Land at LVS Hassocks, London Road, Sayers Common

Transport Assessment

Client: Wates Developments and the Licensed Trade Charity

i-Transport Ref: DS/OT/DGo/ITS19984-007D

Date: 22 January 2026

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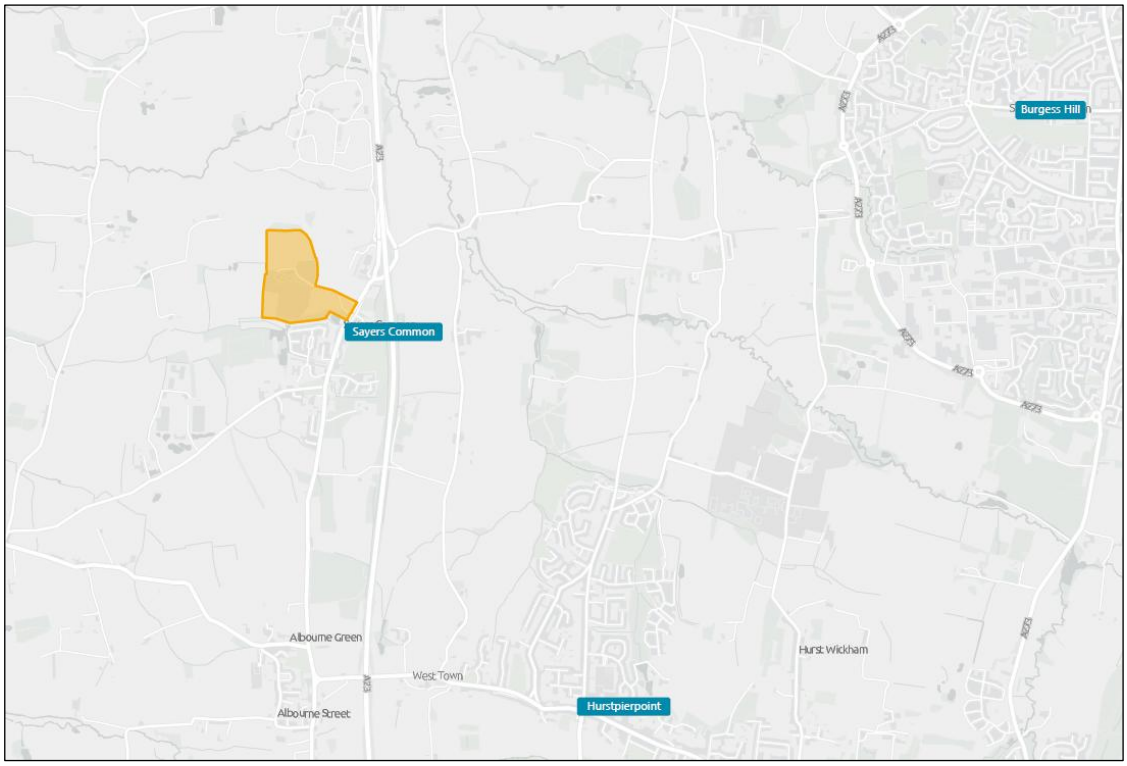
SECTION 1 Introduction

1.1 Background

1.1.1 Wates Developments / The Licensed Trade Charity has appointed i-Transport LLP to provide transport and highways advice in relation to a hybrid planning application for up to 210 dwellings and a replacement LVS SEN school within the land at LVS Hassocks, London Road, Sayers Common.

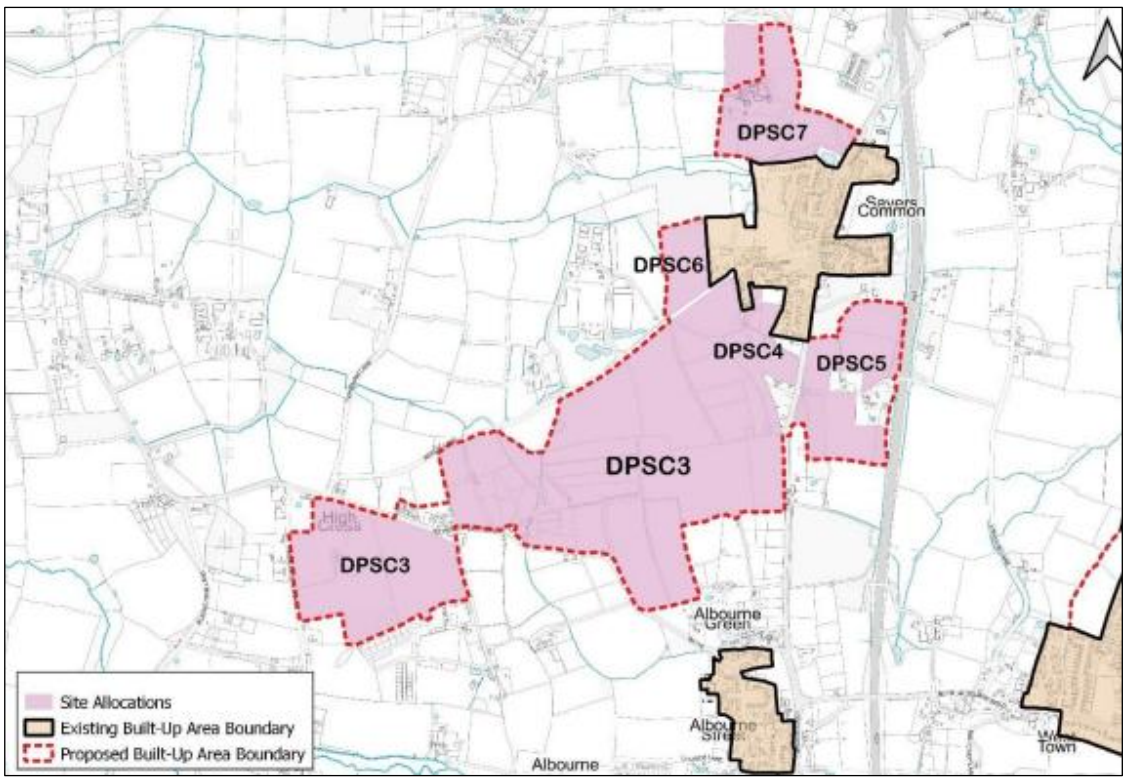
1.1.2 The site is located to the northwest of Sayers Common, located off the B2118, as shown in **Image 1.1** below.

Image 1.1 Site Location Plan



1.1.3 The site form's part if the wider development allocation at Sayers Common identified in the Regulation 19 Submission Draft Local Plan (2021 – 2039), comprising some 2,500 new homes across allocations DPSC3 – DPSC7 shown in **Image 1.2**. The proposed development site is allocation DPSC7.

Image 1.2: Sayers Common Development Allocations



1.1.4 This Transport Assessment (TA) has been prepared to support a hybrid planning application for site DPSC7 relating to the full application for the LVS Hassocks SEN School and the outline planning application of 210 dwellings.

1.2 Framework Travel Plan

Residential Travel Plan

1.2.1 A Framework Residential Travel Plan (FTP) accompanies the planning application as a standalone document (*ref: ITS19984-009*). It has been prepared in line with current best practice guidance and includes a comprehensive package of active and sustainable transport measures.

School Travel Plan

1.2.2 A Framework School Travel Plan (FTP) accompanies the planning application as a standalone document (*ref: ITS19984-013*). It has been prepared in line with current best practice guidance and includes a comprehensive package of active and sustainable transport measures.

1.3 Pre-Application Scoping

1.3.1 The scope of the TA along with the key parameters and methodologies used has been discussed and agreed with West Sussex County Council (WSCC) as the local highway authority, as well as National Highways in respect of transport impacts relating to the Strategic Road Network (SRN). The scoping discussions have shaped the scope of the assessment within the TA.

1.4 Transport Vision for the Site

1.4.1 Paragraph 118 of the National Planning Policy Framework (NPPF) states that:

> ***"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."***

1.4.2 As such, the transport strategy for the site will be derived following a "vision-led" approach. The proposed transport vision for the site is set out below:

> ***"The development at the Land at LVS Hassocks will create high-quality and connected new homes which provide, utilise and seek to improve on and off-site Active Travel infrastructure to make a place in which the use of sustainable modes of transport is prioritised to be the natural choice for future residents. The site will integrate seamlessly with the replacement school and, the surrounding area; providing connections and improved routes to local facilities as well as the surrounding countryside."***

1.4.3 In addition, the proposals seek to bring forward a package of mitigation that provide the necessary infrastructure to support the scheme in isolation, while providing the means of providing connectivity to the wider identified growth area within Sayers Common and contributing to overall travel choice in the area. This will be provided through a combination of identified works to be delivered by the development as well as proportional contributions towards schemes identified within the Infrastructure Delivery Plan.

