
Land at Chesapeake, Sayers Common: Transport Statement Addendum

Ref: TW/BB/ITB200420-004A TN
Date: 11 December 2025

SECTION 1 Introduction

- 1.1 Antler Homes has appointed i-Transport LLP 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. 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 The planning application (Planning Ref: *DM/25/1434*) was submitted on 3 June 2025 and West Sussex County Council (WSCC), in their role as the Local Highway Authority (LHA), provided a consultation response to the proposals on 22 July 2025. The full WSCC consultation response is contained at **Appendix A**.
- 1.3 This Transport Statement Addendum (TSA) provides the additional information and clarification requested by WSCC to address their comments. The quantum of development remains unchanged, however, minor amendments to the scheme proposals have been made where necessary and to address comments on other disciplines.

SECTION 2 Internal Site Layout Amendments

- 2.1 The proposed site layout has seen minor amendments to address comments raised on other disciplines. The plan illustrating the amended scheme proposals is provided at **Appendix B**.
- 2.2 Specific to highways matters, amendments have been made to the proposed cul-de-sac at the southern extent of the site and to the proposed parking arrangements for Plots 23-25.
- 2.3 These minor amendments have impacted upon the swept path analysis originally provided for a refuse vehicle and fire appliance. Therefore, the swept path analysis has been updated to demonstrate that the amended scheme proposals continue to allow for the safe access, circulation and egress of these servicing vehicles, in accordance with MfS guidance and Building Regulations.
- 2.4 The updated swept path analysis is included as drawing no. **ITB200420-GA-002D** and **ITB200420-GA-003D** respectively.

SECTION 3 Stage 1 Road Safety Audit

3.1 Updates to Stage 1 Road Safety Audit – Proposed Access Arrangements

3.1.1 Within their consultation response, WSCC reviewed the Stage 1 Road Safety Audit that was commissioned of the proposed site access arrangements onto Reeds Lane. Within their review, WSCC confirmed that Problems 2 and 3 of the Stage 1 Road Safety Audit were suitably addressed within the Designer Response to the RSA.

3.1.2 However, in relation to Problem 1, which concerned the possibility for on-street car parking on Reeds Lane to obstruct visibility splays at the newly proposed site access junction, WSCC requested that an updated response be provided to the Auditor.

3.1.3 In recognition of WSCC's comments, the Designer Response to the Stage 1 Road Safety Audit has therefore been updated, and is contained at **Appendix C**. The updated Designer Response now includes reference to Manual for Streets 2, paragraphs 10.7.1 and 10.4.2, by stating:

- 1 That parking within visibility splays is common and does not create significant problems in practice – this is, in part, due to the transitory nature of on-street parking.
- 2 That research carried out in conjunction with the drafting of MfS2 has found no evidence to suggest that the failure to provide visibility at priority junctions results in an increased risk of injury collisions – this is also mitigated by the transitory nature of on-street parking, which ensures that the visibility splays at the proposed site access junction will only be restricted by on-street parking on a temporary basis.

3.1.4 We can confirm that the Auditor was provided the latest proposed site access design: **ITB200420-GA-001C** (as submitted within the Transport Statement), with the associated 2.4m x 47m and 2.4m x 37m visibility splays, which WSCC confirmed their agreement to within their consultation response.

3.1.5 The updated Designer Response has been issued to the appointed independent Auditor, who has confirmed that there remain no residual safety concerns with the proposed site access design. Their updated response is contained at **Appendix C**.

3.1.6 The comments raised by WSCC on the Stage 1 Road Safety Audit have therefore been addressed appropriately.

SECTION 4 Pedestrian Infrastructure Improvements

4.1 Additional Off-site Infrastructure Improvements

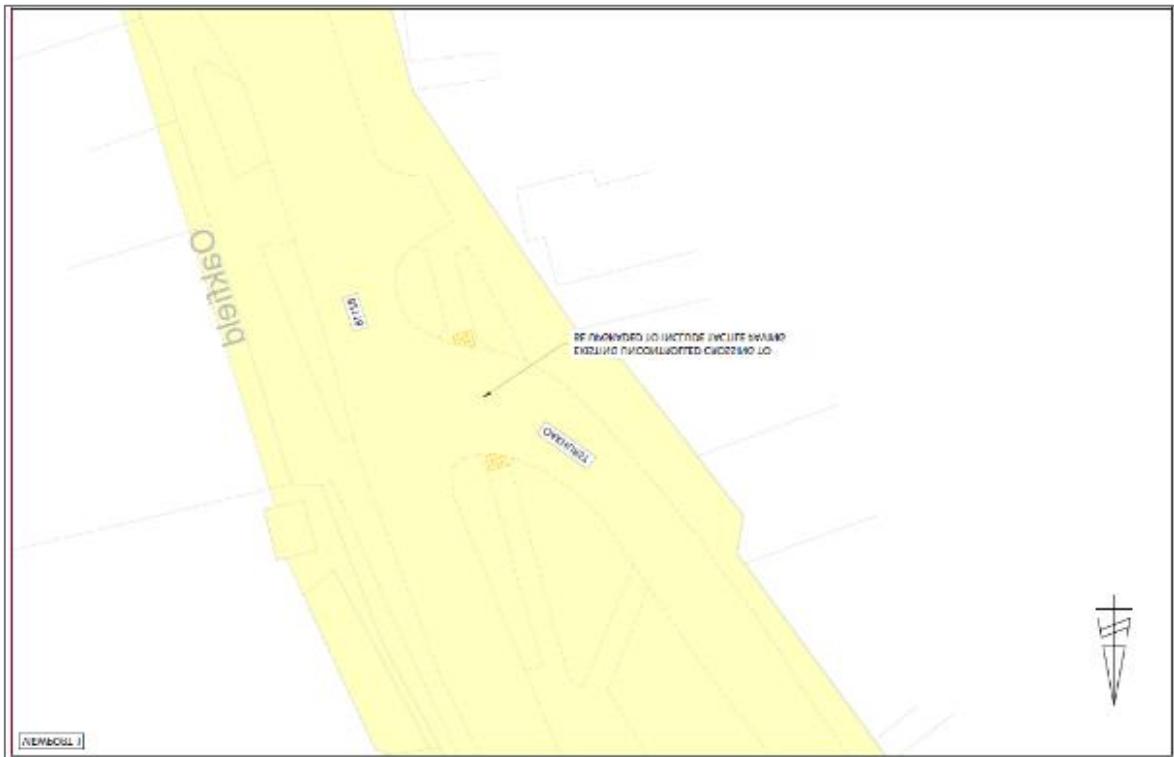
4.1.1 Within their consultation response, WSCC requested that additional pedestrian infrastructure improvements are delivered on the pedestrian desire line into Sayers Common village and the nearest bus stops on B2118.

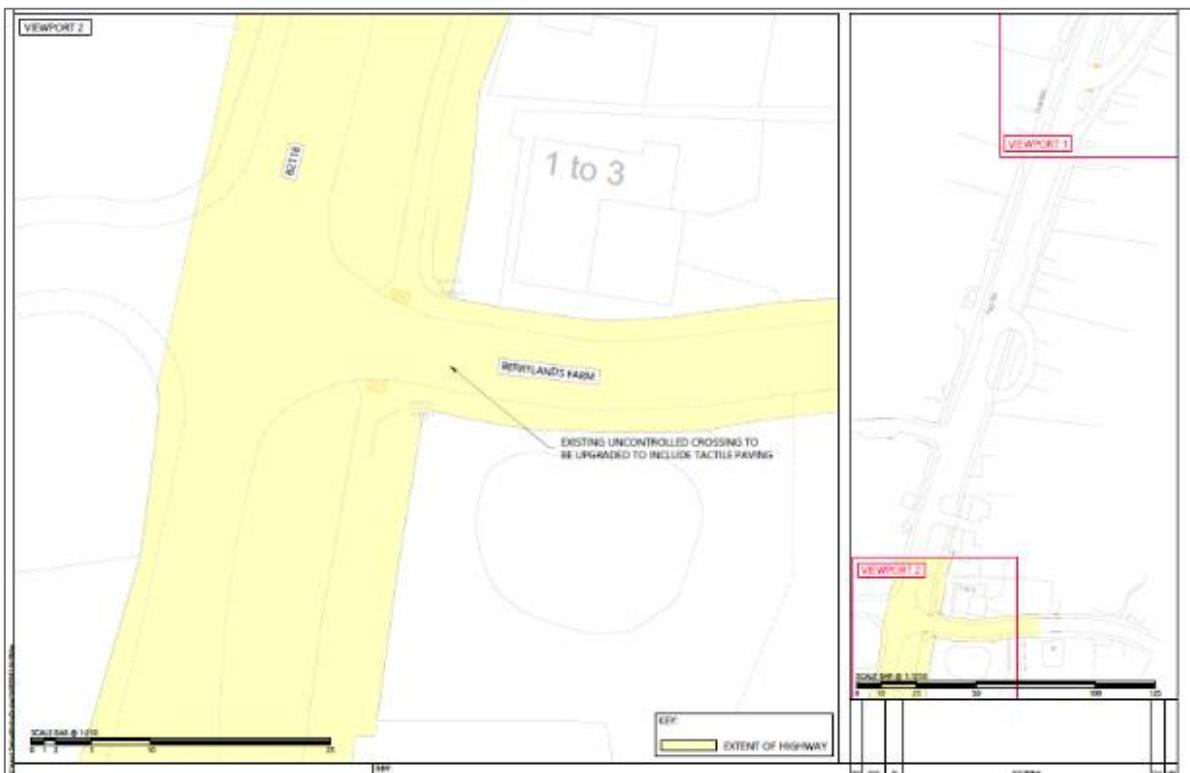
4.1.2 Specifically, WSCC requested that the following additional improvements are delivered as part of the development proposals:

- 1 Upgrading the existing dropped kerb pedestrian crossing of Berrylands Farm to include tactile paving; and
- 2 Upgrading the existing dropped kerb pedestrian crossing of Oakhurst to include tactile paving.

4.1.3 In response to WSCC's comments, drawing **ITB200420-GA-008** presents an improvement scheme at the two identified pedestrian crossing points, confirming how these can be upgraded to include tactile paving. An extract of the drawing is presented as **Image 3.1**.

Image 3.1: Proposed Additional Pedestrian Infrastructure Improvements





Source: Extract of **ITB200420-GA-008**

4.1.4 The applicant is willing to deliver these additional works as part of the development proposals, and these works can be secured through a Section 278 Agreement.

4.1.5 The comments raised by WSCC on this matter have therefore been addressed appropriately.

SECTION 5 Encouraging Active and Sustainable Transport

5.1 Overview

5.1.1 Within their consultation response, WSCC provided commentary on a number of matters relating to active and other sustainable transport modes, including requests for the provision of specific transport contributions.

5.1.2 This section of the TSA summarises the comments raised by WSCC on these matters and provides the Applicant's response.

5.2 Active and other Sustainable Transport Modes – Summary of WSCC Comments

5.2.1 A summary of the comments raised by WSCC on active and sustainable transport matters is presented in **Table 4.1**.

Table 4.1: Summary of WSCC Comments on Active and other Sustainable Travel Modes

Category	WSCC Comment
Policy	<ul style="list-style-type: none"> The site is in Mid Sussex draft District Plan Review as being suitable for 33 homes (as Policy DPSC4). Whilst the development is one of the smaller allocations, it will still need to demonstrate how sustainable/active transport can be encouraged even without the adjacent sites coming forward and how proportionate contributions to the sites overall transport mitigation is being provided.
Walking	<ul style="list-style-type: none"> There are limited amenities in Sayers Common (although there is a community shop), but it is acknowledged that the allocated strategic site DPSC3 (which borders the proposals) includes requirements for a café and retail services. Further future proofing of the layout should be undertaken to include further connections to the allocated site DPSC3. This could be achieved via two no. additional connections through the site boundary. Additional improvements could be made on the pedestrian desire line into the village (see Section 3 of this report)
Cycling	<ul style="list-style-type: none"> No off-street cycle infrastructure currently exists, although the Active Travel Corridor proposed in MSDC's District Plan would improve cycle facilities and links to Burgess Hill The applicant would need to demonstrate what mitigation is proposed and provide a proportionate contribution to the Active Travel Corridor improvement.
Public Transport	<ul style="list-style-type: none"> The nearest bus stops are on the B2118 opposite the community shop for northbound services, and north of the junction with Oakhurst for southbound services. A contribution towards Realtime Information Boards (RTPI) at both these stops is necessary. The contribution could be secured via s106 agreement. The Burgess Hill Railway Station is reachable via 100 bus service indicating there are options for sustainable travel for residents of the site.
Additional Measures	<ul style="list-style-type: none"> Due to the scale of the development a full Travel Plan Statement is not required. However, a Residents Travel Information Pack should be secured by Condition on any planning approval. This could include £150 sustainable travel vouchers and other promotional information (e.g. bus timetables). No monitoring fee would be attached to this.

Source: WSCC's Consultation Response

5.3 Active and other Sustainable Transport Modes – Applicant’s Response to WSCC’s Comments

5.3.1 The inclusion of the application site as a draft allocation in the Mid Sussex Submission Draft Local Plan (as Policy DPSC4) ensures the principle of sustainable development at the site is established.

5.3.2 Whilst it is accepted that Sayers Common provides limited access to higher order facilities and services, the site is within a reasonable walking distance of services and amenities that residents will utilise on a day-to-day basis, including a community shop, a pre-school, business parks, hairdressers, public houses, a village hall and playing fields.

5.3.3 To ensure access to these services can be suitably achieved on foot, the development proposals include:

- The delivery of a new access junction onto Reeds Lane, as well as new lengths of footway to tie into the existing pedestrian infrastructure on Reeds Lane.
- A relocated pedestrian crossing on Reeds Lane.
- Improvements to existing uncontrolled pedestrians crossing within the village (ref: Paragraph 4.1)
- Improvements to the existing PROW No. 11 that routes through the site and provides connections to Reeds Lane (to the west of the site) and the B2118 (south of Wintergreen Way).

5.3.4 These highway works will benefit future residents of the site, ensuring they are provided genuine opportunities to travel by active modes, as well as wider residents within Sayers Common, including those within the committed development on land to the immediate north of the site (Land North of Reeds Lane).

5.3.5 With regards to cycling, the surrounding village street network is subject to 30mph speed limits and is lightly trafficked (as demonstrated by traffic survey data summarised in Table 3.3 of the submitted Transport Statement). When considered in conjunction with the small quantum of development proposed at the site, this ensures that on-street cycling is acceptable (in accordance with Manual for Streets principles) and therefore no specific cycling mitigation or cycling infrastructure should need to be provided by the development proposals.

5.3.6 Furthermore, as set out in Section 5.3 of the submitted Transport Statement (and acknowledged by WSCC within their consultation response), the application site is situated adjacent to a significant larger allocation for some 2,000 homes on land to the South of Reeds Lane (as Policy DPSC3). The larger DPSC3 allocation is to 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.

5.3.7 The sustainability credentials of the site and surrounding Sayers Common area will therefore be further enhanced through the delivery of this larger allocation. To further ensure that active and other sustainable transport modes are prioritised, the application site has been designed carefully to ensure that a future connection to the larger allocation has been secured by upgrading PROW No. 11 as it routes through the site.

5.3.8 The development proposals also include fast electric vehicle charging points for each home, and easily accessible secure cycle storage. This will further promote active and more sustainable modes of transport.

Additional Measures to Promote Active and other Sustainable Transport Modes

5.3.9 Notwithstanding the above, in recognition of WSCC's comments within their consultation response, consideration has been given to how the development proposals can be further enhanced to better prioritise active and other sustainable modes of travel.

5.3.10 The following additional measures are proposed:

- 1 The proposed site layout has been revised to include an additional active transport connection to the western site boundary to the wider (and larger) DPSC3 allocation. The additional active travel connection is shown on the updated site layout (contained at **Appendix B**) and has been designed as a 3m wide route to ensure it is suitable for shared use by both pedestrians and cyclists.
- 2 As set out in Section 3 of this report, the development proposals will deliver further off-site pedestrian infrastructure improvements at the existing Berrylands Farm and Oakhurst pedestrian crossing points. These works can be secured through a Section 278 Agreement.
- 3 The applicant is willing to provide a fair and proportionate contribution towards the delivery of RTPI at the nearby bus stops on the B2118. This would need to be secured within the Section 106 Agreement, and the applicant would welcome further discussions with WSCC on this matter to determine what would constitute a fair and proportionate contribution.
- 4 The applicant is willing to provide a fair and proportionate contribution towards the future delivery of the potential Active Travel Corridor from Sayers Common to Burgess Hill. This would need to be secured within the Section 106 Agreement, and the applicant would welcome further discussions with WSCC on this matter to determine what would constitute a fair and proportionate contribution.
- 5 The applicant will provide a Resident's Travel Information Pack for each new occupant of the new homes on the site. These packs will include a Sustainable Travel Voucher worth up to £150 for new residents to spend on a menu of options covering active and other sustainable transport modes. This can be secured via an appropriately worded Condition on any planning consent.

