

**Brookleigh Eastern Primary School,
Brookleigh, Burgess Hill**

Reserved Matters Application

Transport Statement

Client



**Homes
England**

Project No

DARTS-OTH-88

Date

October 2025

CampbellReith

Multidisciplinary Consultants

**Brookleigh Eastern Primary
School, Brookleigh, Burgess
Hill**

Transport Statement

For
Homes England

Project No.
14176

Date
October 2025

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CONTENTS

1.0	INTRODUCTION	5
1.1	Background to Report	5
1.2	Scope of Report.....	6
2.0	PLANNING POLICY	7
2.1	National Planning Policy	7
2.2	Local Planning Policy	8
3.0	THE SITE AND EXISTING CONDITIONS.....	10
3.1	Site Location and Use	10
3.2	Local Highway Network.....	10
3.3	Pedestrian and Cyclist Infrastructure	11
3.4	Public Transport – Bus	11
3.5	Accessibility Index (AI) Calculation.....	12
3.6	Local Amenities	13
4.0	DEVELOPMENT PROPOSALS	15
4.1	Summary of Development	15
4.2	Movement and Access Strategy	16
4.3	Pedestrian / Cyclist Access	17
4.4	Vehicular Access	18
4.5	Personal Injury Collision Data Analysis	20
4.6	Car Parking	21
4.7	Cycle and Scooter Parking	22
4.8	Pick-up and drop-off strategy	23
4.9	Servicing and Deliveries	25
4.10	Coach and Minibus Parking.....	26
5.0	TRIP GENERATION	27
5.1	Methodology	27
5.2	Proposed Vehicular Trip Generation – Pupils & Parents/Guardians	27
5.3	Proposed Vehicular Trip Generation – Staff and Visitors	27
6.0	VEHICULAR TRIP ASSIGNMENT AND JUNCTION CAPACITY ASSESSMENT	29
6.1	Introduction	29
6.2	Vehicular Trip Distribution and Assignment.....	29
6.3	Baseline Traffic Flows	29
6.4	Development Scenarios.....	29
6.5	Growth Factors.....	30
6.6	Proposed Site Access Junction Analysis	30
7.0	SUMMARY AND CONCLUSIONS.....	34
7.1	Summary	34
7.2	Conclusions	35

APPENDICES

Appendix 1 Figures	36
Appendix 2 Proposed Site Layout	42
Appendix 3 Traffic Signal Layout (by Telent)	45
Appendix 4 Proposed Site Access	47
Appendix 5 Stage 1 Road Safety Audit and Designers Response	52
Appendix 6 Accident Data	75
Appendix 7 PICADY Outputs	78

TABLES

Table 3.1: Local Bus Services	12
Table 4.1: Primary School Parking Provision	22
Table 5.1: Peak Hour Staff Vehicular Trip Generation	28
Table 5.2: Total Site Peak Hour Vehicular Trip Generation	28
Table 6.1: TEMPro Growth Factors	30
Table 6.2: Scenario 1: 2025 Baseline	31
Table 6.3: Scenario 2: 2025 Baseline plus Development traffic	31
Table 6.4: Scenario 3: 2033 Future Year Baseline	31
Table 6.5: Scenario 4: 2033 Future Year Baseline plus Development traffic	32
Table 6.6: Scenario 5: 2025 Baseline plus 20% sensitivity, plus Development traffic	32
Table 6.7: Scenario 6: 2033 Future Year Baseline plus 20% sensitivity, plus Development traffic	32

FIGURES

Figure 3.1: Site Location	10
Figure 4.1: Proposed Site Plan	15
Figure 4.2: External Areas Plan	16
Figure 4.3: Personal Injury Accident Study Area	20
Figure 4.4: Dual Use Parking Areas within a two-minute walk of the school entrance	25

1.0 INTRODUCTION

1.1 Background to Report

- 1.1.1 Campbell Reith Hill LLP (Hereafter, "CampbellReith") has been appointed by Homes England ("the Client") to prepare a Transport Statement (TS) in support of a future reserved matters application seeking to construct a 2FE primary school, known as Brookleigh School, together with a 52 place semi-independent Nursery and 16 place Special Support Centre, located within Phase 1C of the permitted Burgess Hill, Brookleigh mixed-use re-development (formerly known as the Northern Arc), Mid Sussex. The location of the site in relation to the wider permitted Outline Site boundary is shown within Appendix 1 of this Report.
- 1.1.2 This report will accompany a Reserved matters application to consider access, appearance, landscaping, layout and scale pursuant to application DM/21/3279 (original reference DM/18/5114) for parcel P1.2 comprising of the construction of the primary school with nursery and special support centre, car parking, multi-use games area, playing fields, landscaping and associated infrastructure.
- 1.1.3 As the scheme has evolved in design terms, various discussions have been held between Homes England, West Sussex County Council (WSCC) in their capacity as Local Highway and Education Authority, Hill (the developers of plots to the north, east and west of the site, and Mid Sussex District Council as Local Planning Authority to determine the most appropriate vehicular access strategy to serve the proposed development site. Furthermore, CampbellReith have engaged in discussions with West Sussex County Council (WSCC) in their capacity as Local Highway Authority with a view to agreeing an appropriate vehicular access arrangement to serve the site. These discussions were supported by a Technical Note (TN) which discussed the principle of providing an access off Isaac's Lane, together with estimates regarding the likely trip generation of the site, as well as associated access drawings.
- 1.1.4 Through these discussions, WSCC Highways officers confirmed that they had no concerns in principle regarding the location and geometry of the proposed access arrangement. As such, the principles established within the submitted TN have been maintained for this submission. The proposed access arrangement was subject to an independent Stage 1 Road Safety Audit which has been appended to this TS.
- 1.1.5 This TS seeks to provide supporting highways information in respect of forthcoming proposals on the site. This Report will assess the likely impact of the development in respect of transport, considering the predicted vehicular and servicing trip generation of the site, as well as its required car and cycle parking provision. It will also provide an appraisal of the existing and future local public transport network and walking and cycling infrastructure within the vicinity of the site. This Report will also describe the development proposals on the site, including the vehicular access arrangement.
- 1.1.6 This Report should be read in conjunction with the accompanying School Travel Plan (STP), also prepared by CampbellReith, which describes package of measures aimed at promoting sustainable travel by parents/guardians/pupils, and staff of the site.

1.2 Scope of Report

1.2.1 The remainder of this Report will be set out as follows:

- Chapter 2.0 sets out relevant planning policy matters,
- Chapter 3.0 considers the site location, local highway information and characteristics, as well as provides information about the existing site,
- Chapter 4.0 provides information regarding the development proposals,
- Chapter 5.0 sets out the predicted vehicular trip generation of the site,
- Chapter 6.0 summarises and concludes the results of the junction modelling that has been undertaken; and
- Chapter 7.0 summarises and concludes the Report.

1.2.2 Figures and tables are numbered within the report text and Appendices are provided at the end of this document.

2.0 PLANNING POLICY

2.1 National Planning Policy

2.1.1 The national planning and transport policies that are relevant to the transport elements of the development proposal are set out in the following:

- The National Planning Policy Framework (NPPF); and
- The National Planning Practice Guidance.

2.1.2 The general aim of these documents is to encourage a more sustainable approach to transport and reduce the negative impacts associated with the private car and single occupancy journeys. The policies aim to balance the transport system in favour of sustainable transport modes and give people a choice about how they travel. This is supported by the web-based Planning Practice Guidance.

2.1.3 The 'National Planning Policy Framework' (revised December 2024) published by the Ministry of Housing, Communities and Local Government is the current planning guidance document for England. It provides a framework within which locally prepared plans for housing and other development can be produced. It aims to encourage a sustainable approach to development, which reduces the negative environmental impacts associated with the private car. It aims to balance the transport system in favour of sustainable transport modes and give people a choice about how they travel.

2.1.4 Chapter 9 of the Framework explains how planning decisions should promote sustainable transport. Paragraph 115 is particularly relevant and states:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location.*
- *safe and suitable access to the site can be achieved for all users.*
- *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 Code⁴⁸; and*
- *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."*

2.1.5 Paragraph 110 explains that the planning system should actively manage patterns of growth, and that *"significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."*

2.1.6 Paragraph 116 explains that development should only be prevented or refused on highways ground if there would be an unacceptable impact on highway safety, or the residual cumulative impacts would be severe.

2.2 Local Planning Policy

2.2.1 The national policies noted above are reflected at a local level in the **West Sussex Transport Plan (WSTP)**. Adopted in April 2022, the West Sussex Transport Plan (WSTP) sets out how the County Council intends to address key challenges by improving, maintaining and managing the transport network in the period up to 2036.

2.2.2 The plan contains five thematic and eight area transport strategies which are intended to deliver the plan's objectives covering the following four themes:

- Prosperous West Sussex.
- Healthy West Sussex.
- Protected West Sussex; and
- Connected West Sussex.

2.2.3 In their role as Local Planning Authority, Mid Sussex District Council adopted its **District Plan** (2014-2031) on 28th March 2018. This document it will shape the future of Mid Sussex up to 2031 by providing a framework for new development, employment growth, infrastructure, and measures to ensure the protection of the countryside. The specific policies which are applicable to the forthcoming development site are as follows:

2.2.4 Policy DP21, Transport, states that new development should *"support the objectives of the West Sussex Transport Plan 2011-2026, 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."*

2.2.5 This Report seeks to demonstrate compliance to the relevant National, Regional and Local planning policies outlined above.

3.0 THE SITE AND EXISTING CONDITIONS

3.1 Site Location and Use

- 3.1.1 The proposed site lies within the Eastern Neighbourhood, at the proposed Neighbourhood Centre of the outline application site. In its immediate vicinity, the site will be bordered by residential development parcels directly to the northwest and the eastern boundaries, and Isaac's Lane at the western boundary of the site. The northern boundary consists of the Eastern Bridge and Link Road (EBLR), which has recently been named as Holmbush Avenue. Holmbush Avenue benefits from the 'green superhighway' which is the key pedestrian and cycle route that connects the site with the wider Brookleigh development parcels. Refer to Figure 3.1 which shows the location of the site, in red, in relation to the wider Brookleigh development. A site location plan is included within Appendix 1.