1.4.4 The development will also seek to take the opportunity to enhance Bridleway 9hU here situated within the site, through the design of the development allowing for the removal of wating vehicular traffic along this route, as well as developing a sustainable travel strategy that reduces the need to travel or provides for appropriate sustainable alternatives.

1.5 Compliance with Planning Policy DPSC7

1.5.1 The site is a draft allocation in the Submission Draft Mid Sussex District Council Local Plan (2021 – 2039) and Stage 1 hearings took place in October 2024. The site (ref: *DPSC7: Land at LVS Hassocks*) has been identified for the relocation of the existing SEND school and to provide 200 new homes on the site.

1.5.2 The Draft Submission Local Plan identifies the following site-specific transport policies:

i 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.

ii Prioritise pedestrian and cycle access throughout the development and integrate and enhance the existing PRoW which crosses the site.

iii Provide any necessary upgrades to the existing access onto B2118.

iv Provide financial contributions towards the provision of sustainable transport including improvements at Hassocks Station.

1.5.3 The development proposes off-site active travel infrastructure upgrades to the B2218 to ensure sustainable modes of travel are prioritised. This will not only benefit future residents of the development but will also support a coordinated approach with other housing allocations within Sayers Common.

1.5.4 Additionally, in collaboration with the other allocated sites, the applicant will provide a proportionate contribution towards facilitating an off-carriageway cycle route between the B2218 and the A2300, improving off-carriageway cycling between Sayers Common and Burgess Hill, as well as other schemes of improvement identified by the MSDC Transport Study and ongoing work to develop a Infrastructure Delivery Plan to be agreed through a Section 106 Agreement associated with the development proposals.

1.5.5 Within the site, the existing PRoW will be integrated within the site and the provision of a specific waiting area / car park for taxis within the LVS School will remove the vehicular activity that occurs along the PRoW at present, thus enhancing its use for walking, cycling and equestrian trips. A new route will also be formed within the site providing connectivity between Bridleway 9HU and Footpath 10HU to enhance Public Right of Way connectivity and improve access to leisure routes and the countryside.

1.5.6 The existing access to the site will be relocated and enhanced to provide dropped kerbs and tactile paving to facilitate safe pedestrian access, and the proposed spine road within the site will provide two-way vehicular access for both LVS and the new homes. A series of interconnected footways will provide permeability throughout the site for pedestrians, with the lightly trafficked and low speed nature of the internal layout suitable for shared use of the carriageway by cyclists, consistent with LTN 1/20, supporting the off-carriageway route provided by the Bridleway.

1.5.7 The development proposal therefore complies with the MSDC Local Plan allocation policies.

1.6 Key Conclusions

1.6.1 The Transport Assessment concludes that the residential development proposal:

a Complies with relevant national and local transport policy.

b Is in an accessible location in transport terms and prioritises sustainable transport opportunities.

c Will have access arrangements that comply with relevant design guidance and deliver safe access for all users.

d Will have an acceptable impact on the operation of the local highway network.

1.6.2 The Transport Assessment also concludes that the re-located school:

a Complies with relevant national and local transport policy.

b Is in an accessible location in transport terms and will take up the opportunities for sustainable transport appropriately.

c Will have access arrangements that comply with relevant design guidance and deliver safe access for all users.

d Will have an acceptable impact on the operation of the local highway network.

SECTION 2 Policy Context

2.1 National Policy

National Planning Policy Framework (NPPF) (December 2024)

2.1.1 The National Planning Policy Framework (NPPF) is the Government's planning policy document and provides information on how development proposals are to come forward. The NPPF is a material consideration in determining applications for development.

2.1.2 The NPPF confirms (paragraph 10) that at the forefront of planning is the "***presumption in favour of sustainable development".***

2.1.3 The NPPF (paragraph 109) confirms that transport issues should be considered from the earliest stages of plan-making and the formation of development proposals, using a vision-led approach to identify transport solitons that deliver well-designed, sustainable and popular places. This will ensure that opportunities from existing or proposed transport infrastructure and opportunities to promote walking, cycling and public transport can be identified and pursued, and transport issues addressed.

2.1.4 The scope and structure of this TA has been prepared to consider the four critical tests outlined in paragraphs 115 of the NPPF:

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

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

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code48; and

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

2.1.5 Furthermore, paragraph 116 of the NPPF goes on to state:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios".

2.1.6 Development should therefore provide opportunities for sustainable travel, achieve safe access for all modes, meet relevant design standards and consider a range of future scenarios when assessing traffic impacts.

2.1.7 Paragraph 115 of the NPPF states that only when transport impacts are 'severe', following mitigation or where safety impacts are '***unacceptable***' should an application be refused, and development prevented. This is an intentionally high-bar and acknowledges that even significant impacts of development can / should be acceptable.

Planning Practice Guidance (PPG) March 2024

2.1.8 Planning Practice Guidance (PPG) brings together planning guidance for England in an accessible way by providing a clear link between guidance and the overarching aims and objectives of the NPPF.

2.1.9 The PPG Section 6 discusses the role of travel plans and transport assessments / statements and how they relate to one another:

> ***"They are required for all developments which generate significant amounts of movements; and***
>
> ***Transport Assessments and Statements can be used to establish whether the residual transport impacts of development are severe, which is a key consideration in deciding whether proposals should be refused in accordance with the National Planning Policy Framework."***

2.2 Regional Policy

Mid-Sussex District Plan 2014-2031 (March 2018)

2.2.1 The Mid Sussex District Plan (MSDP) covers the period between 2014 and 2031 and was adopted in March 2018.

2.2.2 The District Plan sets out the delivery strategy for the region and how these will be achieved in order to help communities maintain a high quality of life, increase economic prosperity and protect the environment. The relevant transport polices are listed below:

DP21: Transport

2.2.3 Policy DP21 covers Transport and stated that the strategic objective of the District Plan is to ***"ensure that development is accompanied by the necessary infrastructure to support development"***.

2.2.4 Policy DP21 also states that the Plan aims to ***"create sustainable communities, which includes a sustainable local transport network and ease of access to local services and facilities".***

2.2.5 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

DP25: Community Facilities and Local Services

2.2.6 This policy includes the reference to education facilities and states that development is accompanied by the necessary infrastructure that supports the development of sustainable communities.

Submission Draft Mid Sussex Local Plan 2021 – 2039

2.2.7 The Submission Draft Local Plan contains an updated vision, strategy and policies which will supersede the current, adopted local plan for Mid Sussex and provide guidance for the district until 2039 when adopted.

2.2.8 Sayers Common is identified as a settlement with high growth potential within the district. Five allocations with Sayers Common are included in the draft Local Plan, which includes the development proposal (DPSC7).

DPT1 – Placemaking and Connectivity

2.2.9 Policy DPT1 reflects national policy, emphasising the need to consider the traffic impacts of development through a Transport Assessment and that a Travel Plan should support development proposals. It also the reflects national policy in so far that it advocates the prioritisation of sustainable modes of travel.

DPT2 – Rights of Way and Other Recreational Routes

2.2.10 Policy DPT2 seeks to enhance and protect the Public Right of Way network and supports the provision of improved and additional routes within and between settlements that contribute to providing a joined-up network of routes, where possible.

DPT3 – Active and Sustainable Travel

2.2.11 Policy DPT3 focusses on removing barriers and giving people the choice to walk, wheel and use sustainable transport.

DPT4 – Parking and Electric Vehicle Charging Infrastructure

2.2.12 Policy DPT4 addresses parking, particularly in relation to the provision of high-quality electric charging infrastructure.

20-Minute Neighbourhoods and Local Living

2.2.13 The MSDP sets out the strategic objective of *"creating places that encourage a healthy enjoyable lifestyle supporting provision of high-quality services and facilities with the opportunity to walk, wheel, cycle or use public transport"*.

2.2.14 A 20-minute neighbourhood concept is to create a neighbourhood whereby 20-miutes sets the precedent of the maximum walking time people are willing to walk to meet their daily needs.

West Sussex Transport Plan 4 (2022-2036)

2.2.15 The WSCC Local Transport Plan 4 was published in April 2022 and sets out a long-term strategy and implementation plan for making improvements to the transport system throughout the county over the next 20 years.