5.3.11 A further active transport connection through to the southern boundary of the site has not been provided for the following design reasons:

- a Delivering a new footway/cycleway link through the southern part of the development presents issues from a usability perspective. Cyclists would need to cross the existing PROW, which is dedicated as a Public Footpath, and has no dedicated cycle rights. It is not within the Applicant's gift to upgrade the status of the existing PROW outside of their ownership.
- b Routeing cyclists through and across an area of Open Space presents a conflict in place making terms.

c The southern boundary is densely vegetated and tree lined. As such, there are potential significant environmental constraints with delivering a new pedestrian/cycle route through this boundary of the site.

5.3.12 Overall, an additional active travel connection through the southern boundary presents a number of design and environmental constraints and would provide limited connectivity benefit – given the newly proposed connection to the western development boundary, and the fact that the development proposals already connect onto and enhance the existing PROW No. 11 that routes through the development.

5.4 Sustainable Transport Strategy – Updated

5.4.1 With consideration to these additional measures, the Sustainable Transport Strategy for the proposed development is summarised in **Table 4.2**.

Table 4.2: Proposed Sustainable Transport Strategy

Sustainable Transport Measure	Mechanism
<u>On-site Active Travel Infrastructure</u> <ul style="list-style-type: none"> A network of permeable routes through the site. Pedestrian crossing provision provided throughout the site, with pedestrians having priority over vehicles. 	To be delivered as part of the development
<u>Off-Site Pedestrian Infrastructure Improvements</u> <ul style="list-style-type: none"> Delivery of new lengths of footway on Reeds Lane to tie into existing pedestrian infrastructure. Relocated pedestrian crossing point on Reeds Lane Upgrading of existing pedestrian crossings at Berrylands Farm and Oakhurst to include tactile paving 	To be delivered through a Section 278 Agreement
<u>Future Connections to Larger Site Allocation in Sayers Common</u> <ul style="list-style-type: none"> Enhancement of PROW No.11 within the site, which connects to the wider PROW network and the larger DPSC3 allocation. A new shared footway/cycleway through the western site boundary to provide a future connection to the larger DPSC3 allocation. 	To be delivered as part of the development
<u>Electric Vehicle Charging</u> <ul style="list-style-type: none"> Fast electric vehicle charging infrastructure provided for all homes, in accordance with Building Regulations requirements. 	To be delivered as part of the development
<u>Cycle Parking</u> <ul style="list-style-type: none"> Easily accessible and secure cycle parking provided for all homes in accordance with WSCC's adopted standards. 	To be delivered as part of the development

Sustainable Transport Measure	Mechanism
Resident Travel Information Packs <ul style="list-style-type: none"> Delivery of Travel Information Packs to all new occupiers of the new homes at the site, including a £150 sustainable travel voucher. 	To be secured by Planning Condition
Contributions <ul style="list-style-type: none"> A proportionate contribution towards the upgrading of the nearby bus stops on the B2118 to include RTPI. A proportionate contribution towards the potential Active Travel Corridor from Sayers Common to Burgess Hill 	To be secured within the Section 106 Agreement

5.4.2 The measures set out within the Sustainable Transport Strategy ensure that active and other sustainable modes of travel are being prioritised for future residents of the site in accordance with the NPPF, both on a 'standalone' and 'collective' basis (when considering the potential forthcoming larger allocations on Land to the South of Reeds Lane).

5.4.3 The comments raised by WSCC on these matters have therefore been addressed appropriately.

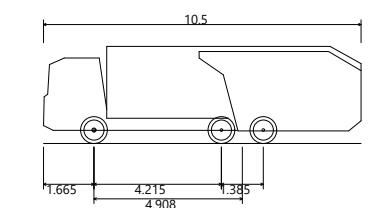
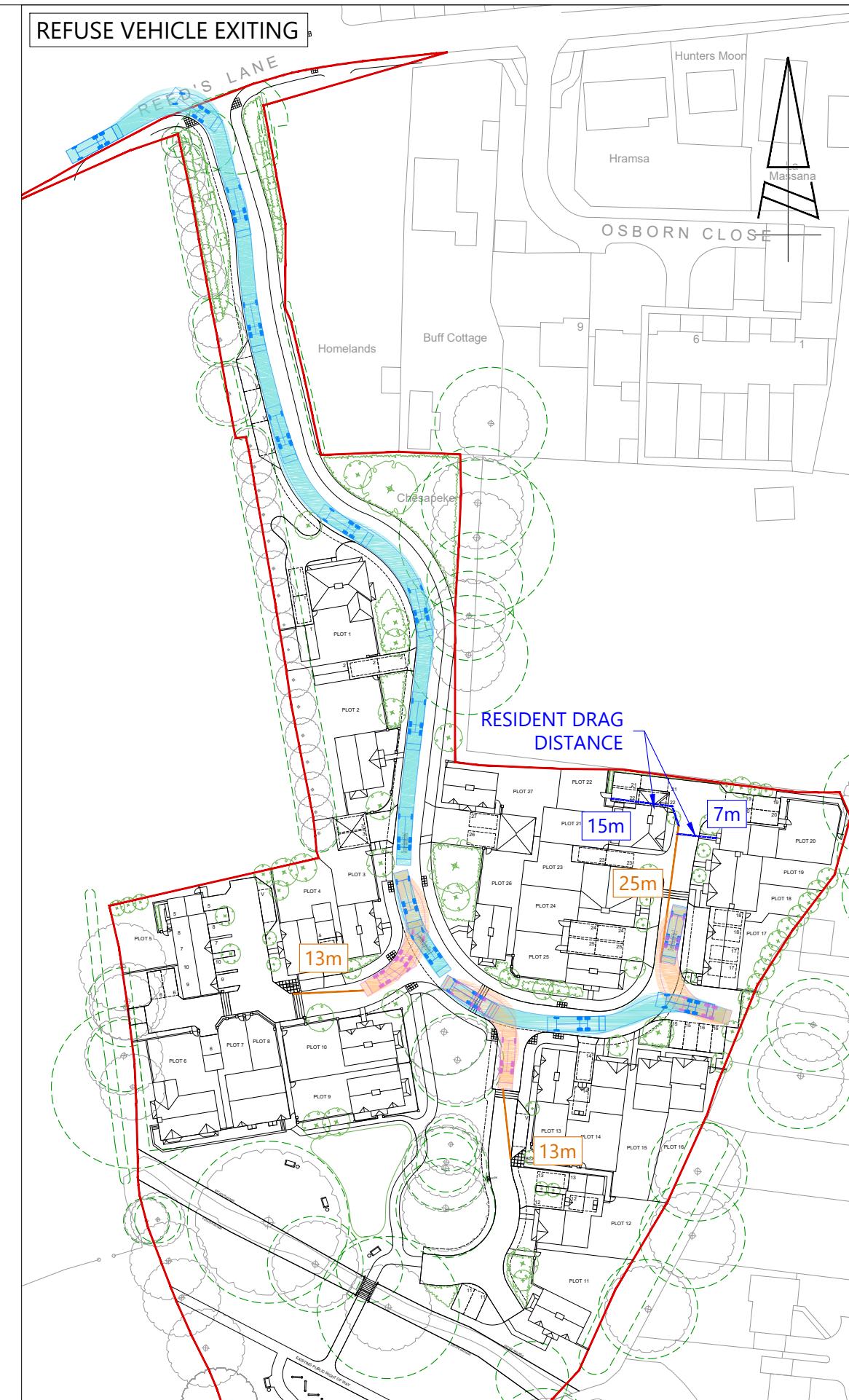
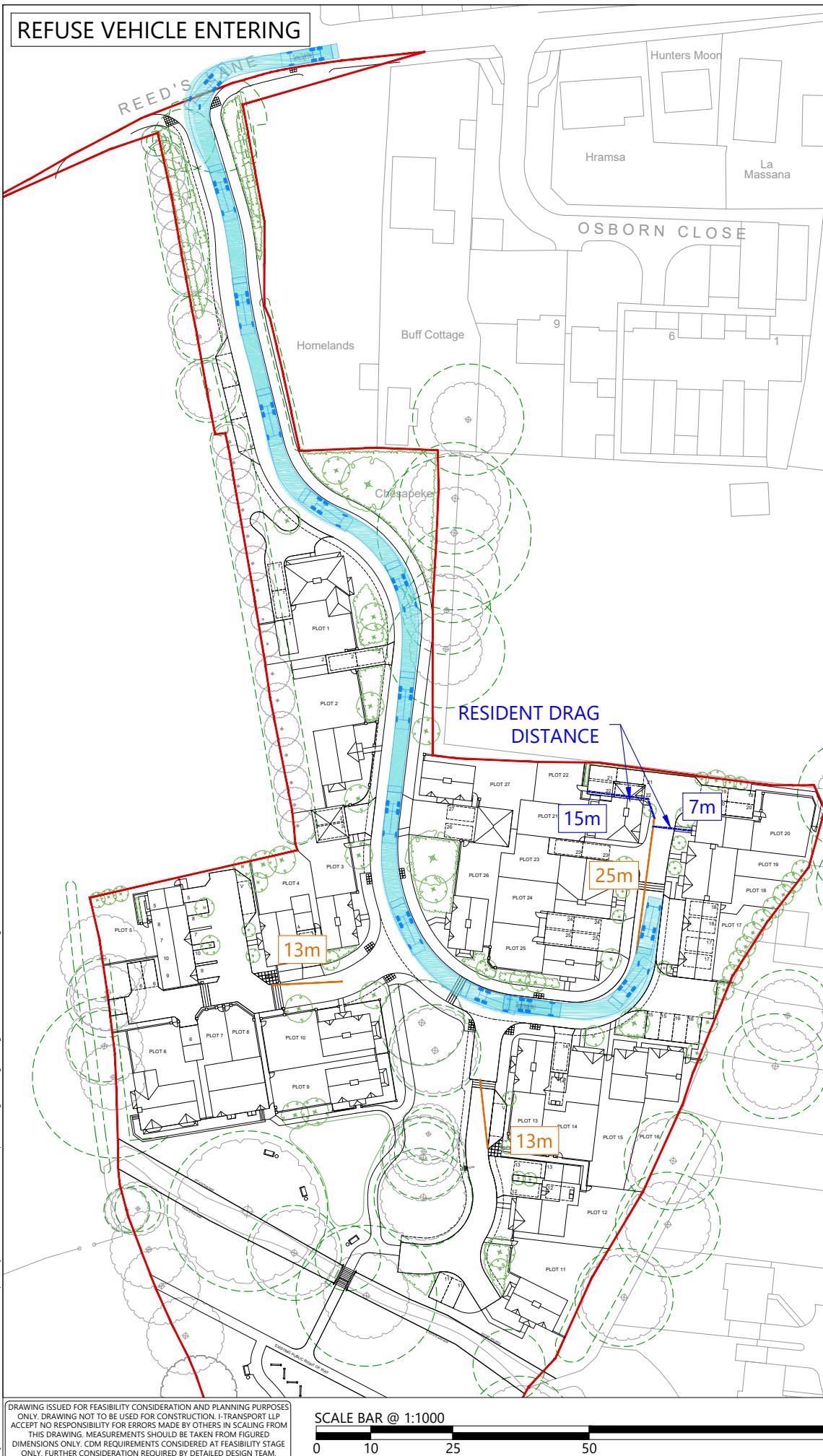
SECTION 6 Summary and Conclusions