Figure 3.1: Site Location

- 3.1.2 The proposed site will provide a Primary School for up 420 No. pupil places (2 Form Entry), as well as a 52-place Nursery and 16-place Special Education Needs facility, once fully constructed, and each element of educational floorspace is intended to cater exclusively for the child yield and demand for places associated with the dwellings proposed as part of the wider Outline development.
- 3.1.3 The Section 106 associated with the wider permitted Outline consent requires the first primary school on the wider site to be delivered by the 646th occupation. Homes England is working with its partners and looking to deliver the primary school in preparation for September 2028.
- #### 3.2 Local Highway Network
- 3.2.1 Isaac's Lane is a single carriageway road which is orientated in a broadly north-south direction. It extends for approximately 4km between its 3-arm roundabout with the B2036 Cuckfield Road / Fairbridge Way junction to the south of the site, towards Burgess Hill, and the 3-arm

roundabout with Tylers Green / B2272 Butlers Green Road, to the north of the site, within Haywards Heath.

- 3.2.2 Within the vicinity of the site, Isaac's Lane is subject to a package of highway infrastructure improvements associated with the works to form part of the Eastern Bridge and Link Road (EBLR) – now named Holmbush Avenue, which will join Freeks Lane to Isaac's Lane, delivered in accordance with the associated planning consent DM/20/3247. Within the vicinity of the site, this includes signalised pedestrian crossings on all four arms of the junction to the north-west of the proposed Brookleigh Eastern Primary school site, together with associated footways of 2m in width along both sides of Isaac's Lane.

3.3 Pedestrian and Cyclist Infrastructure

- 3.3.1 The proposed development is situated to the south of Holmbush Avenue, which will provide footways on both sides of the carriageway, as per the wider Brookleigh Design Guide (August 2019). To the northwest of the site, there is a proposed signalised crossing at the junction with Isaac's Lane, which would provide pupils, staff and visitors with a safe route from the north, south and west.

- 3.3.2 In addition, a 'green superhighway' is proposed along the northern frontage of the site, which will further promote walking and cycling as realistic travel modes for parents, pupils, staff and visitors. To the east of the site, there is the proposed 'green circle', which also links to the parcels of development within the wider Brookleigh site.

- 3.3.3 The site is located within the Eastern Neighbourhood of Brookleigh and as such is seen as a key destination for residents. The 'sustainable community' approach to the wider Brookleigh development is also considered fundamental to how the school is likely to be accessed by parents, pupils, staff and visitors with high quality pedestrian and cycle infrastructure a key component of this.

- 3.3.4 In order to demonstrate the potential catchment for walking and cycling across the wider development, 2, 5, 10- and 15-minute walking isochrones, and 5, 10- and 15-minute cycling isochrones have been undertaken and are included in the Figures contained within **Appendix 1**.

3.4 Public Transport – Bus

- 3.4.1 Currently, the nearest two-way bus stops to the site are located approximately 1.2km south of the site, along Maple Drive and are known as the 'Dumbrills Close' Bus Stops. These stops are currently served by the No. 33, 33A and 35A services (the latter of which is a school bus service) operated by Compass Travel, which provides regular weekday and weekend connections between areas such as Burgess Hill, Hurstpierpoint and Haywards Heath.

- 3.4.2 The main routes available from these stops, and their average frequencies, are summarised within Table 3.1 below.

Table 3.1: Local Bus Services

Bus No	Route	Service Interval			Bus Stop
		Monday-Friday	Saturday	Sunday	
33	Hurstpierpoint – Haywards Heath	Approx. Hourly	Approx. Hourly	-	Dumbrills Close (Eastbound)
	Haywards Heath - Hurstpierpoint	Approx. Hourly	Approx. Hourly	-	Dumbrills Close (Westbound)
35A	Burgess Hill - Burgess Hill (Town Circle)	Approx. Hourly	Approx. Hourly	-	Dumbrills Close (Eastbound)
	Burgess Hill (Town Circle) – Burgess Hill	Approx. Hourly	Approx. Hourly	-	Dumbrills Close (Westbound)

3.4.3 It should be noted that a bus service will be provided within the vicinity of the site in the future, as the development progresses and this has been secured as part of the planning permission for the wider site. Discussions are ongoing with public transport providers, which will significantly enhance the future availability and frequency of bus services available to those frequenting the site, and will provide genuine modal travel choice.

3.4.4 Furthermore, in any case, the provision of a continuous footway along both sides of Isaac's Lane will create a convenient pedestrian connection between the existing bus services mentioned above, and the site.

3.5 Accessibility Index (AI) Calculation

3.5.1 The BREEAM 2018 Version 6 Tra 01 Accessibility Index (AI) Calculator has been used to calculate the Accessibility Index of the site using the appropriate methodology in TRA 01.

3.5.2 The Brookleigh Bus Route Phasing Plan suggests that the wider allocated site will have a total of three bus routes operating along the western and northern perimeters of the school, with a total of five pairs of bus stops in each direction proposed within 650m of the site. Within the minutes of the committee report relating to the initial 2018 Outline planning application, it was stated that:

"Phase 1 of the Bus Routing a bus service covering Freeks Farm, the town centre and the railway station will run every 20 mins. In Phase 2 of the Bus Routing two buses run every 30 minutes on different routes and by January 2030 there will be three routes covering the area every 15 mins. The bus service will be self-sustaining and will continue post completion of the development."

3.5.3 Taking into account the construction phasing of the wider site, and the fact that triggers have likely been agreed with the LHA as part of the S.106, linked to the occupation of dwellings, it is unlikely that all bus routes will be fully operational by the time that the proposed primary school site is fully built out and occupied. However, it should be noted that Bus Travel for primary schools is considered unlikely unless accompanied by a parent.

3.5.4 As such, for the purposes of the AI assessment, it has been assumed that a total of two services, running every 30 minutes in each direction, will be in operation from a total of five bus stops, once the school is fully constructed. Based upon the above, the site will have an AI of circa **10.04**.

3.6 Local Amenities

3.6.1 As per BREEAM requirements, Table 3.2 shows the number and type of amenities that are located within 500m of the site. However, given that the site and the wider parcels of development that it is surrounded by remain largely undeveloped, any amenities that are proposed as part of the wider masterplan, and their approximate distance to/from the site, are also included.

Table 3.2: Existing and Proposed Amenities

Amenity	Within 500m (Y/N)	Location
Appropriate food outlet	Y	The Oak Barn Bar & Restaurant located 500m to the south-west of the site.
Access to cash		There is potential for this Use to be included in the form of small retail uses under the wider development at the 'Eastern Neighbourhood'
Access to an outdoor open space	Y	Park land safeguarded to north-east of the site, north of the Green superhighway.
Access to a recreation or leisure facility for fitness or sports	N	Nearest facility is the proposed Centre for Community Sports, located approx. 2.0km from the site.
Postal facility	Y	Nearest facility located along Woodcroft, 450m south of the site.
Community facility	Y	To be provided in the neighbourhood centre, to the north of the site.

Over the counter services associated with a pharmacy		There is potential for this Use to be included in the form of small retail uses under the wider development at the 'Eastern Neighbourhood'
Public sector GP surgery or general medical centre		There is potential for this Use. to be included as part of the wider development at the 'Eastern Neighbourhood'
Childcare facility or school	Y	N/A

4.0 DEVELOPMENT PROPOSALS

4.1 Summary of Development

4.1.1 The proposed development seeks reserved matters approval for the construction of a 2 Form Entry (420 pupil places) primary school, known as Brookleigh School, together with a 52-place semi-independent Nursery and 16 place Special Support Centre.

4.1.2 Primary vehicular access to the Primary School is from Isaac's Lane which will be utilised by staff, visiting professionals and support students that require specialist access. This access would also be used for delivery and servicing purposes and for school dedicated minibuses. Pedestrian access points to the school are located in three locations. The main pedestrian access is located centrally to the school, with separate pedestrian access for nursery and receptions pupils via the eastern entrance and a further pedestrian access located in the north-west corner of the site.