2.2.16 The strategy is to provide improvements to the transport system to tackle the identified transport issues as and when funding becomes available. To ensure that the regeneration aspirations of the plan are delivered, and the identified transport issues are addressed, they will ensure that all new schemes and developments contribute, and support, in some way to the following:

- ***Increasing use of sustainable modes of transport***
- ***Improving network efficiency in order to improve journey times and air quality***
- ***Improving safety for all road users***
- ***Facilitating the introduction of on-street electric vehicle charging infrastructure***
- ***Improving active travel facilities within existing communities and between towns***

2.2.17 The LTP4 acknowledges that across the district in rural areas, there's currently inequalities in communities accessing educational services.

2.2.18 This TA has been prepared in accordance with the strategies set out in the Local Transport Plan. It provides a comprehensive assessment of the impact of the development proposal on the surrounding highway network.

2.3 Local Policy

2.3.1 **Hurstpierpoint and Sayers Common Parish Council Neighbourhood Plan (March 2015)**

2.3.2 The Hurstpierpoint and Sayers Common Parish Neighbourhood Plan indicates that an Opinion Survey carried out by the parish in 2006, revealed that traffic speeds and volume of HGV's on London Road, Sayers Common to be the key transport concerns.

2.3.3 In addition, the neighbourhood plan highlights a lack of transport connections in Sayers Common, such that Transport Aim 8 indicates that 'options will be explored to provide adequate public transport facilities in the parts of the Parish currently under-served'.

2.3.4 Interrelated with the above Policy Housing HurstH6 indicates as far as highway matters are concerned that:

> ***"New housing developments which meet the policies of this plan and meet the criteria below will be supported:***
>
> ***a) the provision of a satisfactory access point or points to the site for motor vehicles, cyclists and pedestrians;***
>
> ***b) the preparation and submission of an up-to-date Transport Assessment and Travel Plan to include the consideration of the cumulative impact of traffic and the provision of any necessary off-site transport improvements; and***
>
> ***c) the provision of a comprehensive package of highway and footpath improvements, for vehicular, pedestrian and cycling uses, serving the local area."***

Twineham Neighbourhood Plan (March 2015)

2.3.5 Twineham Parish Neighbourhood Plan aims to maintain the rural, residential and agricultural community for future generations. The adoption of the plan spans a period up until 2031 aligning with Mid Sussex District Council's Local Plan.

Policy TNP1 Delivery of Housing

2.3.6 Policy TNP1 states that new housing developments will be supported where it respects or enhances the local built, natural and historical character of the parish whilst avoiding an unacceptable impact on highway safety.

2.4 Summary

2.4.1 NPPF sets four key 'tests' for the consideration of the transport aspects of development. Development should only be prevented or refused on highways grounds where there is an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, considering all reasonable future year scenarios.

2.4.2 The remainder of this TA considers the Proposed Development in this transport planning policy context and ultimately concludes that the key NPPF tests are passed and hence the development of the site should not be prevented from coming forward.

SECTION 3 Existing Transport Conditions

3.1 Introduction

3.1.1 This section of the TA sets out the existing transport conditions in the vicinity of the site, including available opportunities for walking, cycling and public transport for future residents, staff and visitors.

3.2 Walking and Cycling Opportunities

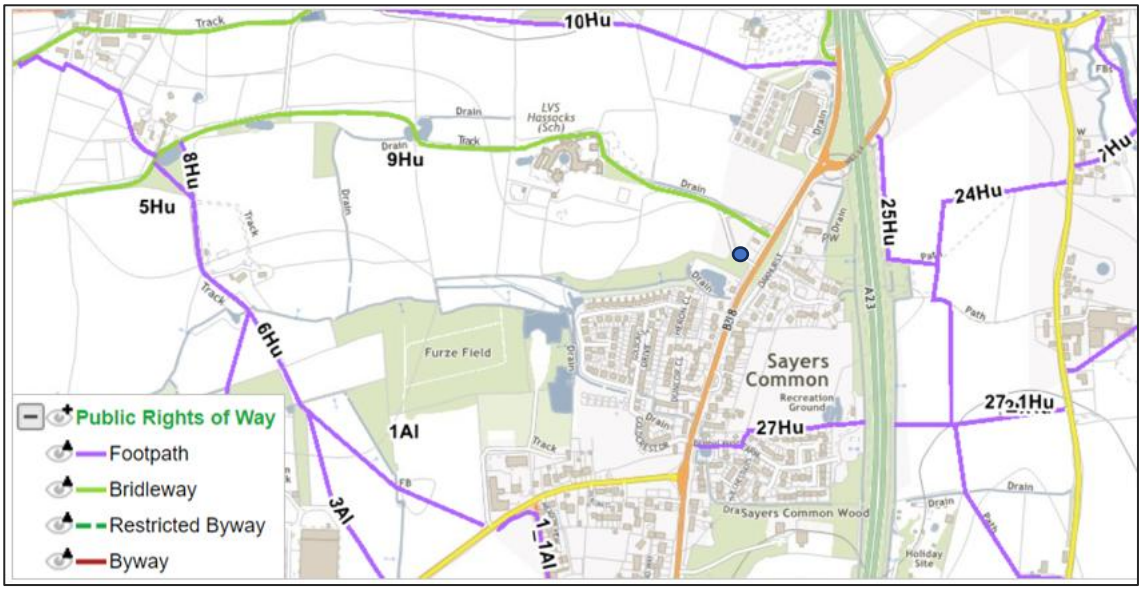
Walking

3.2.1 There is a well-lit and maintained footway on the western side of B2118 opposite the site, with the footway beginning at the eastern side at the location of the southbound bus stop, approximately 30m north of the junction with Oakhurst. From this point onwards, there are continuous footways on both sides of the carriageway.

Public Rights of Way (PRoW)

3.2.2 The existing PRoWs within the vicinity of the site are illustrated in **Image 3.1**.

Image 3.1: Public Rights of Way Map



Source: West Sussex County Council – **blue dot indicates the site.**

3.2.3 There are also a number of Public Rights of Way around the vicinity of the site. To the north, Bridleway 9Hu runs from B2118 to Twineham Lane on the west. To the south of the site, Footpath 27Hu runs from Berrylands Farm and provides connections to Langton Lane on the east, crossing the A23.

Cycling

3.2.4 Cycle travel is appropriate on many of the surrounding roads, given the sign posted speed limits and road characteristics. MfS guidance suggests:

"Cyclists should generally be accommodated on the carriageway. In areas with low traffic volumes and speeds, there should not be any need for dedicated cycle lanes on the street" (MfS, para 6.4.1).

3.3 Access to Public Transport

Bus

3.3.1 Both northbound and southbound stops are located on the B2118 at a comfortable walking distance of circa 100m from the site.

3.3.2 Bus service 100 operates from these bus stops on an hourly basis on Mondays to Saturdays and serves Burgess Hill, Storrington, Pulborough, Billingshurst and Horsham. Burgess Hill bound services depart the nearest stops between 07:17 and 18:54 throughout the week and 08:16 and 18:19 on Saturdays.

3.3.3 Similarly, bus service 273 runs between Brighton and Crawley via Hassocks railway station and also serves the bus stops opposite the site. The service also operates circa every hour on Mondays to Sundays between 07:01 and 21:07 throughout the week; 08:02-21:07 on Saturdays and 10:44-18:14 on Sundays.

3.3.4 School bus service 331 also operates twice a day in the morning and afternoon from the bus stops to Downlands School.

Rail

3.3.5 Hassocks Railway Station is located 6.3km south east of the development. The station can be accessed via a 22-minute cycle, with 154 stands and racks for cycle storage at the station. Bus route 273 serves Hassocks railway station with an average journey time of 13-minutes. The station providing frequent services to key destinations including Central London, Brighton and Gatwick.

3.3.6 Burgess Hill Railway Station is located c.6km east of the development and provides an alternative station for residents and staff. There are 64 cycle storage spaces and 141 car parking spaces. Burgess Hill is served by the same services accessible from Hassocks.

3.3.7 **Table 3.1** highlights the connectivity between modes of public transport from the site.