6.1 This TSA provides a response to the comments raised by WSCC within their consultation response to the Transport Statement submitted alongside the planning application for the development of 27 homes at the site. The additional information provided within this TSA confirms:

- The Stage 1 Road Safety Audit of the proposed site access arrangements has been undertaken appropriately in accordance with DMRB GG119. The Designer Response has been updated to reflect WSCC comments, and the independent Auditor has confirmed there remain no residual safety concerns with the proposals.
- Additional off-site pedestrian crossing improvements are proposed at the existing crossing points at Berrylands Farm and Oakhurst. These can be delivered through a Section 278 Agreement.
- Through the implementation of a comprehensive Sustainable Transport Strategy, the development proposals will prioritise sustainable transport modes, given the type of development and its location.

6.2 Following the additional information presented in this TSA, the development is demonstrated to comply with prevailing national and local planning policy. There are therefore no reasons on highways or transport grounds why these proposals should not go ahead.

DRAWINGS



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

D	11.12.25	JD	SITE LAYOUT UPDATED	BB	TW
C	02.09.25	MM	SITE LAYOUT UPDATED	BB	TW
B	12.03.25	JD	SITE LAYOUT UPDATED	BB	TW
A	27.02.25	JD	SITE LAYOUT UPDATED	BB	TW

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 - REFUSE VEHICLE

PROJECT: LAND AT CHESAPEKE, SAYERS COMMON

CLIENT: ANTLER HOMES

DRAWN: JD CHECKED: BB APPROVED: TW

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

DRAWING NO: ITB200420-GA-002 REV: D



7.9

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
D	11.12.25	JD	SITE LAYOUT UPDATED	BB	TW
C	02.09.25	MM	SITE LAYOUT AND SWEEP PATHS UPDATED	BB	TW
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