4.1.3 The proposed site plan is shown within Figure 4.1 below. This is also included within **Appendix 2**.

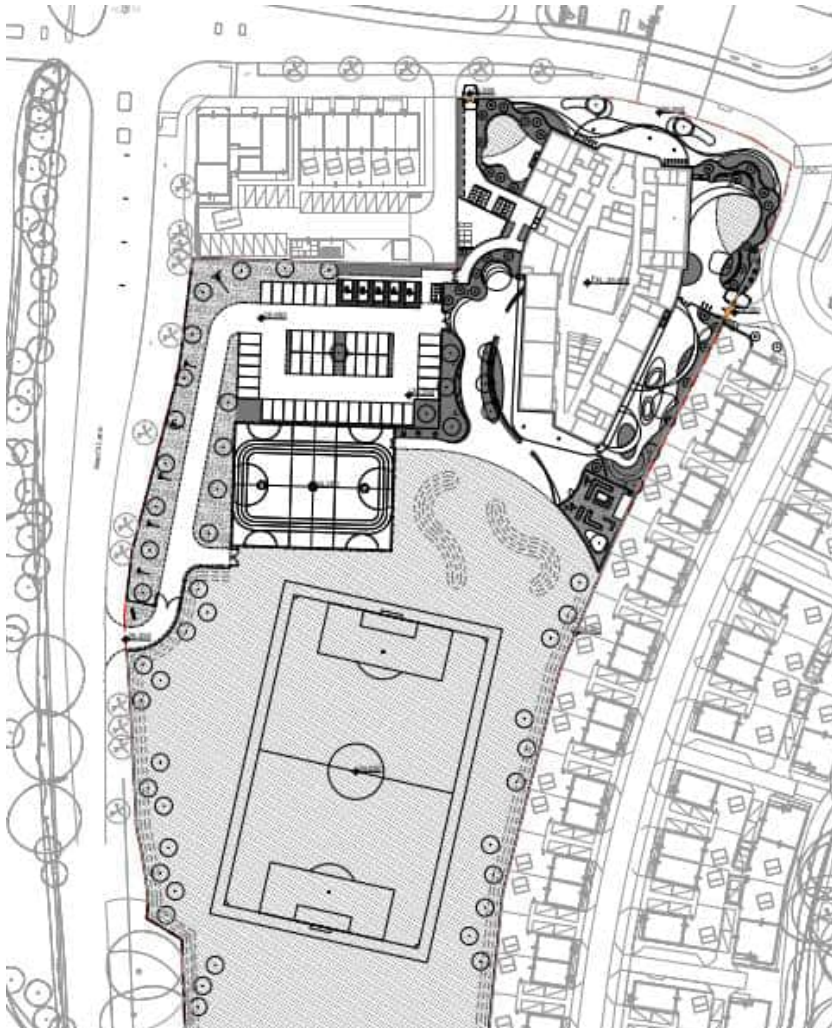


Figure 4.1: Proposed Site Plan

4.2 Movement and Access Strategy

- 4.2.1 A key consideration of the school's design has involved an understanding of how the school will be accessed by the varying users. This includes parents and pupils in the form of walking, cycling, drop off and pick up, visitors, specialist needs, servicing and delivery as well as having regard for existing and future users of Holmbush Avenue.
- 4.2.2 A movement and access strategy has therefore been delivered which appreciates the schools function as a key component of the civic square while looking to optimise any relationship with the neighbourhood centre. Utilising the high-quality pedestrian and cycle infrastructure has remained a high priority to ensure that sustainable travel is not only a realistic travel option, but an attractive one.
- 4.2.3 Given that Holmbush Avenue sits immediately north of the school site and given that this is a key vehicular link through the wider development, it has been necessary to try and positively influence the pedestrian and cycle environment. The main opportunity that has been sought is to promote a wide pedestrian crossing linking the school's main entrance with the neighbourhood centre square, while respecting the principles submitted and approved through the Holmbush Avenue (EBLR) planning permission and technical approval process. Through the widening of this crossing point, and the subtle change of materials, the sense of arrival at the school is heightened.
- 4.2.4 While we note that the school will need to actively manage the pedestrian priority, this linkage is considered of significant importance in terms of place making and connectivity to the school. An image of how this could operate in practice, is included below with an External Areas Plan included as part of Appendix 2:

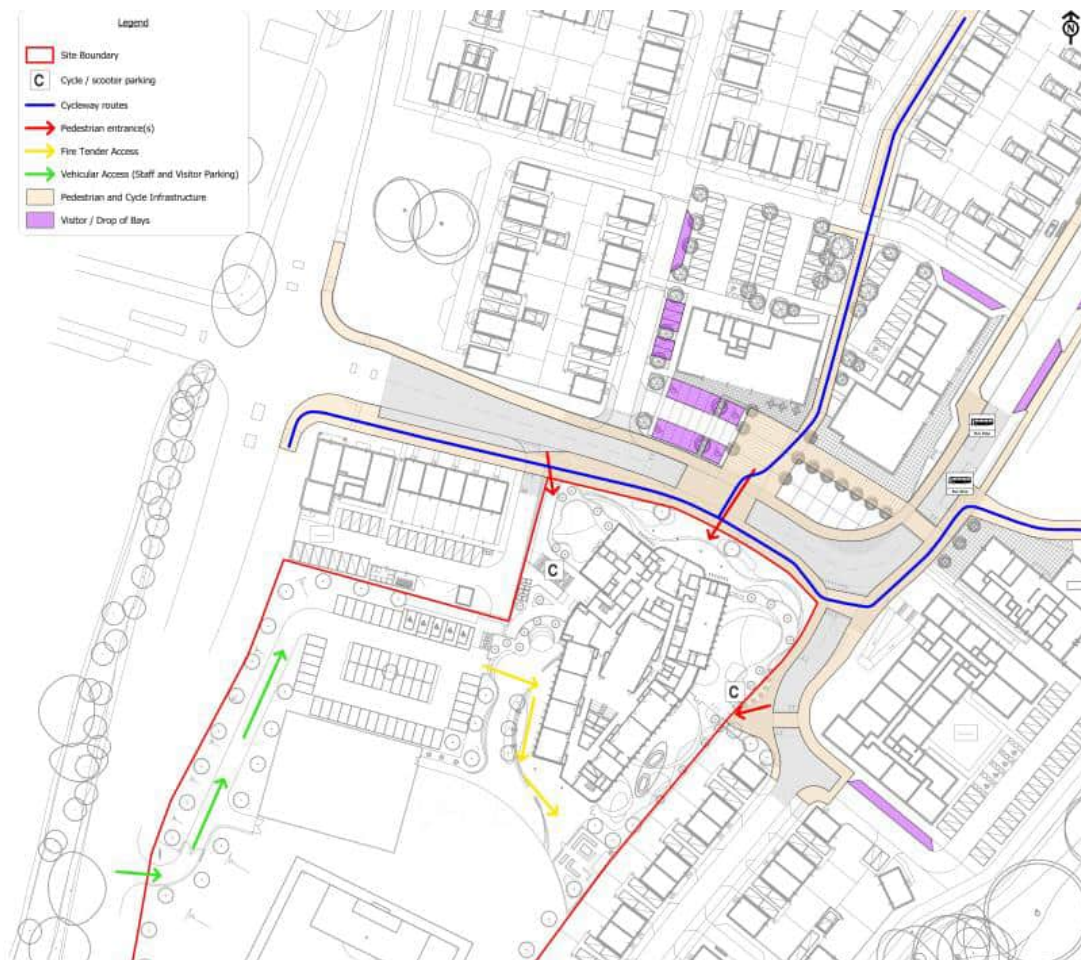


Figure 4.2: External Areas Plan

- 4.2.5 While we recognise that there is an opportunity to further enhance the linkage, through removal (or change of material) within the car park opposite the school, although we respect

that this is currently being considered as part of a separate planning application (Ref: DM/25/1986).

- 4.2.6 A movement and access drawing has been prepared to help visualise the wider strategy. This is shown below but has also been included in the Figures contained in **Appendix 1**.



4.3 Pedestrian / Cyclist Access

- 4.3.1 Fundamental to any successful movement and access strategy, as well as any implementation of a School Travel Plan (STP), is the walking and cycling opportunities to the school. Given that the primary school site is situated within a residential settlement, it is vitally important that high-quality walking and cycling routes are provided to the north, east and west.
- 4.3.2 The northern connection has been discussed in Section 4.2, however the eastern pedestrian access into the school is considered equally as important as it will cater for younger pupils – attending Nursery or Reception. As can be seen from the Movement and Access Plan, as well as the site layout image, an at-grade pedestrian crossing facility is provided adjacent to the school entrance point providing parents with convenient, step free access. Appropriate levels of scooter and cycle parking will also be provided via this entrance point.
- 4.3.3 A third pedestrian and cycle access is located at the north-west boundary of the site which provides access to the western classrooms and additional cycle parking. It is considered that

by providing three, separate pedestrian or cycle entrances then it gives the school operator the greatest amount of flexibility with regard to how it functions.

4.3.4 BREEAM assessment criteria requires CampbellReith to appraise the local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors. Given that the site and the wider parcels of development that it is surrounded by remains largely undeveloped, based on the principles agreed as part of the wider Outline masterplan, it is considered that the local environment for pedestrians and cyclists will be sufficient to satisfy BREEAM requirements. The pedestrian and cyclist infrastructure to be provided as part of the wider masterplan within the vicinity of the site is discussed further below.

4.3.5 As part of the package of off-site highway infrastructure delivered at the Isaac's Lane / Holmbush Avenue junction, a series of signalised pedestrian and cyclist-friendly crossings are proposed, creating an environment in which the use of sustainable modes is naturally encouraged. This is considered relevant for those pupils, parents and staff that will be travelling from the west of the site.

4.4 Vehicular Access

4.4.1 Given the nature of the site's education use, it is important that the most optimum site access arrangements are established and agreed with all stakeholders including MSDC and WSCC. Additional consideration has been given to the adjacent development to ensure that this RMA for the primary school has been carefully designed to minimise conflicts with adjacent users.

4.4.2 Understanding that Holmbush Avenue (EBLR) fronts the school and that the movement and access strategy is encouraging parents and pupils to walk or scoot/cycle to school, it was considered that any primary vehicular access would be best suited from Isaac's Lane.

4.4.3 Therefore, a two-way vehicular access point from Isaac's Lane has been developed to provide vehicular access for staff, visiting professionals and students that require specialist access. This access would also provide access for scheduled delivery and servicing requirements that the school may have as well as maintenance vehicles for the playing fields and a Fire Tender, should it be needed. To this end, swept path analysis has been undertaken for a Fire Tender vehicle traversing through the site, via the proposed access off Isaac's Lane. Refer to 14176-CRH-XX-XX-DR-H-6151-6152 in Appendix 4.

4.4.4 The proposed access layout is shown in Appendix 3, which includes appropriate widths, rail and visibility splays. The likely use of this access has been included in Sections 5 and 6 of this report. One significant benefit of the proposed access from Isaac's Lane is that this proposal would result in vehicles not having to drive across the green superhighway to the north of the school building, reducing car and pedestrian / cycle conflict.

4.4.5 While the final form of any access will be secured and delivered through a Section 278 agreement, at this stage it is demonstrated that a right turn lane facility could be positioned broadly in the same position as the proposed white carriageway ghosting markings shown on Drawing 305466-TS-02 by Telent Technology Services, included within Appendix 3. As Drawing No. 14176-CRH-XX-XX-DR-H-6003 shows, included within Appendix 4, the right turn

lane facility will measure 23m in total length, with a direct taper length of 15m and a total width of 3m, and will not result in significant alterations to the design or orientation of the package of highway infrastructure improvements proposed along Isaac's Lane.