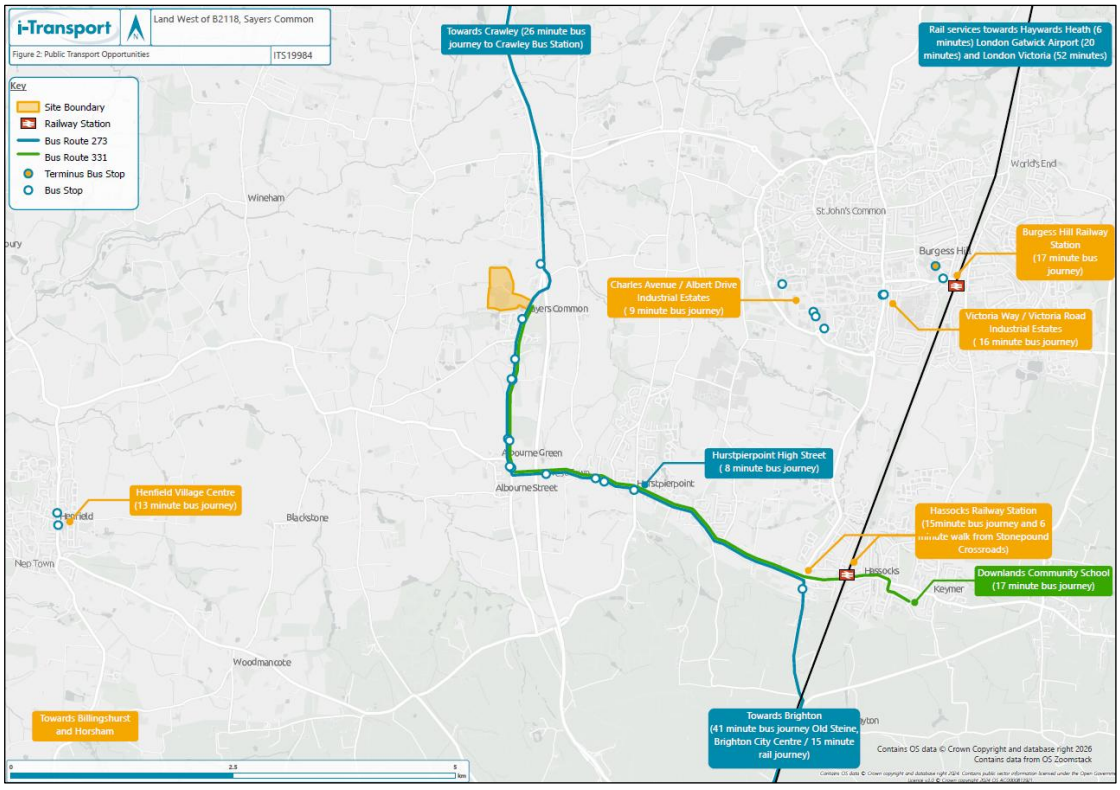
Table 3.1: Rail Services – Hassocks

Destination	Frequency (Per Hour)		Time (minutes)
	Weekday	Weekend	
London Victoria	2	3	55
Gatwick Airport	4	3	21-27
London Bridge	4	3	57
Brighton	4	3	11

Source: National Rail

3.3.8 The public transport opportunities accessible from the site are illustrated at **Figure 2**, extracted below as **Image 3.2**.

Image 3.2: Public Transport Opportunities



Source: Figure 2

3.3.9 **Image 3.2** demonstrates that there are a number of real opportunities to access and visit the site for visitors of the residential development and SEN School. The local connectivity between the site and settlements including Burgess Hill and Hurstpierpoint provides a realistic commuting journey for future staff at the school with numerous stops along the site and Hurstpierpoint.

3.4 Local Highway Network

Traffic Surveys

3.4.1 An Automatic Traffic Counter (ATC) recorded traffic flows and speeds along the B2218 at a location close to the proposed access point for the site (within the 30mph speed limit).

3.4.2 A summary of the average weekday flow along the B2118 are presented in **Table 3.3** below.

Table 3.3: Average Weekday Directional and Two-Way Traffic Flows

Location	08:00-09:00 (AM Peak)	17:00 – 18:00 (PM Peak)	00:00-24:00 (Daily)
B2218 – Southbound	350	449	4,296
B2218 – Northbound	418	327	4,238
Two-way	**768**	**776**	**8,534**

3.4.3 For the purposes of calculating appropriate visibility splays for a site access, the 85th percentile speeds have been extracted from the ATC, using the methodology set out in the DMRB CA 185. These speeds are summarised in **Table 3.4** along with the associated visibility splay requirements.

Table 3.4: 85th Percentile Speeds and Visibility Splay.

Location	85th Percentile Speed (mph)	Visibility Splay (m)
B2218 – Southbound	35.2	54.0
B2218 – Northbound	35.7	55.2

B2118

3.4.4 The B2118 is a single carriageway B-road which serves as the main vehicular route through Sayers Common and connects with the A23 on and off slip roads to the north. A posted 30mph speed limit is in place through the village increasing to 60mph south of the roundabout with the A23 slip roads.

A23

3.4.5 The A23 forms part of the Strategic Road Network (SRN) and runs parallel to the east of Sayers Common approximately 500m from the site. The A23 provides access to the A27 and Brighton in the south, and Crawley in the north as it becomes the M23.

Reeds Lane

3.4.6 Reeds Lane is a single carriageway road connecting with the B2118 in the east and Twineham Lane in the west. A 30mph speed limit is in place from the junction with the B2118 as Reeds Lane exits the village and increases to the national speed approximately 370m to the west.

3.5 Existing Access

3.5.1 The site is currently served by a priority-controlled junction via the B2218, providing vehicular access to the LVS Hassocks SEN School. The existing access arrangement is illustrated in **Image 3.2**.

Image 3.2: Existing vehicular access from B2218.

3.5.2 An additional priority-controlled access to the site is located approximately 60m north-east onto the B2218. This provides vehicular access to two cottages used for the operational / staffing requirements of the SEN School. It also accommodates Bridleway 9hU which runs east-west through the wider site. The secondary access is shown in **Image 3.3**

Image 3.3: Existing vehicular access to the B2218

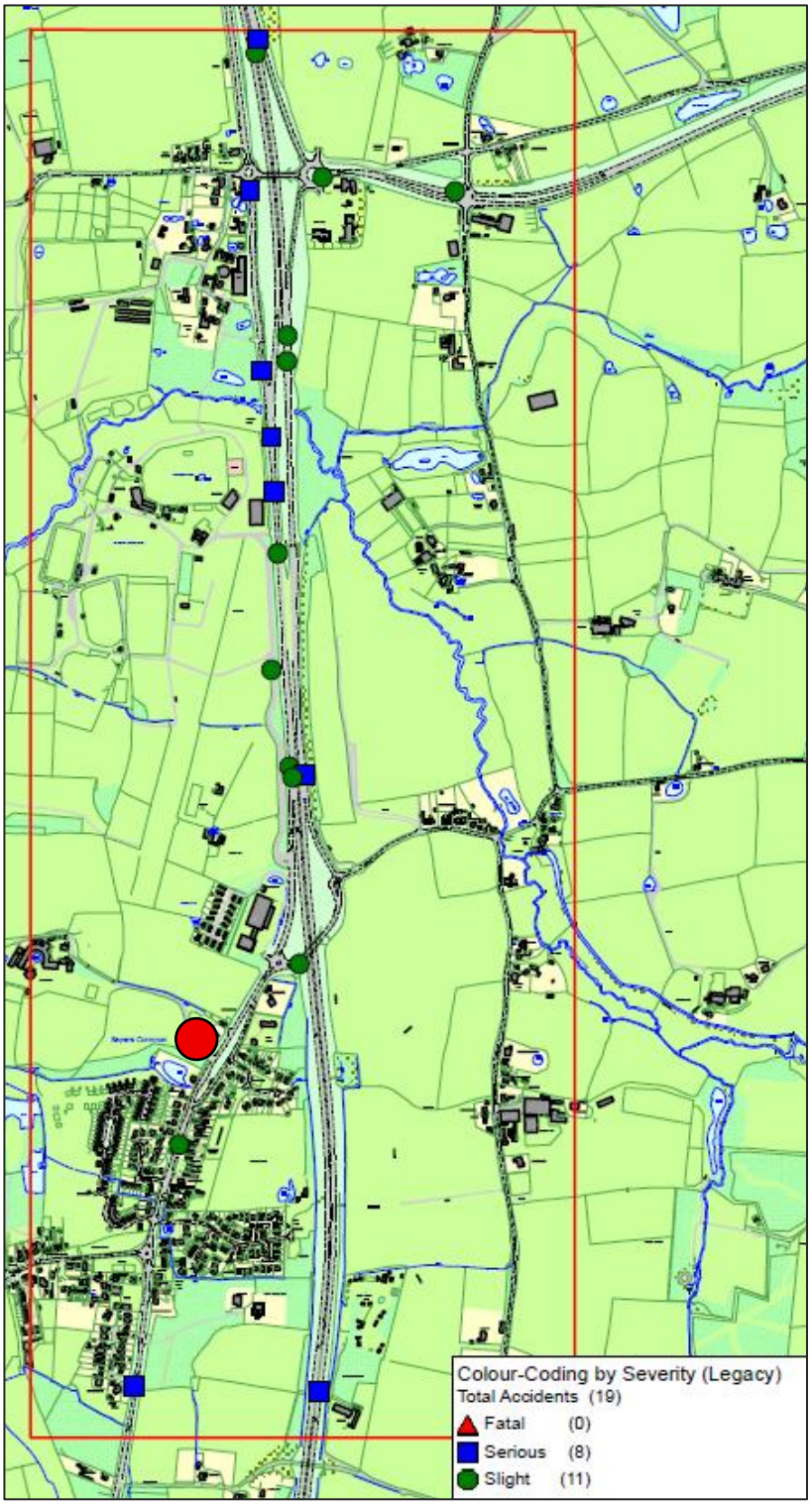
3.5.3 An overview plan illustrating the two access points is included as **Image 3.4.**