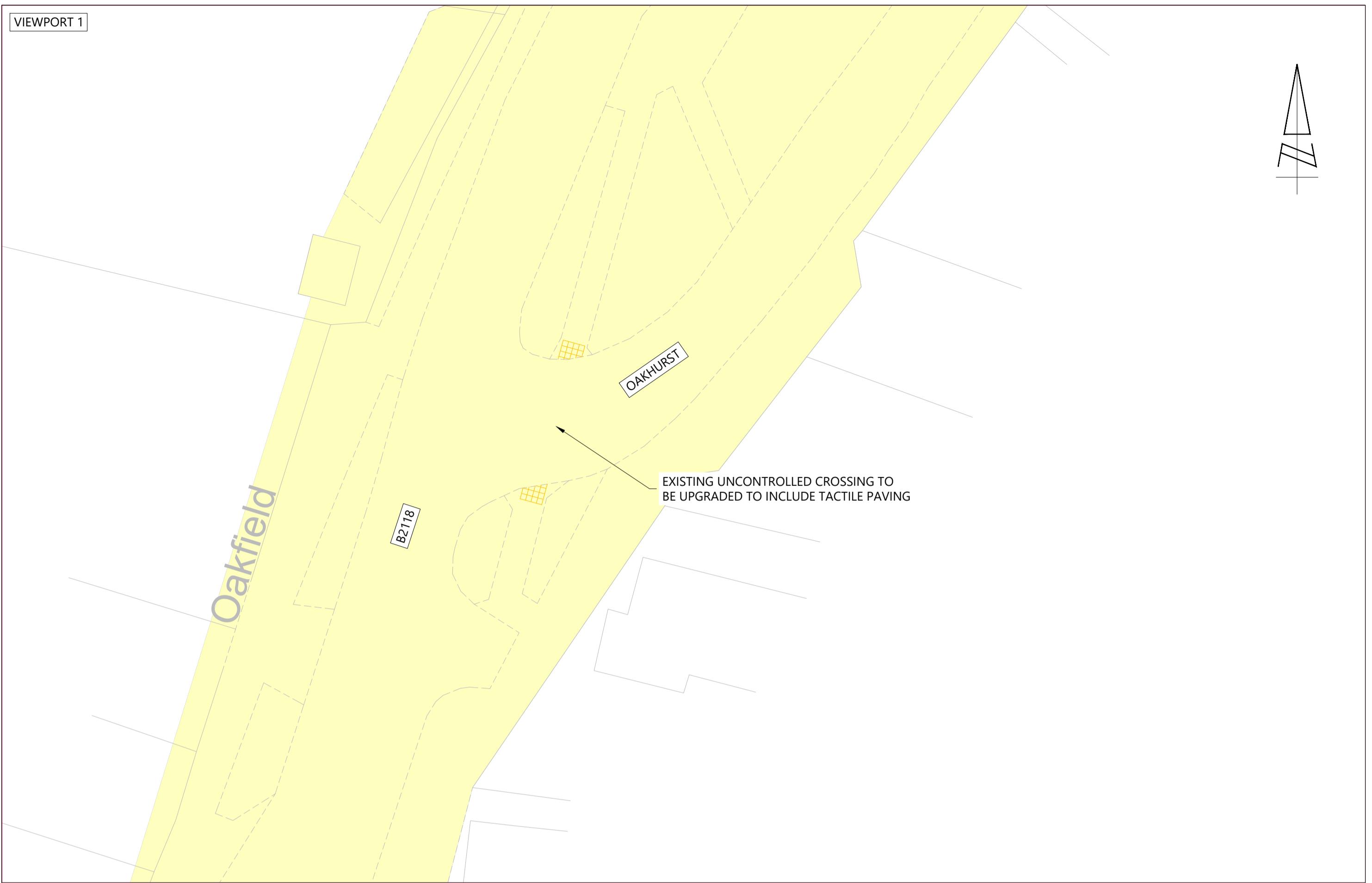
CLIENT: ANTLER HOMES

DRAWN: JD CHECKED: BB APPROVED: TW

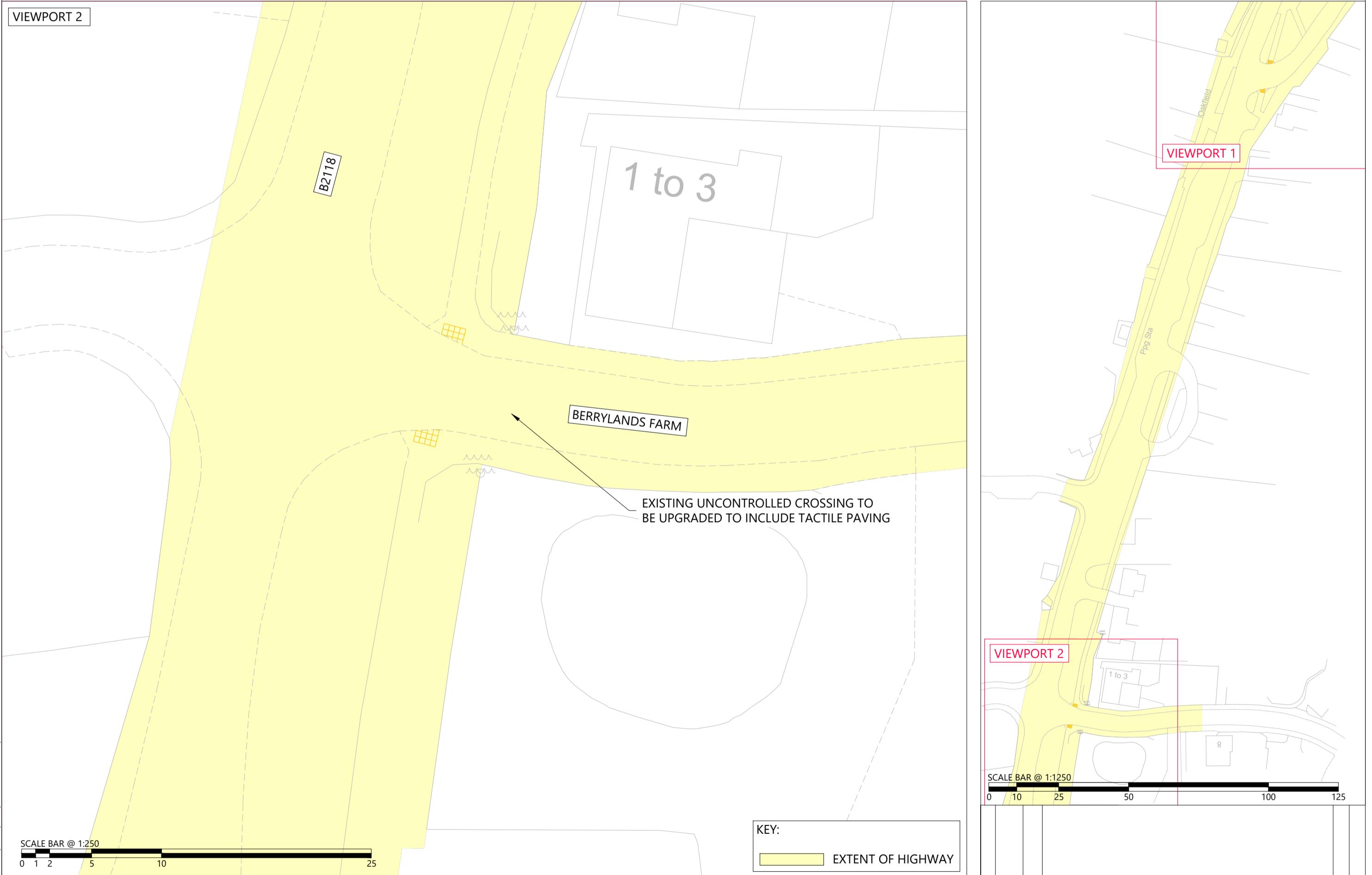
PROJECT No: ITB200420 SCALE @ A3: 1:1000 DATE: 17.02.25

DRAWING No: ITB200420-GA-003 REV: D

VIEWPORT 1



VIEWPORT 2



DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES
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The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB
Tel: 01256 898366
www.i-transport.co.uk

CLIENT: ANTLER HOMES
TITLE: PROPOSED OFF-SITE PEDESTRIAN INFRASTRUCTURE IMPROVEMENTS
PROJECT: LAND AT CHESAPEKE, SAYERS COMMON

REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					
DRAWN:	MM	CHECKED:	BB	APPROVED:	TW
PROJECT No:	ITB200420	SCALE @ A2	AS SHOWN	DATE:	27.08.25
DRAWING No:	ITB200420-GA-008	REV:	-		

APPENDIX A. WSCC HIGHWAYS CONSULTATION RESPONSE

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council - FAO: Stuart Malcolm
FROM:	WSCC – Highways Authority
DATE:	22 July 2025
LOCATION:	Land Rear Of Chesapeake, Reeds Lane, Sayers Common, Hassocks
SUBJECT:	DM/25/1434 Proposed demolition of an existing dwelling house, stables and barn buildings and the proposed development of 27 dwellings, with a new vehicular access, associated landscaping, parking, open space, and all other associated development works.
RECOMMENDATION:	More Information

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on proposals for 27 x dwellings and associated works on land rear Chesapeake, Reeds Lane. The application is supported by various plans and documents including Transport Statement (TS) and Stage 1 Road Safety Audit (RSA).

In addition to these comments on behalf of West Sussex County Council (WSCC) as Highway Authority a separate consultation response shall be sent from WSCC detailing all of the S106 contributions that the authority is seeking as a result of this planning application. This may include a S106 financial contribution towards transport infrastructure to mitigate any severe or unacceptable impacts of this development as required by paragraph 111 of the NPPF. This consultation shall set out the Total Access Demand (TAD) which is the methodology that has been adopted to calculate the necessary transport contribution. Further details of this methodology can be found here <https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/section-106-planning-obligations/#services-requiring-contributions>.

Site Context

Mid Sussex Local Plan

The site is in Mid Sussex draft District Plan Review as being suitable for up to 33 x homes (policy DPSC4). 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 approx. 2,393 dwellings). Concerns have been raised over the local plan with reference to the duty to cooperate and MSDC have been asked to withdraw the local plan from examination. Whilst the development is one of the smaller allocations, it will still need to demonstrate how sustainable/active transport can be encouraged even without the adjacent and surrounding allocated sites coming forward and how proportionate contributions to the sites overall transport mitigation is being provided.

DPSC4 requires sustainable transport measures and highway works including;

1. Demonstrate a coordinated approach and collaboration with other housing allocations in the Plan within Sayers Common to deliver high-quality placemaking which supports the 20-minute neighbourhood principles, with direct enhanced active/sustainable travel connections, and includes enabling the viability of new public transport services.
2. Prioritise pedestrian and cycle access through the site to enable connection into Significant allocation DPSC2 and towards Reeds Lane, including integration and upgrade of existing PRoW which crosses the site.
3. Provide suitable access onto Reeds Lane either directly or via Meadow View

Considering the wider strategic allocations within Sayers Common, there is a need to provide financial contributions to wider infrastructure. What infrastructure and the scope of contribution should be proportionate to the scale of development and considered as part of the wider allocations in Sayers Common.

Pre-App advice was given in June 2023 which included advice in respect to PROW 11, integration of proposed site access with that consented under DM/22/0640 – Land north Reeds Lane, visibility, swept path and RSA requirement.

The site is also located adjacent allocation DPSC3 Land south Reeds Lane for mixed use development (which is south and west of the site). This includes approximately 2000 homes, school and other community uses. The development will need to demonstrate how it will link to this adjacent site, were it to come forward.