- 4.4.6 The right turn lane facility would result in the width of the northbound lane of the A273 Isaac's Lane measuring 3m in width, increasing to 3.5m in width within close proximity to the proposed right turn lane facility. The southbound lane of the A273 Isaac's Lane, however, would remain consistent in width at 3m.
- 4.4.7 It is understood that the speed limit along Isaac's Lane, within the vicinity of the proposed access, will be 30mph on approach to/from the Isaac's Lane signalised junction to the north. However, it is noted that the speed limit is proposed to change to 40mph, some 50m to the south of the proposed access, for southbound traffic towards Burgess Hill.
- 4.4.8 Notwithstanding the above, CampbellReith have demonstrated that 4.5m x 120m visibility splays can be achieved in both directions from the proposed access location, with the Y-distance based on the future posted speed limit of Isaac's Lane. Refer to Drawing No. 14176-CRH-XX-XX-DR-H-6004 within Appendix 4 of this Report.
- 4.4.9 It is not considered at this stage that any obstructions or third-party land will impact the suitability of the location or orientation of the proposed access.
- 4.4.10 Swept Path Analysis has also been undertaken which demonstrates how vehicles can safely pass each other at the access point with no conflict, with a minimum radius of 4.5m and a minimum access width of 7m at the access point. This is shown within Drawing No. 14176-CRH-XX-XX-DR-H-6003 within Appendix 4. This drawing also shows that the total length of the right turn facility is such that it can accommodate at least three vehicles waiting to turn right into the proposed site access. This will mitigate the impact of the proposed school access on the operation of northbound traffic along Isaac's Lane.
- 4.4.11 During initial discussions with highways officers, in relation to vehicular access, it was established that the entrance should be to the south of the most southerly detection loop, *"which all combined should not have an impact on the nearby junction"*. As such, it is important to re-iterate that the position and geometry of the proposed vehicular access arrangement and right turn lane facility along Isaac's Lane is such that it is located south of the proposed AIN1 detection loop, as shown on Drawing 305466-TS-02 by Telent Technology Services included within Appendix 3. The distance between the northern-most edge of the proposed right turn lane facility and the abovementioned loops are shown within Drawing No. 14176-CRH-XX-XX-DR-H-6003, included within Appendix 4.
- 4.4.12 It should be noted that an independent Stage 1 Road Safety Audit has been undertaken, which assessed the relative impact of the access arrangements with regard to road safety and its impact on the general safety of motorised and non-motorised road users. This, along with the Designers Response, is included within Appendix 5.
- 4.4.13 Taking into consideration the above, CampbellReith deem that the proposed junction layout is of an appropriate orientation and scale to mitigate the minor impact of this development on the wider highway network, more specifically on traffic travelling northbound along Isaac's

Lane. Further information regarding the results and output of the subsequent Junction Capacity Assessment undertaken at this junction is provided within Chapter 6.0 of this Report.

4.5 Personal Injury Collision Data Analysis

4.5.1 In order to determine the prevalence of personal injury collision data on the local highway network, and to justify the proposed access arrangement discussed above, CampbellReith has interrogated CrashMap. All incidents (slight, serious and fatal) which occurred within the most recent 60-month period were included as part of the analysis.

4.5.2 The study area (shown within Figure 4.3 below) encompassed a large extent of Isaac's Lane, which borders the site's western perimeter, and connects the proposed development site with the northern edge of Burgess Hill. This is considered an appropriate study area given the scale of proposed highway works that are due to occur within the wider Masterplan area, and as such cannot yet be analysed.

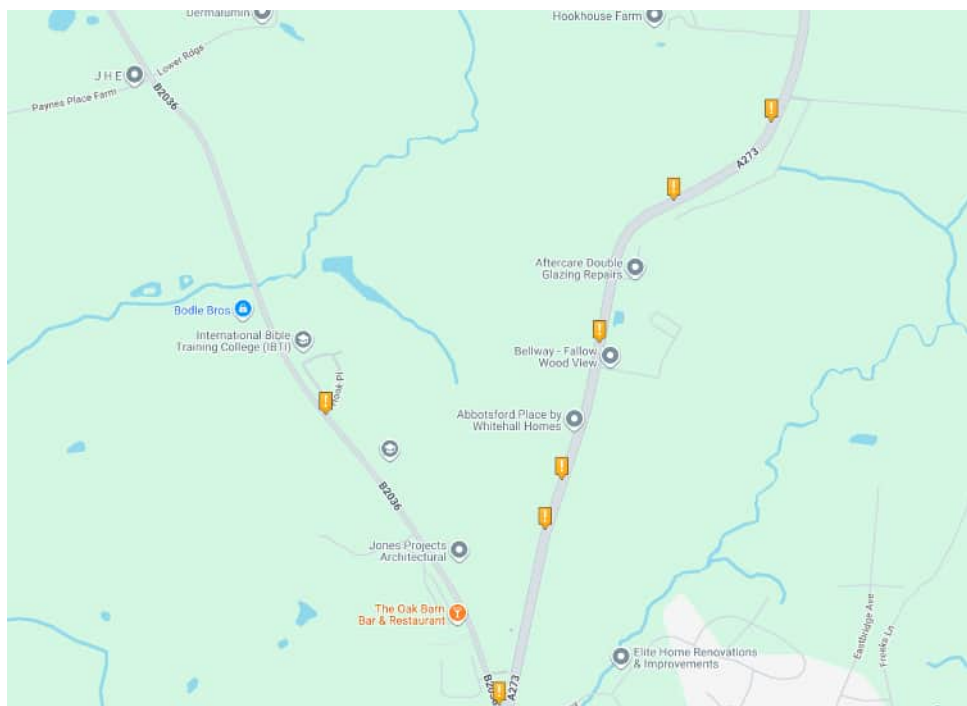


Figure 4.3: Personal Injury Accident Study Area

4.5.3 With reference to Figure 4.3, above, a total of seven incidents have occurred within the study area. A total of two occurred along the B2036 Cuckfield Road, a total of five occurred along the A273 Isaac's Lane, while one occurred at the B2036 / A273 / Fairbridge Way 3-arm roundabout. All of the incidents were categorised as 'Slight'.

4.5.4 It is important to note that while one incident was recorded along the A273 Isaac's Lane and within the vicinity of the site's proposed vehicular access, and the site's construction access at the time, the collision occurred prior to external works being undertaken on the wider EBLR and highway network within the vicinity of the site. Notwithstanding this, CampbellReith have

purchased the full collision report for this collision (included in Appendix 6) which cited that the collision occurred when a 21–25-year-old motorcyclist overtook a goods vehicle on the offside during wet road conditions, and although the two vehicles did not impact, the rider sustained slight injuries. It can be inferred that human error, in failing to adjust for the weather conditions or road speeds, was the primary causation factor for the collision.

- 4.5.5 Given the collision data recorded over the last 5 years indicates no deficiencies in the local highway network, or clusters of collisions, no further analysis is necessary.

4.6 Car Parking

- 4.6.1 Figure 15 of West Sussex District Council's adopted parking standards (September 2020) states that for all Education uses, an assessment should be carried out to determine the requisite quantum of car parking, with provision considered on a site-by-site basis. As such, the proposed quantum of on-site car parking has been informed by the projected travel patterns of users of the site. This is to ensure that the optimal balance of parking is provided to prevent an over-provision of spaces from compromising the use of sustainable modes of travel.

- 4.6.2 It should be noted that car parking will be made available to the circa 60 No. full-time staff and visitors only, with parents/guardians/pupils expected to walk and cycle to the site. There will be no parent drop off or pick up within the curtilage of the site unless in special, pre-agreed circumstances.

- 4.6.3 CampbellReith have obtained Travel to Work modal split data from the 2011 Census for the site's Mid-Layer Super Output Area (Mid Sussex 011), the details of which are provided in full within Table 4.1 within the accompanying School Travel Plan. The data yielded suggests that 68% of people who work within the site's MSOA drive a car or van to/from their place of work.

- 4.6.4 Therefore, for the purposes of this assessment, it has been assumed at this stage that 75% of people (staff and visitors) working at the proposed development will drive a car or van to travel/from their place of work, where this is considered to account for a nominal number of visitors also generated by the site. It should be noted that biennial modal share targets have been set during the 5-year monitoring period of this Travel Plan to reflect the likely increases in the proportion of staff using sustainable modes, that will inevitably occur once the package of sustainable infrastructure proposed in the wider area (such as bus services) are implemented.

- 4.6.5 Application of the assumed car driver modal share proportion of 75% to the forecasted number of full-time staff (and visitors) envisaged to be employed at the site (60 No.) equates to a demand for approximately 45 car parking spaces. As such, a total of 54 car parking spaces are proposed at this stage which includes five accessible bays and additional spaces for visitors. This will include a total of 10 No. bays provided with 'active' electric vehicle charging provision with a minimum of 7kW power, which exceeds the requirements to satisfy the BREEAM credits within Tra 02.

- 4.6.6 In line with BREEAM requirements, it should be demonstrated how disabled access, accounting for varying levels and types of disability, including visual impairment, should be accounted for

both on and surrounding the site. With reference to the site layout, the proposed disabled car parking spaces are situated within the recommended distances from the proposed accessible entrance of the school building to prevent an extensive walk to/from the school. Furthermore, all internal pedestrian routes to/from the school building, the car park and the green superhighway, will be subject to a level surface treatment with flush kerbs, if provided, to prevent any difficulty for disabled users of the site. All gradients in the immediate vicinity of the School will not exceed 1:20.

- 4.6.7 While it is recognised that this initial quantum of car parking may be optimised following consultation with WSCC officers as the scheme evolves, a number of key principles will be introduced on the site to ensure that the requisite balance of car parking is provided in line with forecasted future demand. This includes the introduction of 2 No. dedicated 'car sharers only' parking bays, in line with the baseline modal split of the proportion of staff who travel to/from employment uses in the area by being a passenger in a car or van (refer to Table 4.1 within the accompanying Travel Plan), with a view to the usage of the car sharer bays, as well as all standard parking bays, being monitored by future staff travel surveys and amended on-site as appropriate.
- 4.6.8 Table 4.1 below, outlines the total number of parking spaces being proposed through this RMA. Please note that the 'Drop off / Dual Use' parking will be discussed in Section 4.8.

Table 4.1: Primary School Parking Provision

Type of Space Provided:	No. of Spaces:
Staff Parking	45
Visitor Parking	4
Accessible Parking	5
EV (included above)	10
Drop Off / Dual Use Parking (off-site)	31
Pupil Cycle / Scooter	60
Staff Cycle	8

4.7 Cycle and Scooter Parking

- 4.7.1 Safe and secure long-stay cycle parking is an important component in encouraging cycling as a realistic travel mode for staff, as well as ensuring that parents/guardians feel comfortable with leaving their children's bicycles or scooters on-site.

Primary School

- 4.7.2 With regard to the proposed 420 No. place (2 FE) Primary School, a total of 60 No. cycle / scooter parking spaces are provided to serve the demand associated with pupils cycling to/from school. This is in accordance with BREEAM credit Tra 02 requirements, which state a total cycle parking provision of 5 secure spaces per class. While the definitive location of the cycle parking on-site will be subject to further refinement as the scheme evolves, all cycle and scooter parking will be secure, sheltered, well-lit and conveniently located to maximise use.

- 4.7.3 At this stage it is considered that the majority of scooter parking will be located adjacent to the nursery and reception entrance (eastern), while the majority of cycle parking (for pupils) will be located adjacent to the western elevation of the school.

