at these bus stops. The LHA consider that this application should include a similar obligation to ensure this is provided, regardless of which development comes forward first, and to ensure access to high quality public transport as per para. 117 of NPPF.

The LHA is aware of Metrobus comments made in relation to the Sayers Common School bus stops. The stops are already served by standard height kerbs and there is currently street lighting in proximity. Incentives for discounted bus tickets etcetera will be addressed in the TPS section of this report. WSCC Public Transport Manager has also been consulted and would welcome an improved bus shelter at the southbound stop to match the northbound facility. The applicant could consider this but should consult with the Parish Council to make sure they are willing to take on maintenance liability of the shelter.

Basic cycle parking facilities would also be welcomed at these stops to promote additional active travel/sustainable travel choices. LHA consider that even a simple Sheffield type cycle stand would provide benefit in terms of promoting active travel as part of wider journey. The applicant should consider designing and delivering these as part of wider off-site works (s278).

Rail

Closest Train Stations are Hassocks (6km-22 minute cycle ride) and Burgess Hill (7km-25 minute cycle ride) from the site. Bus service 100 can be used to reach Burgess Hill station and service 273 can be used for onward travel to Hassocks. Both stations feature bicycle parking. However, there is an allocation wide requirement to contribute towards upgraded cycle parking at Hassocks Station.

Walking and Cycling Assessment

Several Public Rights of Way within and surrounding the site including HSC/1A1/2 crosses the site and internal connections to these are addressed in internal layout section below – WSCC PROW team will comment separately on

PROW proposals though LHA note that crossing of Reeds Lane to south connect into PROW 1AI then connects on to 11Hu and onward to B2118 London Road. There are also PROW links north of the site that would be considered leisure routes.

Footways on Reeds Lane are sought to be improved as part of this application. Currently footway is present on south side of Reeds Lane starting opposite Kings Business Centre access. This links to B2118 London Road and into village and amenities.

New footway has been provided as part of development to east DM/22/0640, which provides dropped kerb/tactile paved crossing point of Reeds Lane. DM/25/1434 - Land Rear Of Chesapeke -proposes to move this crossing point further east thus retaining a crossing of Reeds Lane for pedestrians.

It is noted that Manual for Streets (MfS) states walkable neighbourhoods have facilities within 10 minutes (800m) walk (para. 4.4.1). Whilst some amenities are outside of this distance, there are public house, park, bus stops, convenience store, school within 2km walking distance.

National Cycle Route 20 runs approx. 200m east of site via B2118 London Road and links London with Surrey and provides connections towards Brighton.

Off-site walking infrastructure improvements proposed are outlined below, along with additional improvements requests the LHA noted from site visit, which could be of benefit.

3. Offsite Highway Improvements (Sustainable Transport Infrastructure)

- Proposed connection from PROW HSC/1AI/2 at southeast corner of site to new 2m wide footway along Reeds Lane extending eastwards to join with that provided under DM/22/0640. Along Kings Business Park frontage this will reduce to 1.5m due to tree roots. As part of DPSC4 (DM/25/1434) the recent uncontrolled crossing of Reeds Lane to link with footway on southern side of Reeds Lane will be relocated slightly east. WSCC PROW team have commented on the proposed concrete block paving through the built-up area and resin bound gravel path through the green area as unacceptable and require that the surface is made up to rural specification throughout green area in the north-western corner and tarmac'd over the rest of it. The applicant should provide a drawing showing the proposed footway on Reeds Lane including connection to HSC/1AI/2. These works would be secured as part of off-site highway works under s278 agreement.
- Noted that proposed footway/cycleway from within site to southwest corner to provide crossing over ditch and linking to Reeds Lane and PROW ALB/3_1AI/1 on southern side Reeds Lane. Noted this will be 3.5m wide within site and narrow to 2m in width along the northern extent of Reeds Lane to connect with PROW 3AI and will allow onwards connections into allocated site DPSC3 by sustainable modes. The applicant should provide more details on these works within the public highway including connection. These works would be secured as part of off-site highway works under s278 agreement.

4. Request for additional off-site highway infrastructure improvements:

- It is noted that DM/25/1434 - Land Rear Of Chesapeke proposes improvements to Oakhurst and Berrylands Farm side road crossings by providing tactile paving to the existing dropped kerbs. The LHA consider that this development should also propose these improvements. This will ensure improvements to pedestrian infrastructure in the locale to make the application acceptable in planning terms are secured regardless of which application comes forward first. The applicant should provide a drawing showing these works which would be secured as part of off-site highway works under s278 agreement.
- The residential access points to Roundhay, Potters, Ashfields, Bennachie, off B2118 would benefit from improvement to facilitate pedestrian movement along this route (toward Sayers Common School bus stops).