Accessibility

Walking

Existing footway on south side Reeds Lane running from Meadow Close and meeting with that on B2118 where there is tactile paving and central refuge crossing facilities on each arm of roundabout. There are limited amenities in Sayers Common (although is a community shop) currently but it is acknowledged that allocated strategic site DPSC3 includes requirement for café and retail etc.

PROW 11 routes through south of site and will be integrated in to the proposals to further promote walking. The Local Planning Authority (LPA) should formally consult WSCC PROW for their comments. LHA have commented in more detail in respect to the internal walking connections in 'Internal Layout'.

The LHA consider additional improvements could be made on the pedestrian desire line into village and nearest bus stops, namely:

- Tactile paving at existing dropped kerb crossing of Oakhurst
- Tactile paving at existing dropped kerb crossing of Berrylands Farm

It is considered that these improvements are required to *provide safe and suitable access for all users* (para. 115 National Planning Policy Framework - NPPF) ...*give priority to pedestrian movements...address needs of people with disabilities and reduced mobility in relation to all modes of transport* (para. 117 NPPF).

Cycling

No off-street cycle infrastructure currently exists, though the Active Travel corridor proposed in the MSDC District plan review would improve cycling facilities and links to Burgess Hill. Considering the development site is part of a wider set of allocations within Sayers Common, the applicant would need to demonstrate what mitigation is proposed, including providing proportionate contributions to such an Active Travel corridor improvement.

Public Transport

The nearest bus stop to the site is on the B2118 opposite community shop for northbound services, whilst the nearest southbound stop appears to be further north (of the junction with Oakhurst). A contribution toward Realtime Information boards (RTPI) at both these stops is necessary to ensure the site benefits from quality public transport provision (as per NPPF para. 115 & 117) and could be secured via s106 agreement (RTPI pole mounted display, supply, installation and warranty are just under £8000 each).

It is noted that side road crossings and crossing of B2218 are available along this route, to reach the southbound stop, though improvements as set out in the 'Walking' section above could still be provided. Bus services from these stops provide access to Horsham, Burgess Hill, Crawley and Brighton. The Burgess Hill Train Station is reachable via 100 bus service or a 24 min (4.2 mile) cycle indicating that there are options for sustainable travel for residents of the site.

Hassocks Train Station is similar cycle time of 21 minutes (3.7 miles) using NCR20, yet much of this route is on major roads with faster speed vehicle traffic and would not be suitable or attractive for all.

Due to the scale of development, a full Travel Plan Statement is not required, however, we would advise a Residents Travel Information Pack be secured by condition on any planning approval. This could include £150 sustainable travel voucher and other promotional information (e.g. bus timetable's/walking routes). There would be no monitoring fee attached to this.

Access Arrangements

Reeds Lane is subject to 30mph with footway on southern side. Joins with B2118 to east, linking to Albourne to south and A23 to north/south. The wider road network links to Brighton to south and Burgess Hill to east.

LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There have been no recorded injury incidents on Reeds Lane in vicinity of site. There is no evidence to suggest that the road is operating unsafely.

Access proposed in form of priority bellmouth junction with 6m kerbed radii and 2m footway eastern side of access road to connect to existing on Reeds Lane. The access will have dropped kerb/tactile paving across and require that existing pedestrian crossing point of Reeds Lane (provided under DM/22/0640) be relocated. ATC surveys measured vehicle volumes on Reeds Lane and 85th percentile speeds of 32.1mph eastbound and 26.8mph westbound. Visibility splays of 2.4m x 47m west and 37m east have been provided in line with Manual for Streets (MfS) co-efficients for calculating stopping sight distance based on recorded speeds. These splays should be maintained in perpetuity via suitably worded condition. Suitable pedestrian visibility splays from the relocated crossing of Reeds Lane (east of north Reeds Lane development site access) have also been demonstrated from 1.5m distance from carriageway edge.

Swept path tracking demonstrates refuse collection vehicle and fire appliance can access, turn on site and exit in a forward gear. Also shows that two cars can pass within the access and along access road.

Stage 1 Road Safety Audit (RSA)

1 – risk of obstructed visibility east of site access due to parked cars – auditor recommends appropriate visibility splays – Designers respond that on-street parking within 10 metres junction would be in contravention of Highway Code (parking within this would apply to new junction and that of Meadow View). Designer has welcomed parking restrictions at detailed design stage – if this is considered necessary. The WSCC Highways Agreement Engineer has been consulted in respect to whether providing such parking restrictions at detailed design stage would be acceptable (or whether this should be agreed at planning/ Stage 1 RSA stage). His comments are awaited. Considering the auditors recommendation did not include parking restrictions as a solution, but did advise that suitable visibility splays are demonstrated, the LHA also recommend that these are provided to auditor along with any justification for parking within these splays i.e. Manual for Streets 2 para. 10.7.1, 10.4.2.

2 – Width of site access appears narrow – swept path indicates vehicles can't pass at northern extent – auditor recommends sufficient width or passing places. Additional tracking for two large cars passing has been provided and internal visibility assessment shows suitable forward visibility along bends in access road. LHA consider this point suitably addressed.

3 – dropped kerb/tactile paved crossing of site access is away from pedestrian desire line – auditor recommends locating to pedestrian desire line – Designer accepts and this has been relocated. LHA consider this point suitably addressed.

Internal Layout

Primary site access road to be 4.8m which as per MfS fig 7.1 is suitable for two cars to pass or car to pass lorry. As per comments above, suitable swept path tracking has been provided for all anticipated vehicles (including water tanker for pumping station). The internal layout is designed to 20mph or less design speed through alignment and reduction of forward visibility where appropriate. Internal junctions show forward visibility of 25m around bends in primary access road and 17m around bends on secondary streets (where design speed is 15mph or less).

Site layout shows extent of footway within site and uncontrolled (dropped kerb/tactile paved) crossings of junctions and transition to shared surface within parking courts/lightly trafficked areas.

Link to PROW 11 internally via footpath connection and surfacing of PROW to be upgraded through development, future proofing for connection from allocated site DPSC3 south of site.

Applicant should future proof further connection to adjacent allocated site DPSC4. It is understood DPSC4 boundaries up to east of site and thus a link to west of parking spaces 6 (between plots 5 and 6) would enable a future pedestrian/cycle link to PROW ALB/1_1AI/1 and in turn DPSC4. This would mean a gap where currently shown as green belt of trees. This would accord with policies for DPSC3 and DPSC4 in that *coordinated approach and collaboration with other housing allocations in the Plan within Sayers Common and Prioritise pedestrian and cycle access through the site.*



South of open space (furthest point) could be future proofed with pedestrian/cycle link up to southern most boundary that could provide future link to DPSC4.



Car Parking

The car parking provision has been assessed on the allocated parking shown on site layout plan on basis of 2 x 1-bed, 8 x 2-bed, 12 x 3-bed and 5 x 4-bed units. It is noted that Plot 11 & 12 floor plans indicate a garage adjacent to a car port for plot 12 yet the site layout plan indicates that this adjacent garage is actually provided for plot 13. It should also be noted that under WSCC Guidance on Parking at New Developments, garages of 3m x 6m count as 0.5 space (car ports have been counted as single allocated space each).

Floor plan for plots 15 & 16 have been labelled as Plot 14 and 15, presumed to be a typo.

Whilst there are some units that are under provided in parking spaces, some are over provided and the overall provided spaces is 57 and the overall demand for the site for allocated parking is 56.5, based off PBZ1 requirements in table 2 of WSCC Guidance. There are also 5 x visitor spaces (WSCC Guidance requires 0.2 visitor space per unit), bringing total parking on site to 62 x spaces. In comparison, using the Parking Demand Calculator (PDC) determines a demand for 74 x spaces. Working off PDC demand (and accounting for additional 5 x visitor spaces, reducing demand to 69 x spaces) the shortfall could therefore be 7 x spaces. Both methods for calculating parking demand are acceptable. The applicant could consider some additional visitor parking along the access road considering rural location of site and reliance on private car, however the provision as shown is not reason for highway safety or capacity concern.

Cycling parking will be provided in accordance with WSCC Guidance and details of this can be secured via condition, so that it can be ensured that plots without garage will be provided with suitable facility.

Trip Generation

TRICs estimates 15 two-way vehicle trips in AM and 14 in PM peak hours. ATC data reveals 52% expected eastbound and 48% expected westbound. The site access junction has been modelled for capacity and consented development land north of Reeds Lane included and found no 'severe' impact in RFC or queue/delay on site access or Reeds Lane.