Nursery

- 4.7.4 For the proposed 52-place Nursery, a total of 20 No. scooter parking spaces will be provided, which broadly accords with the BREEAM cycle/scooter parking standard discussed in Paragraph 4.4.2 above.

Special Educational Needs facility

- 4.7.5 For the proposed 16-place Special Education Needs facility, a total of 5 No. cycle parking spaces will be provided. This is considered to accord with the BREEAM cycle parking standard quoted above.

- 4.7.6 It should also be noted that a cloakroom will be provided for each classroom on the site, in accordance with BREEAM Tra 02 requirements.

Staff

- 4.7.7 As previously mentioned within this Chapter, a total of 60 No. full-time staff are assumed to be generated by the site once fully operational. BREEAM Tra 02 stipulates that one locker per 10 members of staff and one shower per 10 lockers should be provided to satisfy one specific credit. As such, a total of 6 lockers and 6 showers are to be provided for staff.

- 4.7.8 While the definitive location of the lockers and showers is yet to be determined, it is reasonable to assume that a total of 4 lockers and 4 showers will be provided for use by Staff of the proposed 2 Form-Entry primary school, while a total of 1 locker and 1 shower will be provided in the Nursery and the Special Educational Needs facilities. This is considered appropriate given the proportion of staff employed across each of the three educational uses on the site.

4.8 Pick-up and drop-off strategy

- 4.8.1 As mentioned above, a key element of the wider movement and access strategy is the pick-up and drop-off strategy that will be implemented and managed by the school. The importance of a well-thought-out strategy should ensure that there is balance between not being too attractive or convenient to parents to drive to the school while providing an optimal amount of drop-off parking, in close proximity to the school, for those parents who cannot avoid driving.

- 4.8.2 Following discussions with MSDC and WSCC it was made clear that no drop-off areas were to be provided within the school site itself (with the exception for those that require specialist transport). On that basis, the wider pickup and drop off strategy for parents and pupils is wholly reliant on areas outside of the school red-line boundary. These areas have been included within the current live planning application (planning reference: DM/25/1986). While there is no accompanying justification contained within the supporting documents an optimum number of spaces have been considered.

- 4.8.3 As part of the wider travel strategy, the potential 'drop off origins' and how this may influence drop off behaviour has been considered in the context of a sustainable neighbourhood – with walking and cycling likely from all neighbouring development parcels. It is therefore suggested that multiple small areas of drop off are provided within close proximity to the school, rather than one large car parking area.
- 4.8.4 In terms of initial numbers below, these have been based on the following assumptions. These are considered to be conservative numbers in the first instance. The accompanying School Travel Plan will seek to minimise the number of pupils that arrive by car.
- 4.8.5 Of the 488 pupils (420 for the 2FE School, 52 place nursery, 16 place SEN provision) – it is considered approximately 40% will get driven (National Travel Survey) and of those 40%, some allowance should be made for lift share / siblings etc. In effect, there could be up to 130-140 pupils getting a lift to school. A number of these trips will occur from the north and west and lifts will occur as parents drop off on the way to work / combine trips with the secondary school.
- 4.8.6 To assist in quantifying the number of formal spaces that should be provided in the first instance, we have considered that circa 100-120 school trips in relation to school pupil drop off. It is understood that staggered start times are likely to be considered by the school which also needs to be taken into account. It is also likely that the drop off areas will be supervised / managed to ensure that parents do not dwell on Holmbush Avenue (EBLR). Therefore, these numbers have been based on a 30-minute stagger time, with each drop off trip taking approximately ninety-seconds for older pupils (Years 4-6), and up to four minutes for younger pupils.
- 4.8.7 On that basis, each drop off space located to the north of the school (neighbourhood centre square) could be used up to 15 times each during school drop off. While the spaces to the east and south would be used up to 5/6 times each. Working these numbers through based on 120 pupils (of which 70 are younger pupils and 50 are older pupils) that would equate to circa 14/15 spaces for the younger children and 6/7 spaces for the older pupils - a total of 22 drop offs.
- 4.8.8 Assessing the non-allocated parking indicated on the layout plan for current planning application DM/25/1986, it is evident that circa 31 dual use / drop off spaces can be provided. For the avoidance of doubt these are all within a two-minute walk of the school entrance points – which is visually represented in the plan below and included in Appendix 1:

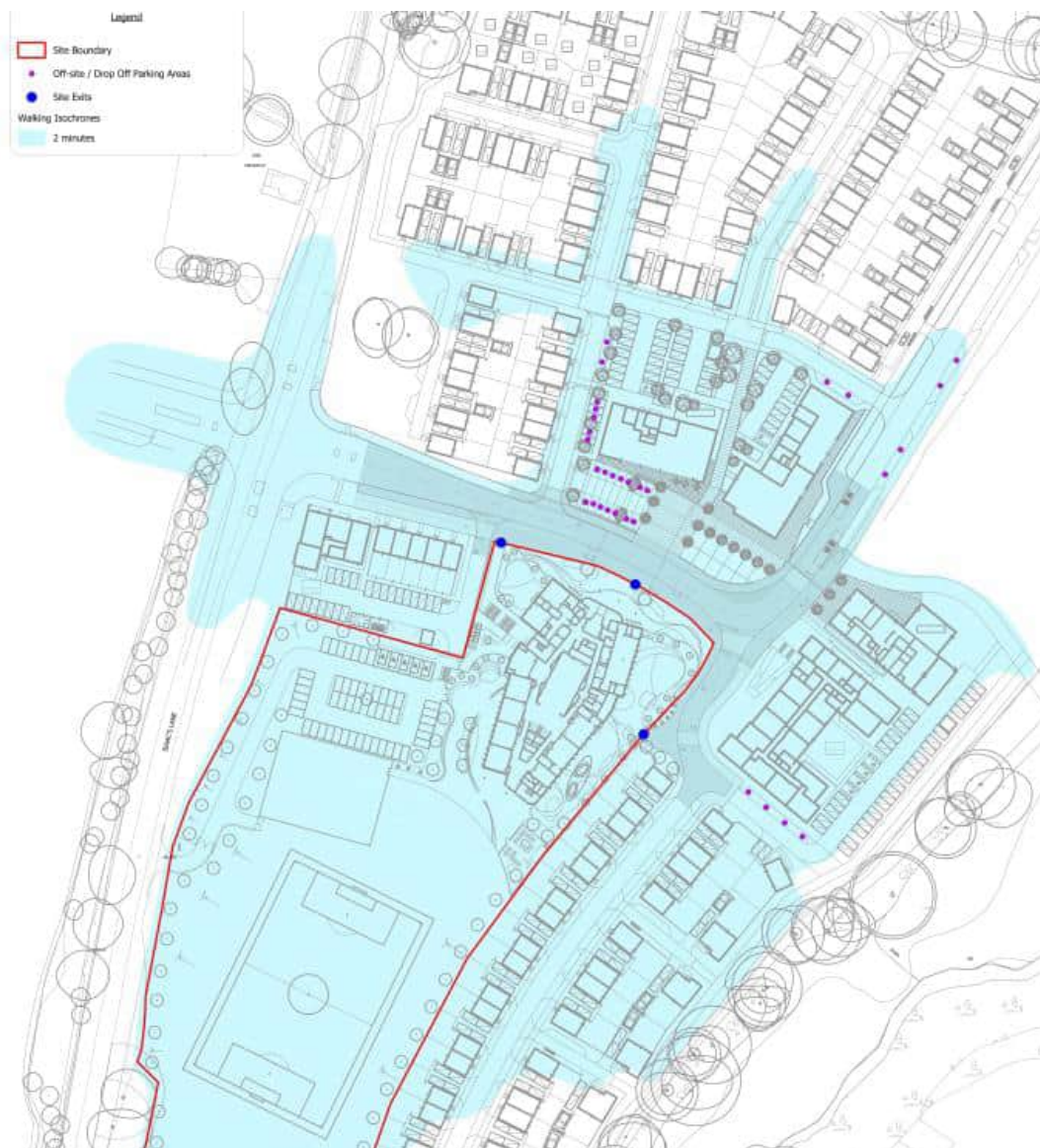


Figure 4.4: Dual Use Parking Areas within a two-minute walk of the school entrance

4.8.9 While there are up to 31 formal parking bays not currently allocated to residential parking, it should be recognised that there are a number of informal parking opportunities in and around the residential parcels, as is common with the vast majority of primary schools. On that basis, there is potential to reduce the number of formal parking spaces, should MSDC or WSCC be minded doing so.

4.9 Servicing and Deliveries

4.9.1 Scheduled servicing (waste) and deliveries will occur from the primary access via Isaac's Lane. This also benefits from an internal gate between the car park and the school to allow access for a fire tender or specialist plant equipment, out of school hours. It is likely that servicing vehicles will consist of private refuse collector vehicles, to collect waste, as well as rigid vehicles to re-supply the kitchen.

- 4.9.2 A secondary servicing access is located via the eastern entrance which can accommodate service vehicle associated with the plant room. On the basis that servicing will occur sporadically throughout the week, outside of peak drop off / pick up hours, and in isolation to the site's main vehicular access and pedestrian/cyclist access, no conflict with other motorised and non-motorised vehicles is likely to occur.
- 4.10 **Coach and Minibus Parking**
- 4.10.1 Given the infrequent nature of school trips and the need for coach travel to occur from the school, we would recommend that the area to the east of the school could be utilised. Close coordination between the school and the coach operators would be required to ensure that any disruption is minimised.
- 4.10.2 Minibus access can be provided via the School Car Park which would be used for any minibus trips such as sport matches or smaller group trips.

5.0 TRIP GENERATION

5.1 Methodology

5.1.1 As previously stated within this Report, it is the intention for the site to cater exclusively for the demand for pupil spaces generated by the dwellings consented as part of the wider Brookleigh proposals. As such, CampbellReith has subsequently used a first principles methodology to inform the likely trip generation on the site, owing to the limited number of comparable sites in terms of trip patterns available within the TRICS database.

5.1.2 It should be noted that this methodology and associated trip generation estimates are identical to those presented to WSCC highways officers. On this basis, the resultant trip generation estimates are considered to be appropriate.