Tactile paving could be provided on the footway at the northern access (Roundhay). Kerbs will require adjustment to accommodate the tactile paving and the footway may require reconstruction.



For the southern access the footway running across the driveway requires reconstruction and levels adjusted to make even. Kerbs could be provided across the footway (dropped to accommodate tactile paving).

The applicant should provide a drawing detailing these works within the public highway. These works would be secured as part of off-site highway works under s278 agreement.

- Pedestrian access to little park (recreation ground/pétanque/boules pitch) could be improved. This is located north of Reeds Lane and west of Reeds Lane/B2118 roundabout. There is currently no footway on northern side of Reeds Lane in this location, neither a crossing from the footway present on south side of Reeds Lane.



It could be that a short footway is introduced either on the west or east of the dirt access to the recreational park. If possible, that could allow pedestrians to cross Reeds Lane from onto this short footway stub. The footway stub will then take them onto the dirt access to the recreational park access. Tactile paving can then be introduced on both sides of Reeds Lane.

5. Travel Plan Statement (TPS)

Background information about the site is set out including walking, cycling and public transport information.

Targets will be finalised in final TPS but likely to be a 10% decrease in car trips over 12-hour weekday period, 5% increase in walking/cycling trips in peak hours and 5% increase in public transport trips in peak hours.

To determine the baseline data, surveys will be undertaken either at 50% occupancy or 1 year after first occupation, whichever happens first.

Travel packs will include cycling information (routes etc), promote cycle training, clubs, cycle to work week, commitment to reviewing cycle parking provision.

Information on walking routes, groups, walk to work week, providing pedestrian connection to PROW and footway on Reeds Lane, walking/cycling buddy schemes. Travel pack also to provide public transport information.

Further content is required within the TPS:

- The TPS should clearly state the number of trips expected between 7am and 7pm on a typical weekday (as should appear in the TA) and also the target number of trips (i.e. TA – 10%).
- Details of a nominated Travel Plan Co-ordinator, who will be responsible for implementing and promoting the Travel Plan.
- Journey planning websites such as Traveline and nextbuses.mobi should also be promoted via information/welcome packs and company websites. We would also advise developers/employers to contact their local bus operators as they may be able to provide tailored travel information and offer discounted travel. Bus operators may also provide a quantity of 'taster' tickets, which to enable residents/employees to try using local bus services free of charge.
- The County Council also has a cycle journey planning facility on its web site, which provides turn-by-turn information for the fastest, quietest, and balanced routes.
- A commitment to promoting car sharing, and the County Council's car sharing web site www.westsussexcarshare.com.
- Details of the survey/ simple Travel Audit to find out:
 - how residents travel to and from the site
 - how many people live/work in the same postcode area (to assess the potential for car sharing).
- A commitment to approaching any neighbouring businesses to inform them and examine the potential to work together to encourage car sharing and walking/cycling buddy schemes. Residential sites should also create links with local school(s), which will almost certainly have a Travel Plan in operation.
- Consideration of ways in which deliveries to the site may be reduced (e.g. by placing larger less frequent orders, or in the case of residential sites promoting supermarket home delivery services, on-line banking etc).
- A commitment to promoting any discounts offered by local bike shops to residential sites where a Travel Plan is in place.
- For residential sites:

We would expect to see some sort of travel voucher offering to the initial occupants of the residential units. Vouchers should be worth at least £150 per dwelling and could be exchanged for one of the following:

- a. a season ticket for the local bus service
- b. a rail season ticket or network card
- c. a contribution towards the purchase of a new bicycle and/or equipment
- d. Bikeability training up to 4 members of the household (further details and course costs are available at www.westsussex.gov.uk/roadsafety)
- e. 12 months free membership to any local Car Club (including joining fee)

The TPS requires monitoring fee of £1,695 to be secured via legal agreement. The Travel Plan auditing fees reflect the amount of local authority officer time required to evaluate the initial plan, assess the monitoring data and participate in on-going review and agreement to any amended plans in the future, including post planning once the development is built out and occupied. The costs have been benchmarked against fees charged by other Local Authorities and are considered to proportionate and reflective of the costs incurred.

6. Access Arrangements

Reeds Lane is D class public highway subject to 30mph at eastern extent of site but changes to 60mph 15-20m from eastern boundary of site. The proposed access is within the 60mph. Reeds Lane joins B2118 London Road to east via roundabout with dropped kerb/tactile paved crossing and central refuge at each arm. B2118 runs parallel to A23 which links Brighton to south and Crawley to north.

ATC survey for vehicle volumes and speeds revealed AM and PM peak hour flows are relatively low and 85th percentile speeds of 37.2mph (north-east bound) and 38.7mph (south-west bound).

LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There have been no recorded incidents on Reeds Lane. There have been 3 x incidents recorded on B2118 London Road. However, from an inspection of incident data these were not due to any defect with road layout.

A new priority T junction is proposed from Reeds Lane for vehicles and cyclists to access the site, 5.5m wide with 6m kerbed radii. Swept path tracking for refuse collection and fire appliance have been demonstrated. No footway is proposed at the access due to no footway on Reeds Lane in this location. Instead, pedestrian access links from within site are being proposed to the southwest, southeast and northwest sides of site along with PROW on western boundary along with the proposed connection from PROW HSC/1A1/2 to new footway along Reeds Lane to link with existing (see Offsite Highway Improvements (Sustainable Transport Infrastructure) above).

Visibility splays of 2.4m x 96m both east and west have been demonstrated. As per table 10.1 of MfS2 the 85th percentile speeds of 37.2mph (north-east bound) and 38.7mph (south-west bound) would require splays of 92m southwest splay and 98m northeast splay. There does appear to be additional splay achievable, and applicant could demonstrate this.

RSA

One issue was raised:

3.1 – Inadequate side road visibility may lead to collisions. Para. 2.3.1 of RSA notes that off peak free flow 85th percentile speeds should be used (not average) and banded to be in accordance with DMRB CD109 table 2.10. The auditor recommends vegetation cleared and speed limit change terminal relocated to encompass the proposed site extents of built up area west of access. The auditor also recommends 'effective speed management measures' such as gateway feature and extension of street lighting.

The Designer has responded that splays are provided and vegetation will be cleared but does not address the auditors comments on speed limit change relocation.

WSCC Road Safety Team have been consulted and provide following comment:

The extension of the 30mph would only be appropriate if the clear visibility distance (CVD) of the terminal signs is able to be adhered to. Based on the 85th percentile speeds, for a 60mph road meeting a proposed 30mph, the CVD would need to be 40m. If the 30mph is deemed the appropriate solution, we would also recommend that the gateway features should be brought forward to match the terminal locations and a suitable amount of vegetation clearance would be required to meet the CVD.

Alternatively a suitable length of 40mph buffer would also be supported, this would provide a consistent user experience, and be aligned with the mean speeds required for a 40mph. The CVD required for 40mph terminals would be 95m.

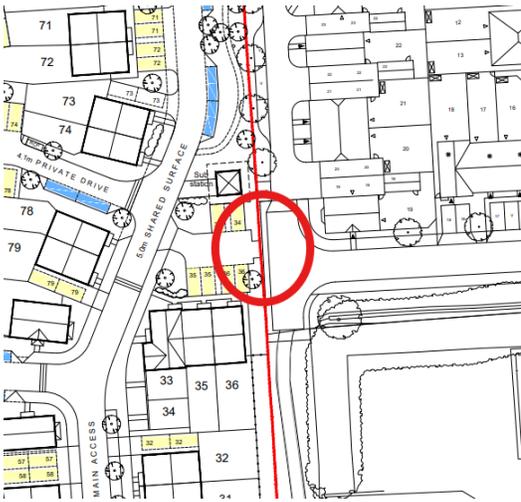
The applicant should consider the above and clarify whether Road Safety group requirements can be met, in order for the auditor recommendation to be incorporated. The LHA consider that using MfS2 to calculate stopping sight distance is acceptable on basis of built-up area changing and with the 30mph/village gateway potentially being extended to cover the site/ 40mph buffer depending on what the applicant is able to demonstrate.

7. Internal Layout

Servicing within site and swept path tracking shows refuse collection vehicle and fire appliance can enter, turn on site and exit in forward gear. It should be noted that para. 6.8.9 MfS states residents should not have to carry waste more than 30m and waste collection vehicles should be able to get within 25m of the storage point, which should be reasonably accessible.

The internal access road is predominantly shared surface which is suitable considering MfS paragraph 7.2.14 (short lengths (or where they form cul-de-sacs), where the volume of motor traffic is below 100 vehicles per hour and where parking is controlled, or it takes place in designated areas). There is segregated footway in key areas that also link in with PROW HSC/1A1/2 and off-road pedestrian paths through green areas. Whilst the northern extent of the access road does not loop round for vehicular traffic, a continuous linked loop is provided for walking/cycling which is considered to promote interconnectivity for such modes within the site.

Pedestrian connections are provided in southwest boundary (PROW HSC/1A1/2), southeast corner of site (PROW HSC/1A1/2 to new footway on Reeds Lane), southwest (link proposed from parking court north of plot 36 to turning head in adjacent site DM/22/0640 for pedestrians cyclists yet no detail has been provided on this).



It is also noted that a path is shown in northeast corner adjoining adjacent site DM/22/0640 but not clear how this will link in.