No additional junction capacity modelling is required and a 7% increase in traffic flow in any direction during the busiest periods of the day is not considered to result in 'severe' increase or impact to operational capacity of nearby road network.

CONCLUSION

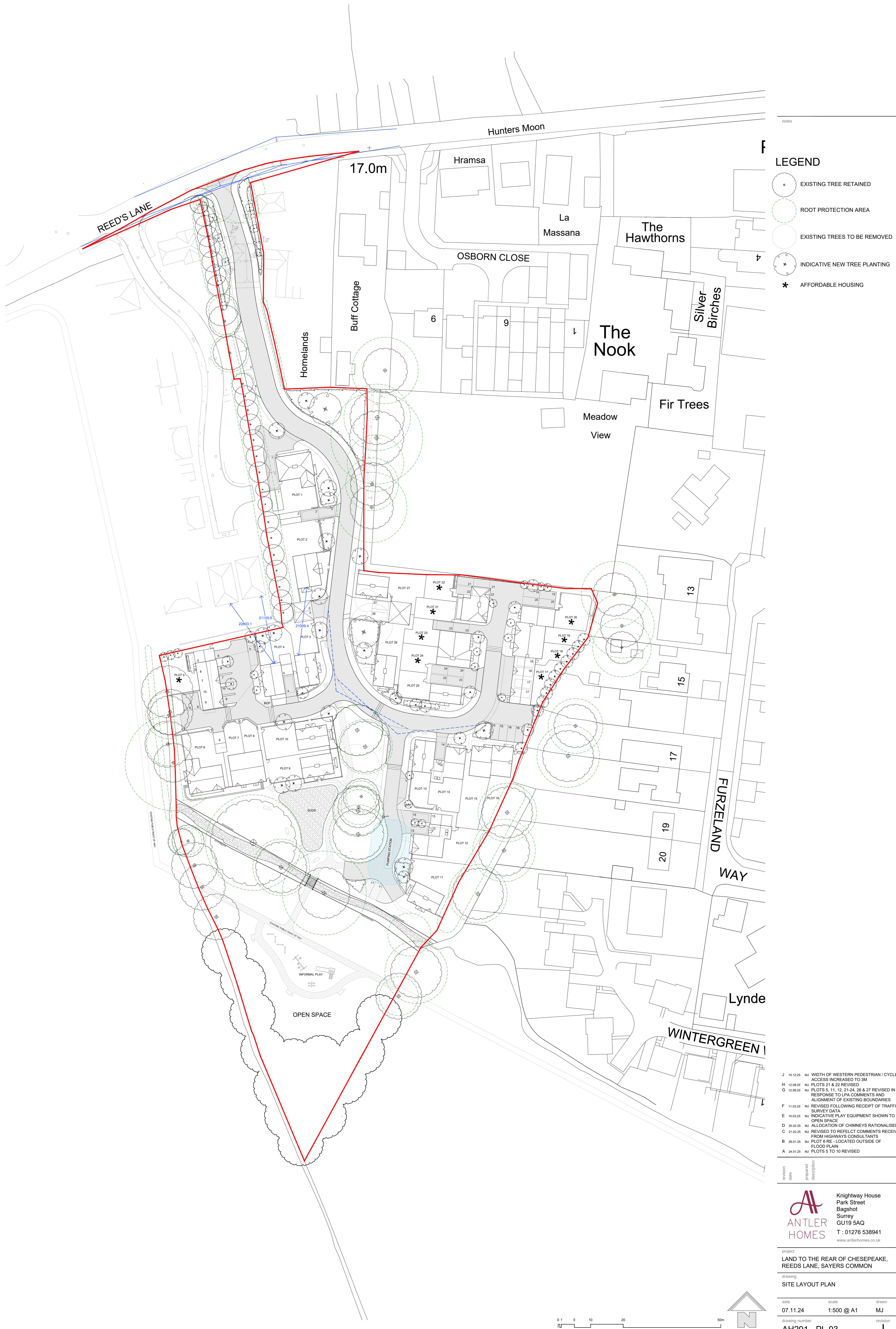
In summary, the LHA require further information:

- Set out what contributions to site wide transport mitigations
- Demonstrate identified footway improvements: Tactile paving at existing dropped kerb crossing of Oakhurst & Tactile paving at existing dropped kerb crossing of Berrylands Farm
- Commitment to provide contribution toward Realtime
- Address issue 1 of RSA
- PROW connections (and to adjacent site DPSC4) as identified above.

Please ask the applicant to provide this additional information and re-consult.

Katie Kurek
West Sussex County Council – Planning Services

APPENDIX B. PROPOSED SITE LAYOUT



APPENDIX C. STAGE 1 ROAD SAFETY AUDIT (SITE ACCESS) – UPDATED DESIGNER RESPONSE

Ben Burrows

From: Wing Lee <wing@grange-transport.co.uk>
Sent: 21 August 2025 11:25
To: Ben Burrows
Subject: Re: Land at Chesapeake, Sayers Common - Stage 1 Designer Response (Updated)

CAUTION: This message originated outside of i-Transport. Use caution when opening attachments, clicking links or responding to requests for information.

Good Morning Ben,

Thank you for sending over the updated Designer's Response (**TW/BB/ITB200420-003A- TN** - 20/08/25) and associated plans (**ITB200420-GA-001C**, **ITB200420-GA-007**, **ITB200420-GA-005B**).

Following a review of the responses, we are satisfied that the DR addresses all of the Stage 1 RSA problems raised in our report (**250327_J190543_Sayers Common_RSA1_Final**).

I trust that this is suitable for your purposes.

Kind regards

Wing Lee BEng (hons), PGCert, MSoRSA, MCIHT, MIHE, HE Cert Comp
Director



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From: Ben Burrows <ben.burrows@i-transport.co.uk>
Date: Wednesday, 20 August 2025 at 14:18
To: Wing Lee <wing@grange-transport.co.uk>
Subject: Land at Chesapeake, Sayers Common - Stage 1 Designer Response (Updated)

Hi Wing,

Further to my email this afternoon, please see attached our Updated Designer Response to this Stage 1 Road Safety Audit. This now incorporates comments received from West Sussex County Council, as the Overseeing Authority.

I would be grateful if you could confirm that the updated response continues to address the matters raised within the Stage 1 Road Safety Audit.

Kind Regards,



Ben Burrows MCIHT
Associate
for i-Transport LLP

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Technical Note

Project No: ITB200420
Project Title: Land at Chesapeake, Sayers Common
Title: Stage 1 Road Safety Audit Brief – GG119 Response Format
Ref: TW/BB/ITB200420-003A TN
Date: 20 August 2025

SECTION 1 SUMMARY

1.1.1 i-Transport LLP has been appointed by Antler Homes to provide transport and highways advice in relation to a planning application for a residential development comprising 27 new homes on land to the south of Reeds Lane in Sayers Common, Mid Sussex.

1.1.2 Access to the proposals will be provided onto Reeds Lane and will comprise:

- A new priority junction with a 4.8m wide carriageway.
- A new 2.0m wide footway on the eastern side of the access road, which will tie into the existing footway provision on the southern side of Reeds Lane.

1.1.3 A Stage 1 RSA has been undertaken of the Reeds Lane access by an independent Auditor. The matters raised by the Auditor are summarised within this Technical Note along with a Design Team response, in accordance with Appendix F of GG 119.