5.2 Proposed Vehicular Trip Generation – Pupils & Parents/Guardians

5.2.1 With regard to pupil & parent/guardian trips, it should be reiterated that at this stage, the proposed school site will not provide any on or off-site provision for any parent/guardian vehicles to drop off or pick up pupils. It is considered that the excellent package of sustainable infrastructure proposed within the vicinity of the site, such as the Green superhighway to the north, coupled with the fact that pupils will live within a smaller catchment area, will ensure that users of the site will have genuine modal choice and be naturally discouraged from using a vehicle.

5.2.2 This approach forms part of a wider commitment to ensuring that walking and cycling/scooting are prioritised, particularly from the northern, eastern and western residential parcels and those who can access the site via the Green Superhighway.

5.3 Proposed Vehicular Trip Generation – Staff and Visitors

5.3.1 At this stage, the proposed development will cater exclusively for staff and visitor vehicles, where it is acknowledged that staff and visitors generated by the school will likely commute from other nearby areas. As stated earlier within this Chapter, for the purposes of this submission, CampbellReith have used a first principles approach to inform the likely vehicular trip generation of the site.

Staff

5.3.2 It has been assumed that a total of 60 No. staff will be employed by the educational uses proposed on the site. To be robust, it has also been assumed that a total of 45 No. staff will drive to work, which equates to a car driver modal share proportion of 75%.

5.3.3 In the AM, it has been assumed that approximately 50% of all staff car driver arrivals will arrive at the site during the hours of 0700-0800, with the remaining 50% arriving during the typical AM highway network Peak of 0800-0900. For the purposes of this assessment, this equates to 23 vehicles arriving between 0700-0800 and 22 vehicles arriving between 0800-0900.

5.3.4 In the PM, it has been assumed that 50% of staff car driver departures will depart during the hours of 1600-1700, with the remaining 50% departing during the typical PM highway network

peak of 1700-1800. For the purposes of this assessment, this equates to 22 vehicles departing between 1600-1700 and 23 vehicles departing between 1700-1800.

5.3.5 Table 5.1 below replicates the above staff vehicular trip generation into tabular format.

Table 5.1: Peak Hour Staff Vehicular Trip Generation

	Arrivals	Departures	Total
AM Peak (08:00-09:00)	23	0	23
PM Peak (17:00-18:00)	0	23	23

Visitors

5.3.6 Owing to the fact that visitor trip patterns are difficult to accurately determine, for the purposes of this assessment, it has been assumed that a total of 5 No. visitor vehicles arrive at the site during the typical AM highway network peak of 0800-0900, and that a total of 2 No. visitor vehicles depart during the PM highway network peak of 1700-1800. This is considered an appropriate balance given the scale of the development.

5.3.7 Table 5.2 shows the site's total two-way peak hour vehicular trip generation.

Table 5.2: Total Site Peak Hour Vehicular Trip Generation

	Arrivals	Departures	Total
AM Peak (08:00-09:00)	28	0	28
PM Peak (17:00-18:00)	0	25	25

5.3.8 Table 5.2 shows that the proposed development is anticipated to generate 28 two-way vehicle movements in the AM Peak, and 25 two-way in the PM Peak.

6.0 VEHICULAR TRIP ASSIGNMENT AND JUNCTION CAPACITY ASSESSMENT

6.1 Introduction

6.1.1 This section outlines the subsequent vehicular impact of the development proposals on the local and strategic highway network.

6.1.2 It should be noted that this methodology and associated conclusions yielded are identical to those presented previously to WSCC highways officers.

6.2 Vehicular Trip Distribution and Assignment

6.2.1 In order to inform the likely directional movement of AM and PM Peak Hour vehicular traffic to/from the proposed development site, 2011 Census Travel to Work data (MSOA level) and online routing software was utilised. The rationale obtained from each exercise undertaken is as follows:

- **Arrivals:** 69% of traffic travels northbound along the A273 Isaac's Lane, from the Burgess Hill area, and turn right into the proposed site access. The remaining 31% of traffic travels southbound, from the Haywards Heath area, and turn left into the proposed site access.
- **Departures:** 69% of traffic turns left out of the proposed site access and travel southbound along the A273 Isaac's Lane, towards Burgess Hill. The remaining 31% of traffic turns right out of the proposed site access and travel northbound along the A273 Isaac's Lane.

6.3 Baseline Traffic Flows

6.3.1 In order to establish an appropriate baseline, actual traffic flows were obtained from the Transport Assessment Addendum, written by AECOM, which accompanied the initial Outline application for Brookleigh (Ref: DM/18/5114). Traffic flow data was obtained using ATCs commissioned along the A273 Isaac's Lane during the year 2018.

6.3.2 The relevant traffic flows surveyed along the A273 Isaac's Lane in 2018 have subsequently been extracted, and relevant TEMPro growth factors have been obtained to assess four projected future year scenarios.

6.4 Development Scenarios

6.4.1 The following scenarios have been tested for the purposes of this assessment. It should be noted that, for consistency, the scenarios are consistent with the future year scenarios assessed as part of the Transport Assessment Addendum, written by AECOM, which accompanied the initial Outline application for Brookleigh.

- Scenario 1: 2025 Baseline.
- Scenario 2: 2025 Baseline plus Development traffic.
- Scenario 3: 2033 Future Year Baseline; and
- Scenario 4: 2033 Future Year Baseline plus Development traffic.

6.4.2 In order to remain robust, two scenarios above (Scenarios 2 and 4) have also been sensitivity tested, with an additional 20% of background network traffic added. These scenarios are named as follows:

- Scenario 5: 2025 Baseline plus 20% sensitivity, plus Development traffic; and
- Scenario 6: 2033 Future Year Baseline plus 20% sensitivity, plus Development traffic.

6.5 Growth Factors

6.5.1 Growth factors have been calculated to factor the observed traffic flows using the NTM (AF 15) dataset within the TempPro 7.2 software. The Mid Sussex 011 MSOA Zone and the County of West Sussex have been selected in terms of location. The TEMPro database calculates growth based on housing and employment projections, as well as increased car ownership for the local area. Table 6.1 below shows the derived TEMPro growth factors.

Table 6.1: TEMPro Growth Factors

Period	TEMPro Growth Factor
2018-2025	
AM Peak	1.10380
PM Peak	1.10297
2018-2033	
AM Peak	1.16056
PM Peak	1.16092

6.6 Proposed Site Access Junction Analysis

6.6.1 The PICADY module of TRL's Junctions software package was used to undertake a capacity analysis of the proposed site access / A273 Isaac's Lane junction. The model was drawn with geometries as per the proposed junction within Drawing No. 14176-CRH-XX-XX-DR-H-6003 at Appendix 4.

6.6.2 The results are set out at Appendix 7 and are summarised in the relevant tables below.

- Scenario 1: 2025 Baseline (Table 6.2).
- Scenario 2: 2025 Baseline plus Development traffic (Table 6.3).
- Scenario 3: 2033 Future Year Baseline (Table 6.4).
- Scenario 4: 2033 Future Year Baseline plus Development traffic (Table 6.5).
- Scenario 5: 2025 Baseline plus 20% sensitivity, plus Development traffic (Table 6.6); and
- Scenario 6: 2033 Future Year Baseline plus 20% sensitivity, plus Development traffic (Table 6.7).

Table 6.2: Scenario 1: 2025 Baseline

Time and movement		Scenario 1		
		Queue	Delay	RFC
AM	Site Access	0.0	0.00	0.00
	Isaac's Lane (northbound and turning right)	0.0	0.00	0.00
PM	Site Access	0.0	0.00	0.00
	Isaac's Lane (northbound and turning right)	0.0	0.00	0.00

Table 6.3: Scenario 2: 2025 Baseline plus Development traffic

Time and movement		Scenario 2		
		Queue	Delay	RFC
AM	Site Access	0.0	0.00	0.00
	Isaac's Lane (northbound and turning right)	0.0	7.05	0.04
PM	Site Access	0.1	8.68	0.05
	Isaac's Lane (northbound and turning right)	0.0	0.00	0.00

Table 6.4: Scenario 3: 2033 Future Year Baseline

Time and movement		Scenario 3		
		Queue	Delay	RFC
AM	Site Access	0.0	0.00	0.00
	Isaac's Lane (northbound and turning right)	0.0	0.00	0.00
PM	Site Access	0.0	0.00	0.00
	Isaac's Lane (northbound and turning right)	0.0	0.00	0.00

Table 6.5: Scenario 4: 2033 Future Year Baseline plus Development traffic

Time and movement		Scenario 4		
		Queue	Delay	RFC
AM	Site Access	0.0	0.00	0.00
	Isaac's Lane (northbound and turning right)	0.0	7.17	0.04
PM	Site Access	0.1	8.91	0.06
	Isaac's Lane (northbound and turning right)	0.0	0.00	0.00

Table 6.6: Scenario 5: 2025 Baseline plus 20% sensitivity, plus Development traffic

Time and movement		Scenario 5		
		Queue	Delay	RFC
AM	Site Access	0.0	0.00	0.00
	Isaac's Lane (northbound and turning right)	0.0	7.53	0.04
PM	Site Access	0.1	9.64	0.07
	Isaac's Lane (northbound and turning right)	0.0	0.00	0.00

Table 6.7: Scenario 6: 2033 Future Year Baseline plus 20% sensitivity, plus Development traffic

Time and movement		Scenario 6		
		Queue	Delay	RFC
AM	Site Access	0.0	0.00	0.00
	Isaac's Lane (northbound and turning right)	0.0	7.69	0.04
PM	Site Access	0.1	10.01	0.07
	Isaac's Lane (northbound and turning right)	0.0	0.00	0.00

- 6.6.3 For context, the above results indicate Maximum Queue Lengths and the Ratio to Flow Capacity (RFC) to understand the current operation of each junction. In terms of the individual junction assessments, any RFC below 0.85 is considered to operate with some spare capacity, whilst an RFC of between 0.85-0.99 suggests that the junction is at capacity and values above 1.0 indicate that queuing and delay is likely to start to occur and that appropriate forms of mitigation should be explored.
- 6.6.4 As shown in the results summaries, the junction performs within the recommended tolerances under all development scenarios.

7.0 SUMMARY AND CONCLUSIONS

7.1 Summary

7.1.1 CampbellReith was appointed by Homes England to prepare a Transport Statement (TS) in support of a reserved matters application seeking to construct a 2FE primary school, known as Brookleigh Primary School, together with a 52-place semi-independent Nursery and 16 place Special Support Centre, located within Phase 1C of the permitted Burgess Hill, Brookleigh mixed-use re-development, Mid Sussex.