Image 3.4: Proximity between existing northern and southern access points

3.6 Personal Injury Collision Data

3.6.1 Personal Injury Collision (PIC) data has been obtained from Safer Sussex Road Safety Team for the five-year period between 2020 and 2025 for the area set out below in **Image 3.5.**

Image 3.5: PIC Scope



Source: Sussex Police Road Safety Team. Red dot indicates existing site access

3.6.2 In total, there were 19 accidents recorded within the study area during this period, with 11 reported as slight, and 8 serious. The full PIC report from Sussex Police Road Safety Team is included at **Appendix A** with **Table 3.4** grouping accidents by severity and location.

Table 3.4: PIC Overview

	Serious	Slight	Total
Motor vehicles	7	10	17
2-wheeled motor vehicles	1	0	1
Pedal cycles	0	2	2
Total	7	12	19

Source: Sussex Police Road Safety Team

3.6.3 There does not appear to be a specific cluster within the recorded collisions, with the causation factors recorded in the collisions relating to human error as opposed to operational deficiencies in the local highway network.

3.6.4 Analysis of the data provided by the Safer Sussex Partnership does not identify any particular pattern that could be exacerbated by the development.

SECTION 4 Development Proposals and Site Access

4.1 Overview

4.1.1 The development proposal comprises up to 210 new homes and a replacement SEN School. The existing school buildings are all being demolished bar the chapel, which is to be retained and converted for use as a community facility within use class F.

4.1.2 The residential element of the proposal is being submitted as an outline planning application, with all matters reserved except for access. The replacement SEN School is being submitted as a full application.

4.1.3 Both development parcels will be accessed via a relocated priority-controlled junction onto the B2218 London Road at a location approximately 10m north from its current location.

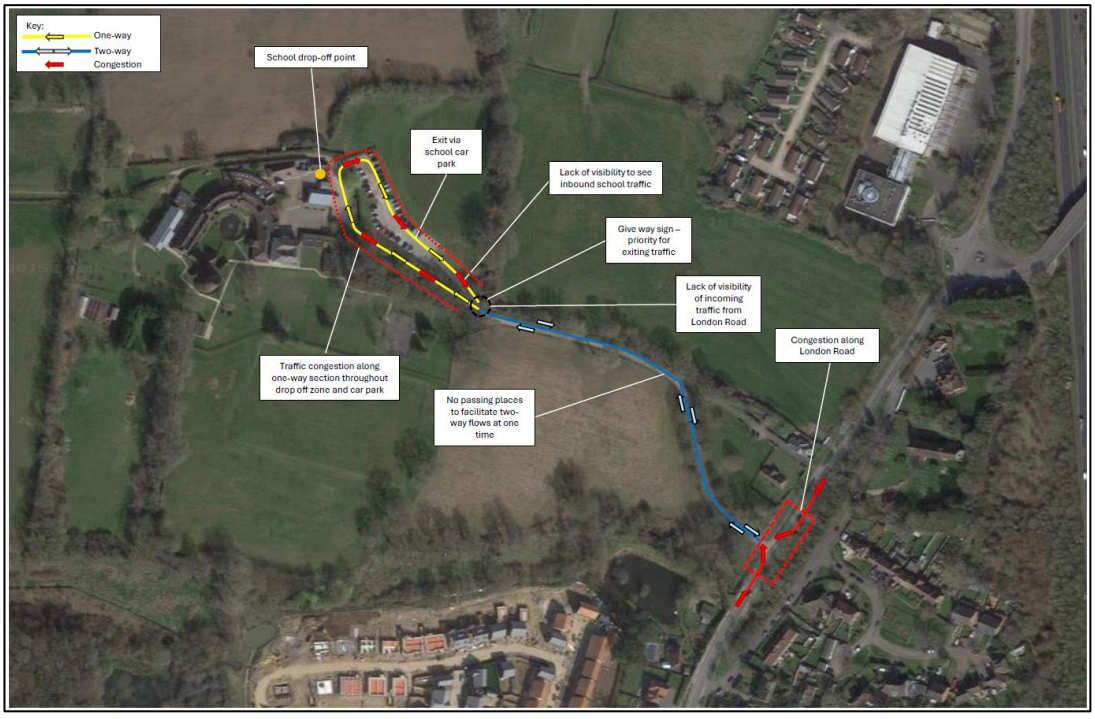
4.1.4 A masterplan showing the location of the replacement school, as well as how the residential component of the site, accompanies the planning application.

4.2 Site Access

Existing Arrangements

4.2.1 Pupils to the LVS School are currently dropped off and collected via taxi / by parents during the morning and afternoon peak periods. **Image 4.1** illustrates the existing access arrangements.

4.2.2 **Image 4.1: Existing Access Arrangements**



4.2.3 A review of the current access arrangements has identified two main constraints:

- Prior to the opening of the access gates, vehicles accessing the site wait on London Road.
- The access route into the site is narrow and facilitates only 1-way working. While the northern section operates as a loop, using the existing car park, any vehicles exiting the site are required to wait for a vehicle travelling along the access road to pass. This can result in congestion within the site / blocking back of the car park exit and vehicles reversing back if their way is blocked until such a time vehicles are able to enter and exit the school grounds.

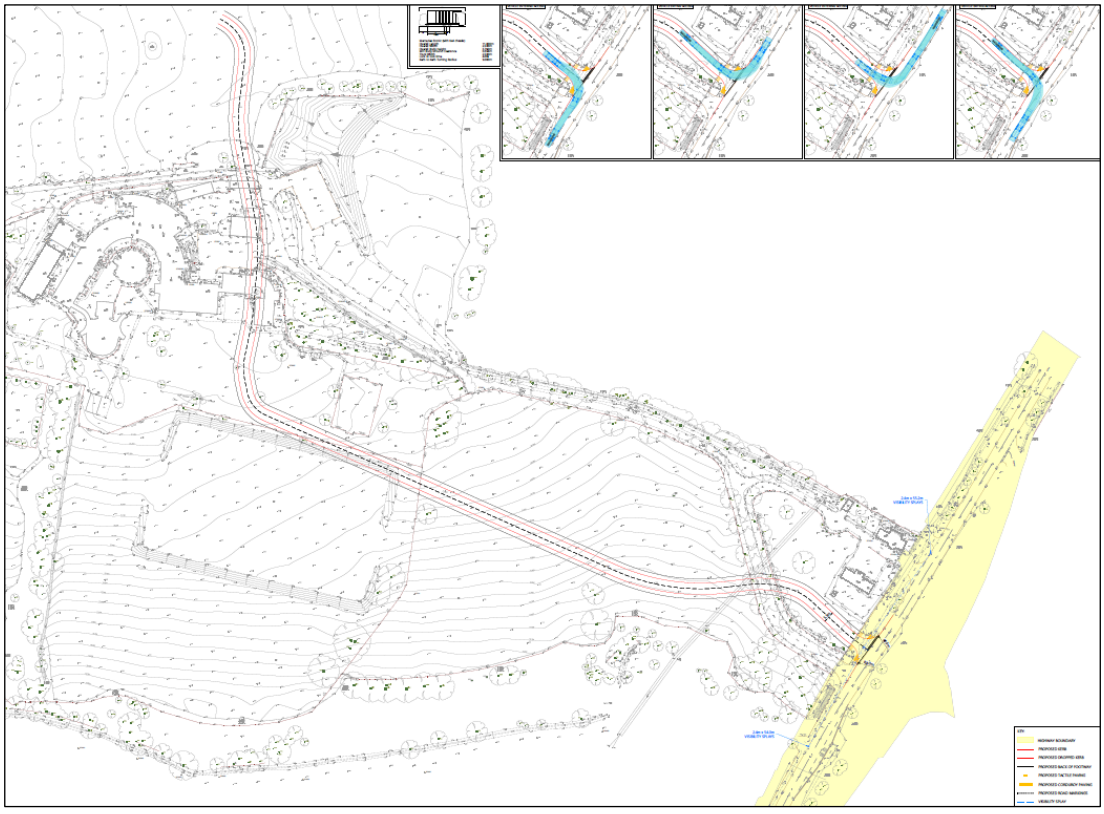
4.2.4 West Sussex Highways expressed concerns regarding the continued use of the Bridleway as an access route, particularly for vehicles queuing for access to the site in pre app discussions. The access strategy associated with the development proposals seeks to address these concerns.

