

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council - FAO: Stuart Malcolm
FROM:	WSCC – Highways Authority
DATE:	16 January 2026
LOCATION:	Land Rear Of Chesapeke, Reeds Lane, Sayers Common, Hassocks
SUBJECT:	<p>DM/25/1434</p> <p>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.</p> <p>Amended plans, FRA and Drainage Strategy and TA Addendums received 12/12/2).</p>
DATE OF SITE VISIT:	16 Dec 2025
RECOMMENDATION:	More Information

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been re-consulted on proposals for 27 x dwellings and associated works on land rear of Chesapeke.

A site visit was undertaken on 16 Dec 2025 as part of current application DM/25/3067 – Land at Kings Business Centre. The local road context including walking provision for this site was also assessed at the time, considering the proximity of the sites to one another.

In comments dated 22 July 2025 the LHA requested further information on several matters including;

- 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 DPSC3)

A Transport Statement Addendum has been received to address these matters.

Proportionate Contributions to Sustainable/Active Travel Infrastructure

The site will still need to demonstrate how sustainable/active transport can be encouraged in the interim, prior to the wider allocated parcels coming forward and in the event that the adjacent and surrounding allocated sites may not come forward. In addition to footway improvements proposed by the applicant and RTPI contribution, the applicant is required to outline how the site will provide proportionate contributions to sustainable/active transport infrastructure to ensure the development is acceptable in planning terms. Such contributions will be in lieu of TAD. These improvements are considered necessary to make the development acceptable in planning terms in advance of the improvements associated with the wider site allocations.

Para. 5.3.9, point 4 outlines commitment to contribute to future delivery of Active Travel corridor from Sayers Common to Burgess Hill, contribution to be secured through s106 agreement. Whilst this is welcomed, further discussions are required between applicant, MSDC and WSCC to agree level of proportionate mitigation required. MSDC are currently working on infrastructure schemes and costings, and thus final agreement should be reached between applicant, MSDC and WSCC as to the contribution amount, and whether contribution toward other identified schemes would be required.

It is noted that the applicant commits to providing Residents Travel Information Pack, to be secured by condition, which could include voucher per household toward active/sustainable transport modes. This is considered appropriate as the quantum of development proposed would not warrant a full Travel Plan Statement.

Demonstrate identified footway improvements

Drawing ITB200420-GA-008 demonstrates the requested tactile paving to existing dropped kerbs at Oakhurst and Berrylands Farm junctions. These works can be secured as part of off-site highway works secured under s278 agreement.

The residential access points to Roundhay, Potters, Ashfields, Bennachie, off B2118 should also be enhanced to facilitate pedestrian movement along this route (toward Sayers Common School bus stops) and provide a fully accessible pedestrian route for all between the development site and local bus stops and village shop.



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



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

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

The LHA will be advising applicant under DM/25/3067 – Land at Kings Business Centre to secure the above improvements also, to ensure works are bought forward regardless of which application comes forward first, ensuring continuous and improved pedestrian route to the bus stops, to make both applications acceptable in planning terms and compliment what has already been offered.

Commitment to provide contribution toward Realtime

Applicant has committed to contribution toward RTPI at Sayers Common School bus stops to be secured via s106 agreement. LHA note that the applicant welcomes discussion around what would constitute a fair and proportionate contribution. It should be noted that single RTPI pole/display board is £8,500 each. Ideally this should be provided at both north and southbound stops. The applicant should confirm whether they propose to provide this contribution to RTPI at both stops.

Furzeland Way bus stop can be reached via PROW HSC/11Hu/1a. A hardstanding area would be warranted to connect passengers from the bus to the footway. Currently the stop is unmarked and thus a new flagpole, ideally with RTPI, should be secured through contribution secured via legal agreement. It should be noted that these requests will be made under DM/25/3067 also to ensure whatever is secured in terms of contribution to improve public transport facilities will be bought forward regardless of which/ whether each application comes forward first/ at all.

Address issue 1 of RSA

The auditor has confirmed that the Designers Response addresses all three issues in RSA.

Regarding problem 1 – parked cars may obstruct visibility splays and auditor recommended appropriate visibility splays be achieved. The Designer has responded that MFS2 para. 10.7.1 acknowledges that parking in visibility splays in built up areas is common and "...does not appear to create significant problems in practice" and that rule 243 of Highway Code states that *vehicles must not park opposite, or within 10 metres, of a junction or access*.

The auditor has not recommended parking restrictions as a solution and has confirmed they are satisfied with the Designers justification, which the LHA agrees with, in relation to visibility being acceptable. See attached Designer Response.

Internal Layout & PROW connections (and to adjacent site DPSC3)

Noted that cul-de-sac at southern extent and parking for plots 23-25 has been slightly amended. Swept path tracking has been demonstrated to account for these changes and demonstrates that a refuse collection vehicle and fire appliance can still service all areas of site and turn on site to exit in a forward gear.

An additional 3m wide shared pedestrian/cycle active travel connection within the site to western boundary to connect into DPSC3 (south of Reeds Lane, up to 2000 dwellings) is shown between plot 5-6. Whilst DPSC3 is not currently a live application, the LHA acknowledge that future proofing a link into this parcel of land will be of benefit to active travel modes to and from the site.

An active transport connection through the southern boundary is not possible due to the presence of a footpath that would require crossing and no cycle rights being present (and outside of applicant's gift to upgrade the existing footpath to bridleway). The area is also densely vegetated. Overall, LHA consider that the proposed active travel link to western boundary, internal links to PROW 11, as well as proposed footway at the vehicle access and relocated uncontrolled crossing of Reeds Lane will all provide overall benefit in terms of pedestrian connectivity throughout the site and on pedestrian desire lines in Sayers Common.

Other Matters

Whilst the LHA agree that parking restrictions are not required to protect visibility splays, we do note that on-street parking in vicinity of the proposed access may impact swept path tracking demonstrated for refuse collection and fire appliance vehicles. From an operational perspective, such vehicles may struggle to access the site. There is an existing Access Protection Line (H bar) marking across frontage of Homelands which may protect from on-street parking obstructing such manoeuvres. However, to the west of Chesapeake (frontage of no. 1 & 2 Meadow View), on-street parking may obstruct larger vehicles turning in to/out of the site from/ to Reeds Lane. There is currently an H bar marking that will require removal as this access will be altered:



Whilst the H bar currently provides some protection its removal may result in on-street parking increasing, increasing likelihood of operational issues of larger vehicles accessing/egressing site.

The applicant should consider the need to provide double yellow lines at the site access and on Reeds Lane immediately adjacent site access to ensure refuse collection etc can access/egress site. There would be associated Traffic Regulation Order process and cost (£10,205 to be secured by s106 agreement).

Conclusion

The additional information required is summarised below:

- **Proportionate Contributions to Sustainable/Active Travel Infrastructure** - further discussions are required between applicant, MSDC and WSCC to agree level of proportionate mitigation required.
- **Footway improvements** - The residential access points to Roundhay, Potters, Ashfields, Bennachie, off B2118 would also benefit from improvement to facilitate pedestrian movement
- **Commitment to provide contribution toward Realtime** - Applicant to confirm whether RTPI at both stops will be secured and whether new flagpole/RTPI and hardstanding will be provided at the currently unmarked bus stop on Furzeland Way.
- **Other Matters** - The applicant should consider the need to provide double yellow lines at the site access and on Reeds Lane immediately adjacent site access to ensure refuse collection etc can access/egress site.

Katie Kurek

West Sussex County Council – Planning Services