7.1.2 It is proposed to provide three pedestrian/cyclist access points along the northern and eastern boundary of the site. This will allow the school the greatest level of flexibility in terms of how they wish to operate and allow pupils / parents into the site. As part of the package of off-site highway infrastructure delivered at the Isaac's Lane / Holmbush Avenue junction, a series of signalised pedestrian and cyclist-friendly crossings are proposed, creating an environment in which the use of sustainable modes is naturally encouraged, including the green super-highway.

7.1.3 With regard to vehicular access, a new all movement priority access junction is proposed via Isaac's Lane. This has been the subject of pre-application discussions with the highway authority as well as an independent Stage 1 Road Safety Audit. This will provide the school with dedicated, secure car parking for on-site staff/visitor only car parking, as well as dedicated accessible drop-off/parking spaces for pupils attending the SEN element of the school. No further parking spaces are proposed on site. Delivery and servicing will also occur from this primary vehicular access point.

7.1.4 Appropriate levels of long and short-stay cycle and scooter parking will be provided for staff, pupils and visitors of the Primary School, Nursery and Special Educational Needs facility - which will be safe, secure, conveniently located and accord with BREEAM guidance.

7.1.5 It should be noted that car parking will be made available to the 60 No. full-time staff and visitors only, with parents/guardians/pupils expected to walk and cycle to the site. There will be no parent drop off or pick up within the curtilage of the site unless in special, pre-agreed circumstances. As such, a total of 54 on-site car parking spaces are proposed which includes five accessible bays and additional spaces for visitors.

7.1.6 In terms of the pupil drop-off and pick-up arrangement a movement and access strategy has been developed to firstly ensure that sustainable transport modes for parents and pupils are both realistic and attractive. For those parents that wish to combine drop-offs with a further trip (e.g. commute or shopping), a number of off-site dual use parking spaces have been located within a short, two-minute walk of the school entrance. As initial assessment has suggested that circa 22/24 formal parking spaces could be considered sufficient to serve the school drop-off and pick-up, acknowledging that a number of additional, informal spaces, could also be utilised during peak hours.

7.1.7 With regard to likely traffic generation of school itself, the proposed development is anticipated to generate 28 two-way vehicle movements in the AM Peak, and 25 two-way in the PM Peak.

This equates to approximately 1 additional vehicle on the highway network every 2 minutes in the AM and PM Peak. This level of traffic was included as part of the strategic transport modelling which underpinned the evidence base for the approved outline application.

7.1.8 Bespoke junction analysis of the proposed site access priority junction performs well within the recommended tolerances under all development scenarios, taking into account Queue Lengths and the Ratio to Flow Capacity (RFC).

7.1.9 A full School Travel Plan (STP) is expected to be developed with the school operator in advance of the school opening. An initial STP has been submitted in support of this planning application outlining the key objectives and sustainable measures that form the foundation of the full STP.

7.2 Conclusions

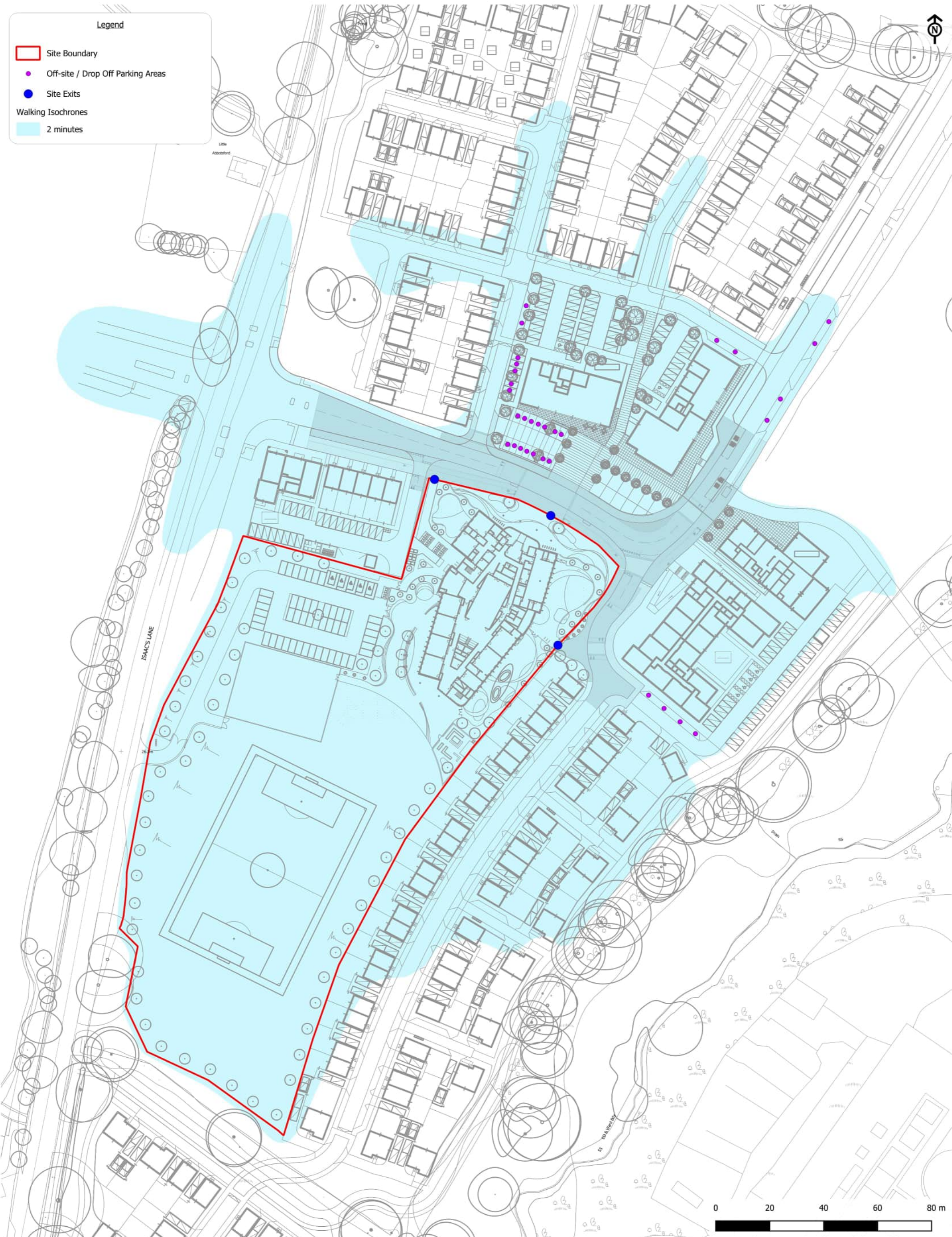
7.2.1 In conclusion, the proposals would result in minimal traffic generation, and it is not considered that this would constitute a severe material impact on the highway network, its capacity, or the safety of other motorised or non-motorised road users. As a result, it is considered that there are no reasons to refuse planning permission in respect of the proposals on highways or transportation grounds.