Car Parking

Car parking has been assessed using WSCC Guidance on Parking at New Developments. Site is in PBZ2. Parking has been assessed on basis of housing proposed (6 x 1-bed, 23 x 2-bed, 41 x 3-bed, 10 x 4-bed). On this basis, a total 160.6 spaces would be required.

Visitor parking is required at 0.2 spaces per dwelling thus total requirement for 16 x visitor spaces. 24 x visitor spaces are shown. As per WSCC and MfS guidance, 5% of total number of spaces on site should be provided with additional access aisle hatching/lining and signing to make spaces suitable for disabled/accessible use. LHA advise some of visitor spaces are marked up accordingly.

There are 151 x allocated spaces shown within the site. Where garages are provided these are counted toward 0.5 space each as per WSCC Guidance. Resident parking is therefore short by approx. 10 x spaces. However, it is noted that as visitor parking exceeds requirement by approx. 8 spaces the shortfall is actually around 2 x spaces.

Furthermore, it is noted that WSCC Guidance states *"To meet with current and emerging guidance on the promotion of sustainable travel modes and choices, consideration could also be given to reducing the expected level of parking demand by 10%".* The provided TPS will further encourage sustainable/active transport modes and thus parking provision is considered acceptable on this basis.

Cycle Parking

WSCC Guidance stipulates that 1-2 bed flats should provide 0.5 space per unit in communal facility, 1-2 bed houses should provide 1 space and 3+ bed houses should provide 2 spaces each. The TA indicate suitable cycle parking for each dwelling including a shared facility for the flats. Final detail of bicycle parking including location of cycle shed for each dwelling without a garage can be secured by condition.

8. Trip Generation

Expected vehicular trip generation has been estimated using trip rates from DM/25/1434 (Land at Chesapeake) and applied to the proposed 80 x units and found 43 x two-way movements in AM and 42 in PM peak hours.

The site access junction has been modelled for capacity to future year 2039 (Mid Sussex District plan period) plus development. TEMPRO growth rates include local plan allocation sites and thus no additional committed development has been included. It is considered that TEMPRO growth factors will account for additional future traffic forecasts including smaller unallocated sites such as permitted DM/22/0640 (38 x dwellings) adjacent.

Traffic flow data from ATC survey has determined trip distribution as 51% eastbound and 49% westbound. The RFC and queue from modelling outputs show the proposed junction is anticipated to operate within capacity in future 2039 year. It is noted that DPSC5 Land at Coombe Farm included a comprehensive junction capacity modelling exercise of all relevant junctions in Sayers Common which incorporated all allocated sites including this development.

9. CONCLUSION

Further information is required as summarised below:

- **Proportionate contributions to the site wide infrastructure** - Set out how the site will provide proportionate contributions to sustainable/active transport infrastructure to ensure the development is acceptable in planning terms, in lieu of TAD. Agreement should be reached between developer, WSCC and MSDC.
- **Bus** – commitment to RTP1 at Sayers Common School bus stops, applicant could also explore providing improved bus shelter at southbound stop and basic cycle parking facilities.
- **Offsite Highway Improvements (Sustainable Transport Infrastructure)**
 1. The applicant should provide a drawing showing the proposed footway on Reeds Lane including connection to PROW HSC/1A/2.
 2. The applicant should provide more detailed drawing of proposed footway/cycleway from within site to southwest corner to provide crossing over ditch and linking to Reeds Lane and PROW ALB/3_1A/1.
- **Request for additional off-site highway infrastructure improvements:**
 1. Provide drawing detailing tactile paving to the existing dropped kerbs of Oakhurst and Berrylands Farm side road crossings to ensure improvements are secured regardless of whether DM/25/1434 is permitted/comes forward first.
 2. Drawing detailing improvements to residential access points to Roundhay, Potters, Ashfields, Bennachie.
 3. Pedestrian access to little park (recreation ground/pétanque/boules pitch) could be improved by connecting/crossing from footway on south side of Reeds Lane to park on north side.
- **TPS** – updates to the TPS.
- **Access** - require splays of 92m southwest splay and 98m northeast splay. There does appear to be additional splay achievable, and applicant could demonstrate this.
- **RSA** – In light of Road Safety Group comment the applicant should address auditors recommendation regards extension of 30mph and village gateway.
- **Internal Layout** –
 1. Detailed drawing of link proposed from parking court north of plot 36 to turning head in adjacent site DM/22/0640.
 2. Detailed drawing of path shown in northeast corner adjoining adjacent site DM/22/0640.
- **Car parking** - additional access aisle hatching/lining and signing to make some visitor spaces suitable for disabled/accessible use.

Katie Kurek

West Sussex County Council – Planning Services