Proposed Arrangements

Vehicular Access

4.2.5 The vehicular access proposals are illustrated in Drawing **ITS19984-GA-009F,** extracted as **Image 4.2**.

Image 4.2: Site Access Arrangements



4.2.6 The B2118 does not form part of the Strategic Road Network, nor is it classed as a trunk road. Given the posted 30mph speed limit and the site's location within the village, Manual for Streets is the appropriate design guidance, and this has been used to inform the design.

4.2.7 The access will provide the following geometric parameters:

- Visibility splays of 2.4mx 54m and 2.4m x 55.2m, consistent with observed 85th percentile speeds.
- 5.5m wide carriageway
- 8.0m kerb radii.
- 2.0m wide footways.

4.2.8 The spine road will serve both the residential element of the site as well as providing access to the replacement school. The layout of the school site has been designed to accommodate the taxi waiting that currently occurs along the Bridleway (discussed later in this report) enabling the removal of all vehicular traffic from the Public Right of Way.

4.2.9 A swept path analysis has been undertaken to demonstrate that a refuse vehicle can safely enter and exit the site access. This is illustrated in drawing **ITS19984-GA-009F**.

Sustainable Mode Access

4.2.10 Footways, measuring 2.0m in width, will be provided either side of the site access road and tie into the existing footway network. Dropped kerbs and tactile paving will be provided to enable safe and continuous pedestrian movement across the site frontage.

4.2.11 A bridleway (ref: 9hU) routes through the existing access and along the northern edge of the site, continuing west to Twineham Lane. Access to the bridleway will be maintained as part of the development proposals.

4.3 Stage One Road Safety Audit

4.3.1 An independent Stage 1 Road Safety Audit (RSA) was undertaken by Grange Transport Consulting for the main site access (ref: J190669); the audit identified no matters to be addressed.

4.3.2 The Audit and GG119 Design Team Response is provided as standalone document ITS19984-015.

SECTION 5 Site Layout

5.1 Overview

5.2 The site comprises two elements – the Full application relating to the replacement SEN school and the Outline application relating to the provision of up to 210 new homes. This section of the report provides commentary on the parking, servicing and emergency vehicle access associated with both elements.

5.3 LVS School

5.3.1 Following pre-application engagement with West Sussex Highways, the layout of the school has been designed to 'internalise' all movement and parking associated with the operation of the school. This has informed the layout of the site and, in particular, the southern 'public facing' area of the land parcel.

Parking and Taxi Drop Off

5.3.2 The West Sussex Parking Standards do not identify a set ratio for non-residential institutions, rather, it advises that parking should be set on the basis of a site-specific analysis.

5.3.3 At present, the school can accommodate up to 100 pupils and has access to c. 85 parking spaces. LVS has advised that whilst the replacement school will retain the same intake this level of parking is not necessary, and that a total of 69 car parking spaces will be needed to serve the operational needs of the site.

5.3.4 Parking spaces measure 4.8m x 2.4m and with a 6.0m aisle width to safely accommodate vehicle turning movements.

5.3.5 In addition to this, children at the school are dropped off individually. These movements occur one at a time to manage the care needs of the pupils. Vehicles are held on the existing access road, which also accommodates Bridleway 9hU, until they are called forward to undertake the drop off or collection. The proposed layout introduces a one-way route around the outside of the car park to be used for vehicles dropping off / collecting pupils, culminating in a drop off point to the south of the school building.

5.3.6 The drop off circulation route will enable the use the existing access road for both access and waiting to cease, enhancing the Public Right of Way consistent with the site-specific policy objectives, and addresses concern raised by West Sussex Highways during pre-application engagement.

Cycle Parking

5.3.7 Covered, secure cycle parking will be provided within the school grounds for staff and visitors. Cycle equipment storage for staff will be provided internally within the school.The specific travel needs of pupils attending the school are such that cycle parking is required only for staff and visitors. An initial provision of 10 spaces is to be provided, with the capacity kept under review as part of the School Travel Plan and extended as necessary.

Internal Circulation

5.3.8 A swept path analysis has been undertaken to demonstrate safe and suitable access / manoeuvrability of the LVS School layout by the following design vehicles:

1. Estate Car
2. Fire Tender
3. Refuse Vehicle

5.3.9 The swept path analysis is shown on Drawing **ITS19984-GA-030B**, extracted as **Image 5.1**.

Image 5.1: LVS School Layout – Swept Path Analysis.

5.3.10 Within the layout, a 4.8m road width has been used to and from car park access to enable two-way operation, narrowing to 3.5m along the taxi waiting one-way route.

5.4 Residential Development

5.4.1 The layout of the residential aspect of the scheme is not a detailed matter for approval, with the layout subject to a future Reserved Matters Application. Notwithstanding, an illustrative masterplan for the site has been developed and designed in accordance with guidance contained in Manual for Streets. The following street hierarchy has been used:

- Main Street – minimum 5.5m wide carriageway with 2.0m footways on the primary routes through the development;
- Secondary Street– 5.0m shared surfaces with service margins designed to enable access for refuse vehicles; and
- Private driveway – narrower shared surface areas where refuse vehicles do not need to enter.

5.4.2 In addition, the layout has also been designed to give due regard to the guidance on carry distances for refuse provided in Schedule 1, Part H of the Building Regulations as well as Document B: Fire Safety, requiring:

- Residents should not be required to carry waste more than 30m (excluding any vertical distance) to the storage point; and
- Waste collection operatives should be able to get within 25m of the storage point.
- Fire tender access within a 45m hose distance.
- All roads to have a minimum width of 3.7m where fire access is to be provided.

5.4.3 The design of the illustrative masterplan has been informed by swept path analysis, presented in the following drawings:

- **ITS19984-GA-032C** – Refuse Vehicle – extracted as **Image 5.2**
- **ITS19984-GA-033B** – Fire Tender – extracted as **Image 5.3**

Image 5.2: Residential – Refuse Vehicle Swept Path Analysis

Image 5.3: Residential – Fire Tender Swept Path Analysis

Parking

5.4.4 Parking on the site will also be determined as part of a future reserved matters application relating to layout. The site layout has provided car and cycle parking in accordance with standards set out in the West Sussex County Council Guidance on Parking at New Developments (September 2020) SPD.

5.4.5 The site is located within Zone 1 of the Regional Parking Zone allocation map and therefore the following parking standards will apply. Additionally, visitor parking should be provided on the basis of 0.2 spaces per dwelling.

Table 5.1: WSCC Parking Standards – Zone 1 – Mid Sussex District Council.

No of Bedrooms.	Parking Provision
1	1.5
2	1.7
3	2.2
4	2.7

5.4.6 The development proposes a total of 430 vehicle parking spaces, of which 48 will comprise visitor bays. Parking spaces will measure 4.8m x 2.4m. Cycle parking will be provided within covered and convenient spaces in the curtilage of each property (i.e. garage or shed).

5.4.7 Electric vehicle parking will be provided in accordance with Building Regulations Approved Document Part S. It is proposed that each dwelling will have a charge socket with a minimum nominal rated output of 7kW.

Cycling

5.4.8 Covered, secure cycle parking will be provided for each dwelling within the curtilage of each property. This will be provided within the garage, where available, or within a separate cycle store in rear gardens.

5.4.9 Communal cycle parking will be provided for flatted properties.

5.4.10 While layout is not a matter for determination at this stage, the Developer is committed to providing cycle capacity in accordance with current guidance.

5.5 Summary

5.5.1 The LVS SEN School layout is a matter for approval, and the TA has therefore demonstrated that suitable provision has been made for emergency, refuse and service access. The quantum of parking provision has been based on operational requirements of the known end users of the site.

5.5.2 The school layout has been designed to remove traffic from the Bridleway, enhancing the route in accordance with the site-specific policy requirements and addressing matters raised by West Sussex Highways during pre-application engagement.

5.5.3 The residential site layout will be subject to a future Reserved Matters Application; however, the illustrative masterplan demonstrates how a compliant layout could be delivered.