CampbellReith
consulting engineers

Appendix 1

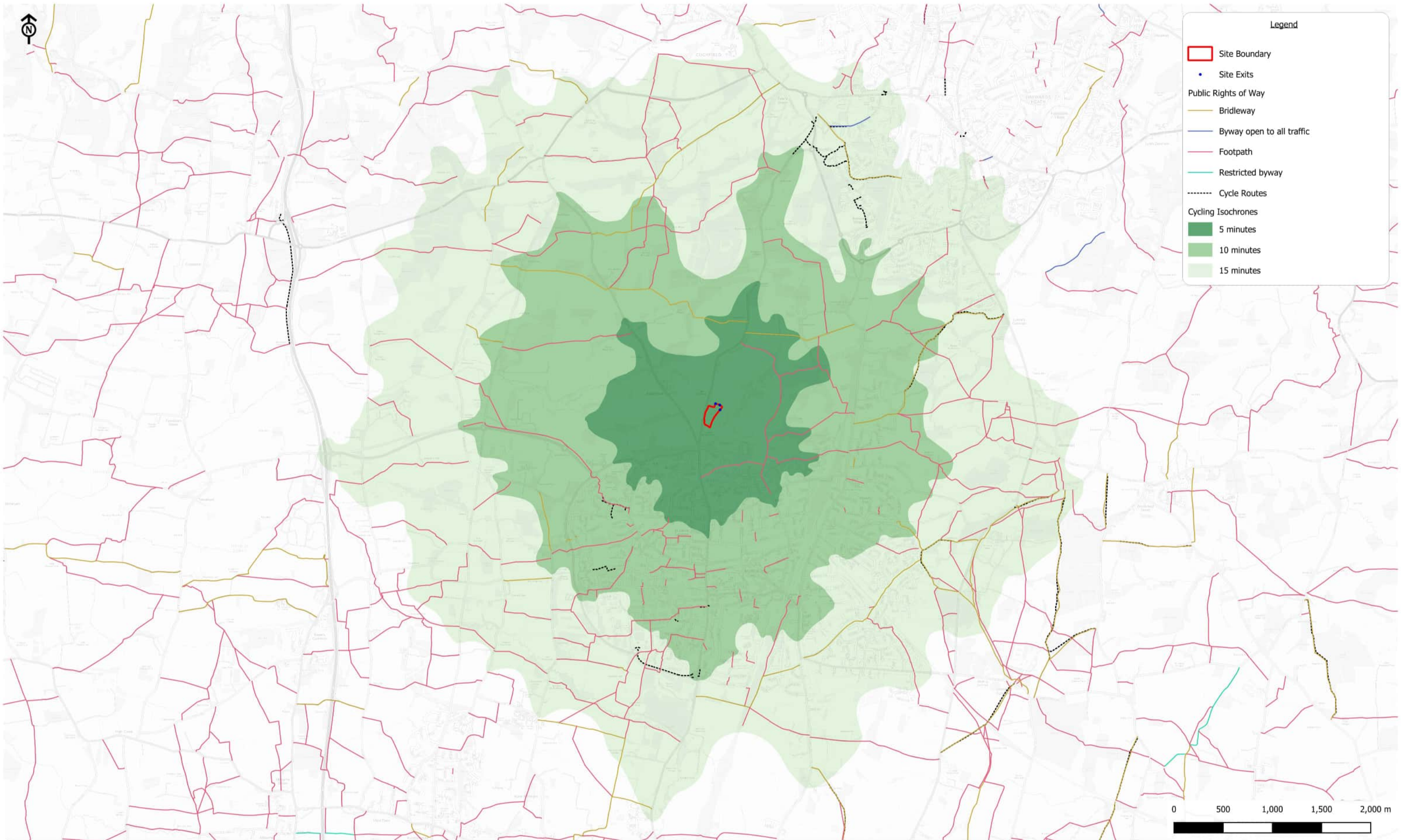
Figures



Brookleigh School

Client: Homes England

Walking Isochrones



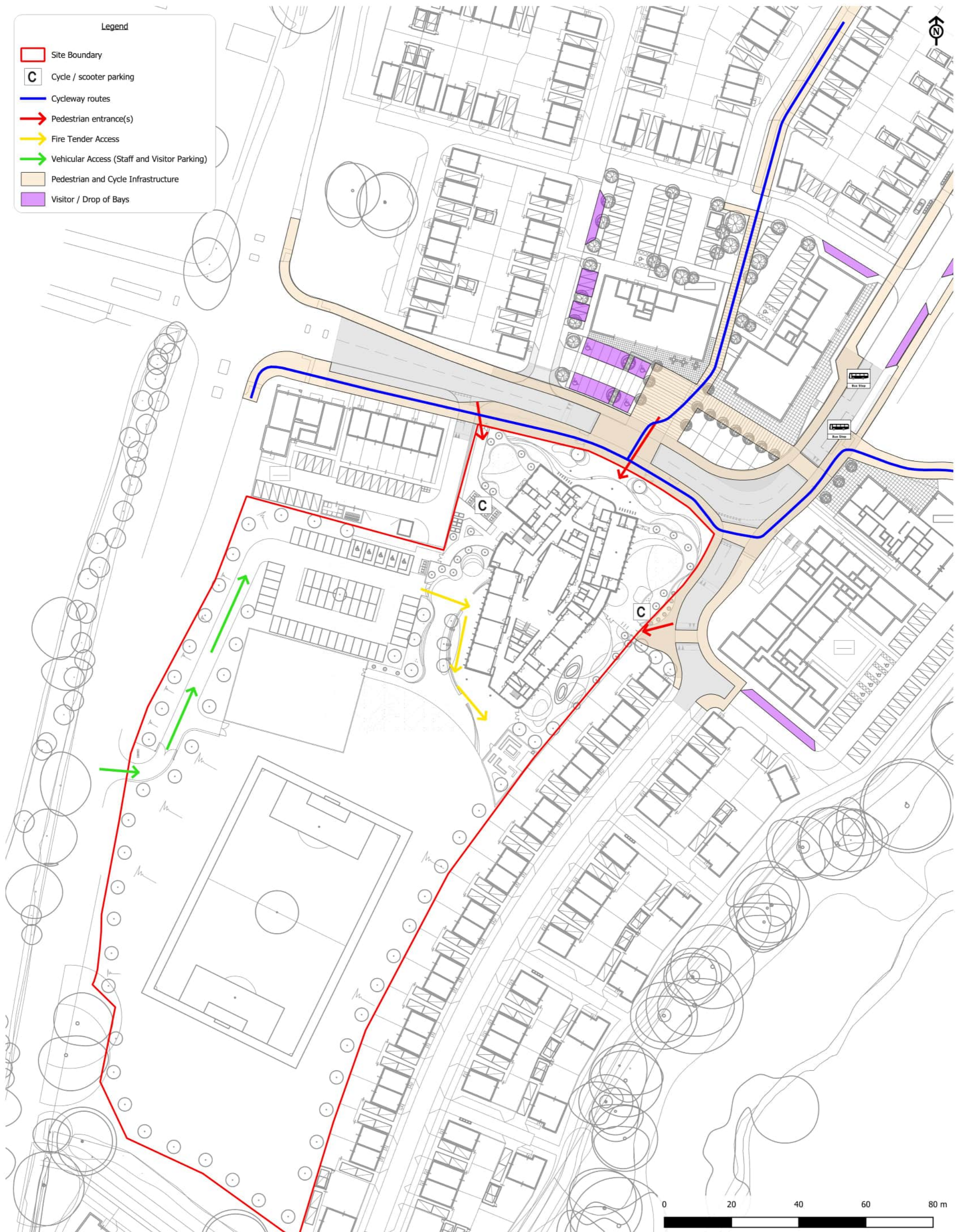
Brookleigh School

Client: Homes England

Cycling Isochrones

Scale: 1:35000@A3
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Job Number: 14176
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Date (Revision History): 22/09/2025 (P1, First Issue, 22/09/25, RLF)

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Brookleigh School

Client: Homes England

Movement and Access Plan

Scale: 1:1000@A3
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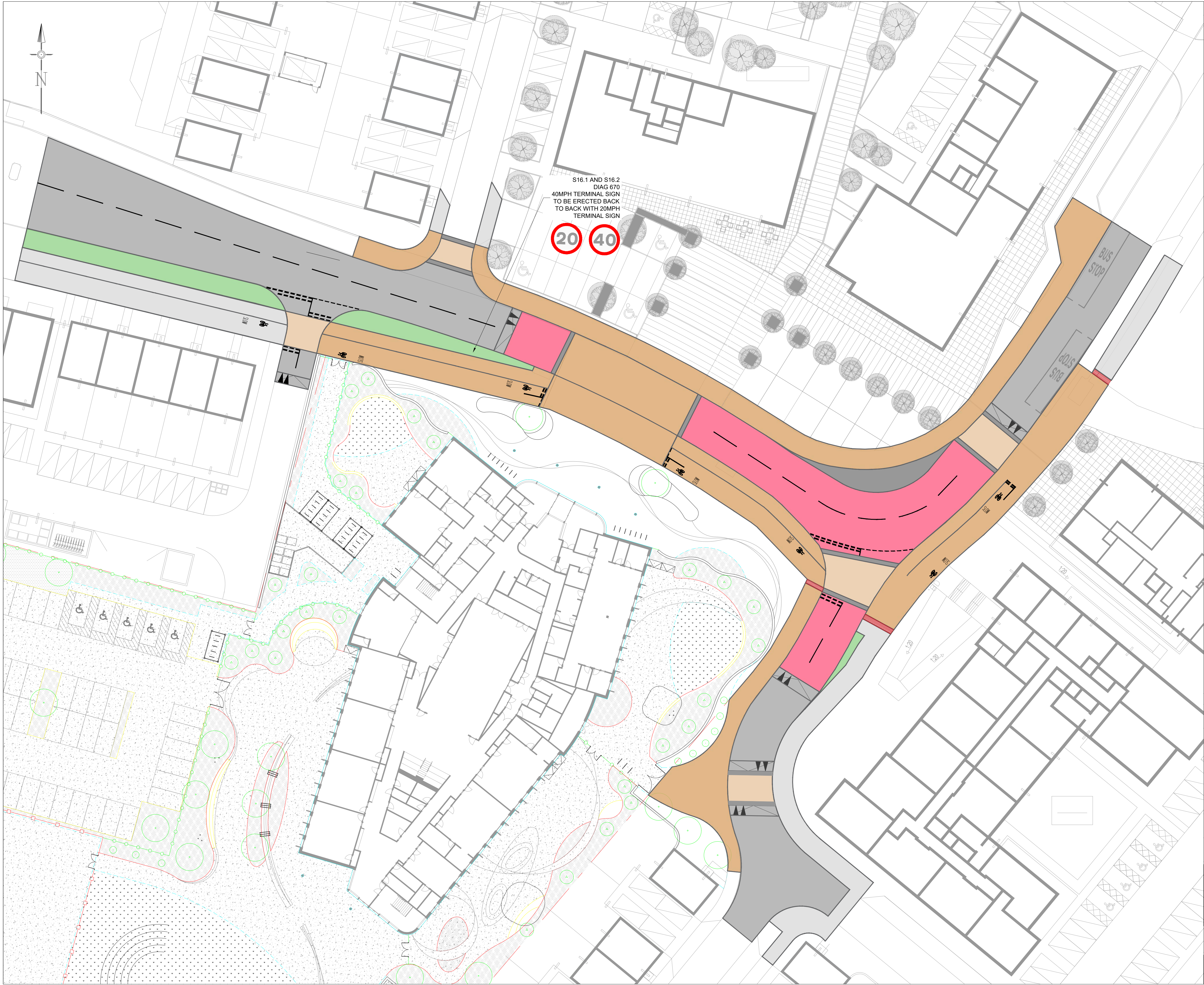
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Appendix 2

Proposed Site Layout



- Notes**
- Do not scale from this drawing on print or electronically. Work from figured dimensions only.
 - No deviation from the details on this drawing is allowed without CampbellReith's prior permission in writing.
 - Read this drawing with all Architect's, Service Engineer's and CampbellReith's relevant details, specifications and drawings.
 - All work is to be done in accordance with the relevant specifications issued by CampbellReith, British Standard Codes of Practice, Statutory Requirements and the Contract Documents.
 - Drawing revision:
P: Preliminary Evolving drawings for approvals, tenders, billings etc.
C: Contractual Drawings authorized and approved for stage completion Stage-Tender or Stage 5-Construction.
 - Drawing status:
Work in progress
S0 - Initial status
Shared (Non-contractual)
S1 - Suitable for coordination, **S2** - Suitable for information, **S3** - Suitable for review and comment, **S4** - Suitable for stage approval.
Published (For contractors purposes)
A1, An etc - Authorised and accepted ('n' relates to work stages)
B1, Bn etc - Partial sign-off (with comments)
CR - As constructed record document (Final Construction ONLY). Any deviations to that which is on site is not the liability of CampbellReith)
 - Work Stages:
2 - Concept, **3** - Definition, **4** - Design, **5** - Build & commission, **6** - Handover
 - Only drawings with **revision Cn** and **status A5** to be used for **Construction**.

P2	Updated as per Fabrik comments	16/09/25	TH
P1	Issued for information	02/09/25	TH
Rev	Description	Date	By

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Job Title	Brookleigh School
Client	Homes England

**Landscaping Layout
External Areas**

Drawn by	Date made	Scale @ A1	Checked by	Suitability	CR Project
TH	02/09/25	1:250	CDS	S2	14176

Project No	Orig.	Funct.	Spatial	Form	Disc.	Number	Rev
14176	CRH	XX	XX	DR	H	6180	P2