ROAD SAFETY AUDIT RESPONSE

1.2 Project Details

Table F.1: Project Details

Report Title:	Stage 1 Road Safety Audit
Date:	August 2025
Document Reference and Revision:	J190543
Prepared by:	Grange Transport Consulting
On behalf of:	i-Transport

1.3 Authorisation Sheet

Table F.2: Authorisation Sheet

Project:	Land at Chesapeake, Sayers Common
Report Title:	RSA Response Summary
Prepared by (Design Organisation)	
Name:	Ben Burrows
Position:	Associate
Signed:	
Organisation:	i-Transport LLP
Date:	20/08/2025
Approved by (Overseeing Organisation)	
Name:	TBC – WCC Highways
Position:	TBC
Signed:	TBC
Organisation:	TBC
Date:	TBC

Key Personnel

Table F.3: Key Personnel

Overseeing Organisation:	West Sussex County Council
RSA Team:	Grange Transport Consulting
Design Organisation:	i-Transport LLP

Road Safety Audit Decision Log

Table F.4: RSA Decision Log

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>1: Parked cars were observed on Reeds Lane, outside the two dwellings (Nos. 1 & 2 Meadow View) adjacent and to the west of the site access. This may obstruct visibility splays at the new site access. This may result in side-swipe collisions between existing vehicles and those passing along Reeds Lane.</p>	<p>Ensure appropriate visibility splays can be achieved.</p>	<p>Acknowledged – MfS2 (at Paragraph 10.7.1) states that parking in visibility splays is common although does not cause significant problems in practice. This is, in part, due to the transitory nature of on-street parking, which ensures that visibility splays are only ever impeded on a temporary basis. Rule 243 of the Highway Code also states that vehicles must not park opposite, or within 10 metres, of a junction or access. The creation of the new site access junction will therefore itself serve to limit on-street parking within its vicinity. Furthermore, research carried out in conjunction with the drafting of MfS2 found no evidence to suggest that the failure to provide visibility at priority junctions results in an increased risk of injury collisions. Therefore, any temporary restrictions to visibility as a result of on-street parking are not considered to be inherently unsafe. However, as set out above, the transitory nature of on-street parking will ensure that any restrictions to visibility will only ever occur on a temporary basis.</p> <p>Notwithstanding the above, if deemed necessary at the detailed design stage, parking restrictions in the form of signing and lining could be introduced to prevent on-street parking within the vicinity of the site access.</p>	<p>Considering the Auditor's recommendation did not include parking restrictions as a solution, any justification for parking within visibility splays should be provided to the Auditor, i.e. Manual for Streets 2.</p>	

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>2: The width of the site access appears relatively narrow. Swept path analysis indicates that there is insufficient space for two vehicles to pass each other at the northern extent. The access road has a meandering alignment, while there is vegetation along Reeds Lane. This may cause obstructions to visibility for both entering and exiting vehicles. This may result in head-on or side-swipe type collisions when vehicles turn into the site.</p>	<p>Provide passing places or sufficient width to allow vehicles to pass on the site access.</p>	<p>Acknowledged – Figure 7.1 of the Manual for Streets (MfS) indicates that a 4.8m wide carriageway width is suitable for two cars to pass one another comfortably. Furthermore, guidance in paragraph 6.8.1 of MfS states that along streets with low traffic flows (such as the proposed on-site street) it can be assumed that larger vehicles (such as service vehicles) can use the full width of the carriageway to manoeuvre. On this basis, a 4.8m wide carriageway width is suitable to serve the proposed development.</p> <p>Notwithstanding this, additional swept path analysis of two large estate cars has been undertaken. The tracking is shown as drawing no. ITB200420-GA-007 and demonstrates that two large cars are able to pass one another simultaneously at the proposed site access and along the full length of the internal site access road on approach to the site access junction. Moreover, an internal visibility assessment (shown as drawing no. ITB200420-GA-005B) demonstrates that appropriate forward visibility is provided around the bends in the site access road – based on a 20mph design speed.</p> <p>A note has also been added to the proposed access drawing to confirm that any vegetation within the extent of the visibility splays will be maintained appropriately. This will ensure no impact on visibility for approaching/emerging vehicles. The updated drawing is shown as drawing no. ITB200420-GA-001C.</p>	<p>-</p>	<p>-</p>

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3: The site will include a tactile paved crossing facility. The crossing is set back away from the desire line. This may cause visually impaired pedestrians (VIPs) not to detect the crossing. This may result in VIPs falling in the carriageway when encountering full-height kerbs.	Relocate pedestrian crossing onto the pedestrian desire line.	Accepted – the proposed pedestrian crossing has been relocated further to the north to ensure it is on the pedestrian desire line. The updated proposals are shown on drawing no. ITB200420-GA-001C .		

1.4 Design Organisation and Overseeing Organisation Statements

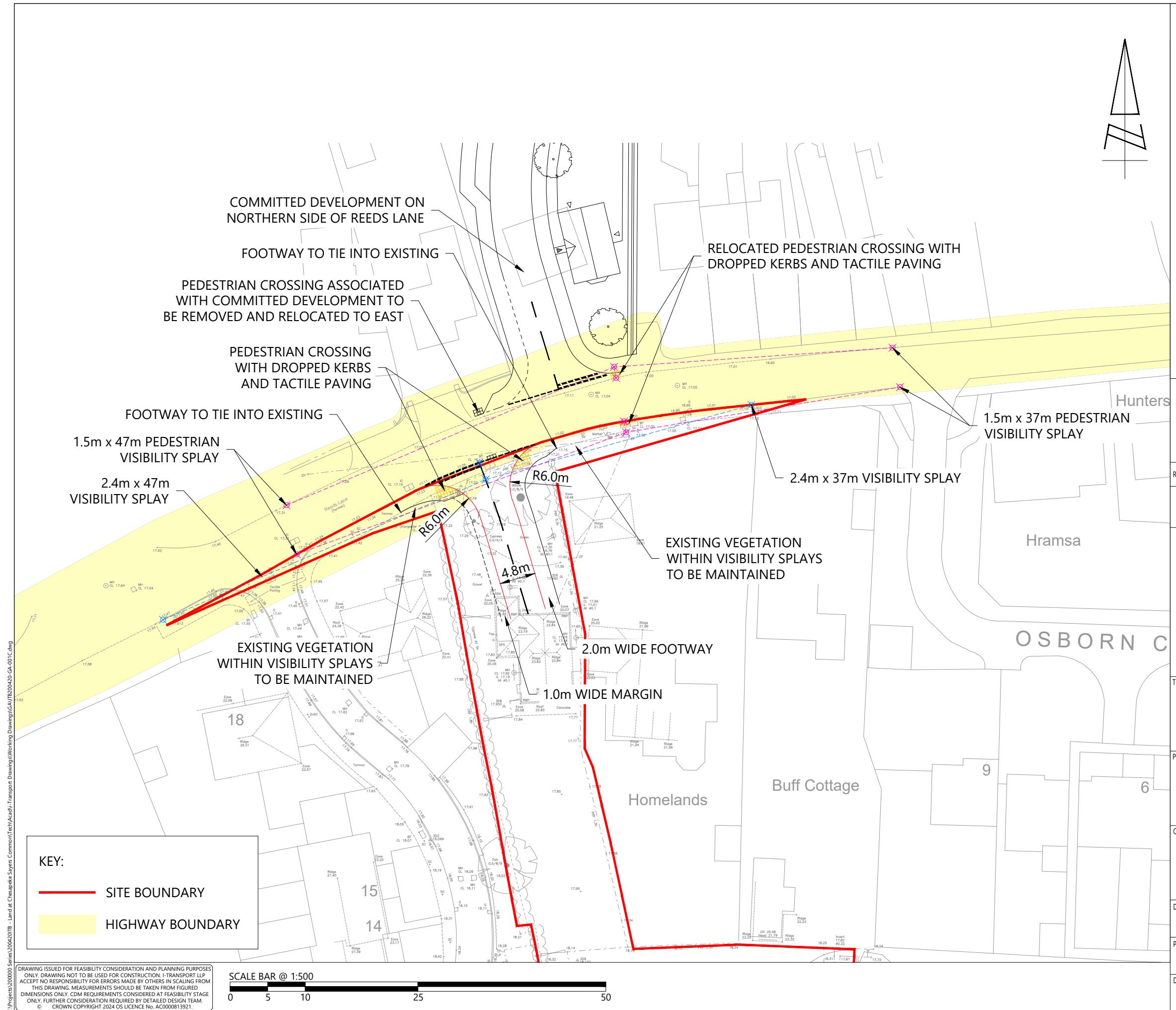
Table F.5: Design Organisation Statement

On behalf of the Design Organisation I certify that:	
1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Ben Burrows
Signed:	
Position:	Associate
Organisation:	i-Transport LLP
Date:	20/08/2025

Table F.6: Overseeing Organisation Statement

On behalf of the Overseeing Organisation I certify that:	
1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and	
2) The agreed RSA actions will be progressed.	
Name:	TBC
Signed:	TBC
Position:	TBC
Organisation:	West Sussex County Council
Date:	TBC

DRAWINGS



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
EV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: **FOR INFORMATION**

Transport

The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB Tel: 01256 898366

www.i-transport.co.uk

TITLE: _____

POTENTIAL ACCESS ARRANGEMENT

PROJECT:

LAND AT CHESAPEAKE. SAYERS COMMON

CLIENT:

ANTLER HOMES

DRAWN: JD	CHECKED: BB	APPROVED: TW
PROJECT No: ITB200420	SCALE @ A3: 1:500	DATE: 17.02.25
DRAWING No: ITB200420-GA-001	REV: C	