SECTION 6 Site Accessibility

6.1 Introduction

6.1.1 This section of the TA provides an overview of the current accessibility of the site by sustainable modes of travel.

Walking and Cycling Distances

Walking Distance

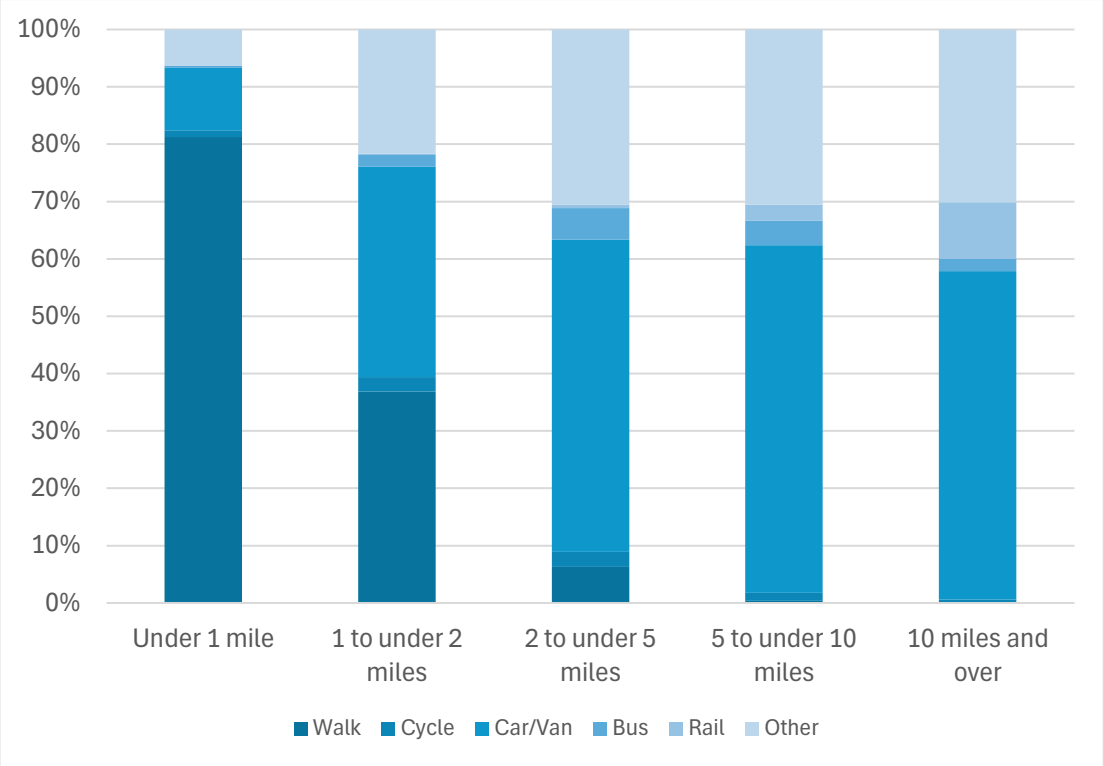
6.1.2 DfT's Manual for Streets identifies that *walkable neighbourhoods* comprise those locations where facilities and services can be accessed within an 800m (10 minute) walk, but that walking distances of up to 2km offer the greatest potential to replace car trips.

6.1.3 Paragraph 4.4.1 states that:

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

6.1.4 The National Travel Survey (NTS) 2023 and CIHT '*Planning for Walking*' (2015) identifies that the vast majority (80%) of trips of up to one mile (1.6km) are undertaken on foot, as well as 30% of trips between 1-2 miles. Walking is therefore a realistic and feasible option for many short trips. **Image 6.1** shows the yearly proportion of trips by mode and travel distance.

Image 6.1: Proportion of Trips per Year by Mode and Distance (All Purposes)



Source: National Travel Survey, England, 2023

6.1.5 Whilst propensity to walk varies between individuals, the following distances have therefore been used for assessing the likelihood of walking journeys to and from the site:

- Up to 800m – comfortable walking distance.
- Between 800m and 1.6km – reasonable walking distance.
- Between 1.6km and 3.2km – acceptable walking distance.

Cycling Distances

6.1.6 In terms of cycle distance, a 3-mile (5km) distance represents a reasonable everyday cycle distance, with 5 miles (8km) being an upper distance for many people. NTS 0303 identifies that average cycle trips are 3.3 miles/5.3km. Cycling also frequently forms part of a longer journey in combination with public transport.

6.1.7 Paragraph 2.2.2 of the Department for Transport's (DfT) Local Transport Note (LTN) 01/20 '*Cycle Infrastructure Design*' (July 2020) also addresses typical cycle trip distances and states two out of every three personal trips are less than 5-miles (8km) in length which is an achievable cycling distance for most people.

6.1.8 On this basis, the following cycling distances have been adopted:

- 5km cycling distance - desirable cycling distance.
- 8km – acceptable cycling distance.

6.2 Accessibility to Local Facilities and Services

6.2.1 The primary destinations for future residents of the proposed development within the local area are presented in **Table 6.1**. This includes facilities for education, leisure, retail, employment and healthcare. Distances from the site to the local facilities and services have been measured based on actual walking routes.

Table 6.1: Local Facilities and Services[1]

Purpose	Destination	Total Distance (m)	Walking Journey Time (mins)	Cycling Journey Time (mins)
Employment	Friday Medical Group – Brighton Campus	560	7	2
	King Business Centre	1,050	13	4
	AvTrade Global Headquarters	1,600	19	6
	Valley Farm Business Park	1,600	19	6
	Albourne Court Business Park	1,700	20	6
Education	Isabello's Pre-School	550	7	2
	Albourne C of E Primary School	2,300	27	9
Retail	Sayers Common Community Shop	420	5	2
	Little Waitrose	2,800	33	11
Leisure	Sayers Common Village Hall	420	5	2
	Oakhurst Play Area	580	7	2
	Berrylands Playing Fields	850	10	3
	Berrylands Farm Play Area	900	11	3
	All England Show Jumping Course	1,700	20	6
	Albourne Equestrian Centre	3,200	38	12

Key:

Within a desirable walking (800m) / cycling (2km) distance

[1] It is noted that pedestrian / cycle trips to access local facilities will be two-way and may be within a short time span of each other (i.e a parent walking to drop their child off at primary school) thus affecting the propensity for the journey to be undertaken on foot.

Within a comfortable walking (1.6km) / cycling (5km) distance

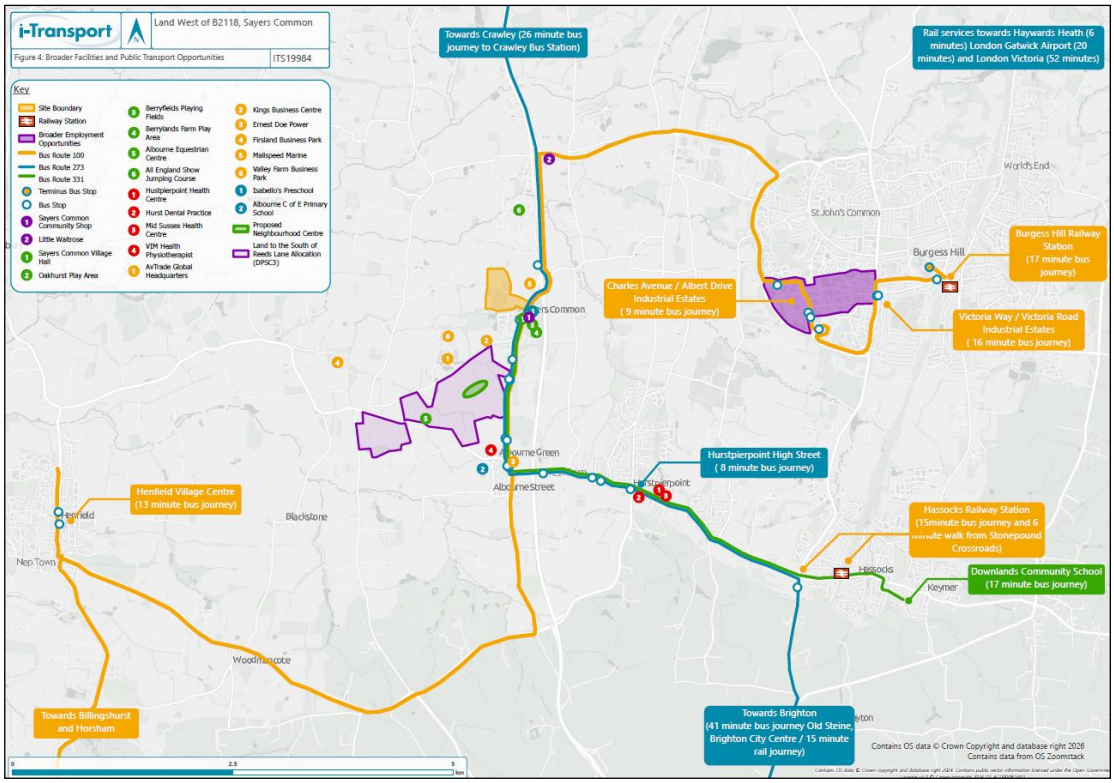
Within an acceptable (3.2km) walking distance / cycling (8km) distance

6.2.2 The site is well located to ensure good opportunities for walking and cycling journeys to a range of everyday facilities and services within 1.6km of the site. Wider facilities located in Hurstpierpoint are accessible via the 273 bus service and can be accessed via the bus stop on the B2118.

6.2.3 A wider range of facilities and services can be accessed in Hurstpierpoint to the southeast, and Burgess Hill in the west, both of which can be accessed via regular bus services located within close proximity from the site. Hurstpierpoint Village Centre is accessible via an eight-minute bus journey or 13-minute cycle, demonstrating the connectivity between the two villages.

6.2.4 **Figure 4** illustrates the wider range of facilities and services accessible by sustainable modes of transport from the site and is extracted below as **Image 6.2**.

Image 6.2: Broader Facilities and Connectivity Plan



6.3 Sayers Common – Growth Location

6.3.1 The Draft Submission Mid Sussex Local Plan has identified Sayers Common as a growth location, with approximately 2,400 new homes to be delivered during the plan period. This will include the introduction of additional local services and facilities predominately located on the larger of the allocation sites, land south of Reeds Lane (DPSC3).

6.3.2 This new, on-site infrastructure, is expected to cover a range of uses including education and community uses provided within a local centre, accessibility within 1km of the site. The accessibility to DPSC3 will create a stronger sense of a 20-minute neighbourhood, complimenting the existing facilities situated off the B2118, London Road in the village centre This will enable future residents to travel locally within the settlement and lessen the need for trips to larger settlements including Burgess Hill and Hassocks. The proximity of the larger allocation site is illustrated in **Image 6.3** and indicatively shows where a local centre will be situated within the development.

6.4 ATE Assessment

6.4.1 Active Travel England (ATE) is an agency of the DfT and acts as a statutory consultee on all planning applications of over 150 homes. ATE assess planning applications against a 31 criteria toolkit, available online.

6.4.2 **Appendix B** outlines the 31 criteria of the ATE Toolkit and sets out how the proposal accords with it. The proposed development achieves at least a 'pass' rating in all categories relevant to the proposed development.

SECTION 7 Sustainable Transport Strategy

7.1.1 Encouraging travel by sustainable modes has a key role to play in facilitating future growth against a background of differing pressures and constraints, including:

- Climate emergency.
- Reduced reliance on fossil fuels.
- Reduced congestion.
- Enabling delivery of much needed housing on a 'busy' highway network.
- Delivering a sustainable development in transport terms.

7.1.2 Transport is the largest contributor to greenhouse gases, producing 27% of the UK's total emissions in 2019. Of this, the majority (91%) came from road transport vehicles. The biggest contributors to this were cars and taxis, which made up 61% of the emissions from road transport.

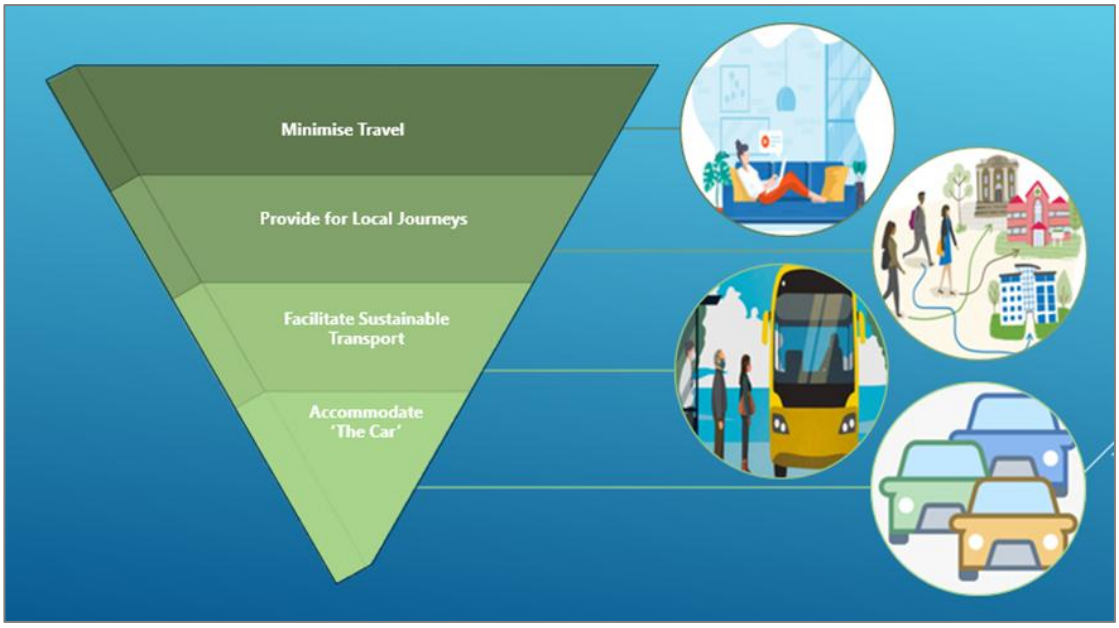
7.1.3 Embracing sustainable transport will contribute to a reduction in damaging carbon dioxide emissions and will therefore lead to a reduction in atmospheric pollution and to improved air quality. Development should be located where the use of public transport is a viable alternative to private car use, and where investment into the network can help encourage an uptake of sustainable travel.

7.1.4 The site is well located to take up the opportunities for sustainable travel – local facilities and services are nearby, as is a frequent bus service to destinations further afield. Identification of the area as a growth location will provide additional services and facilities local to the site.

Strategy

7.1.5 To achieve the overarching objective of sustainable development, a clear and targeted strategy is required. The Sustainable Transport Strategy will seek to take a 'Reduce, Contain and Facilitate Alternatives' approach to travel demands – only after these steps have been taken should the strategy allow for the mitigation of vehicular impacts. **Image 7.1** visualises the proposed strategy.

Image 7.1: Mobility Strategy



Reduce

7.1.6 The first step of the strategy will be to seek to minimise the need for travel. One of the biggest contributors to travel demand during peak periods, as identified by NTS 2019[2] is that attributed to commuting journeys.

7.1.7 The national response to Covid has resulted in a significant shift in the working culture. More employees are able to work either from home or remotely, with less time spent in offices as a result of hybrid working approaches. As a result, the design of residential dwellings has become a key focus, with many homebuyers now seeking space within properties to enable home working, and travel demand can be reduced by providing dwellings that reflect these requirements.

7.1.8 Providing the necessary support for employees to work remotely, through the provision of fast broadband connectivity will reduce the need for residents to travel off-site for work purposes as sufficient internet connection will be provided within the home.

7.1.9 The development will also be designed to accommodate shopping deliveries, including making provision for delivery vehicles, reducing the need for residents to have to travel off-site for retail purposes.

[2] 2019 National Travel Survey (publishing.service.gov.uk)

7.1.10 While residents of the development will seek to own their own vehicles, the provision of comprehensive on-plot electric vehicle charging will enable residents to reduce the reliance upon traditional combustion engine vehicles, and own private vehicles that have a lessened impact on the environment, while overcoming one of the major obstacles to electric car ownership in providing dedicated facilities to enable charging.

7.1.11 The existing chapel building within the site has been identified for retention. It is expected that this will provide for a community use, with the process of identifying a potential occupier ongoing.

Contain

7.1.12 The location and scale of development provide the opportunity to improve infrastructure that can help contain some travel demands generated by the site within the village. This has the benefit of reducing the traffic impacts of the development and reducing overall journey length so that the undertaking of these movements on foot or by bicycle becomes the first-choice mode of transport.

7.1.13 Key to encouraging local journeys will be to provide for a layout that has 'walkable neighbourhoods', characterised as being within 10 minutes walking distance (around 800m), and a number of existing local facilities are within this distance. However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe, and stimulating and the design of the site will strive to achieve this through good design and prioritising journeys on foot and by bicycle. Well-designed open space within the site can reduce the need for residents to travel elsewhere for such activity.

7.1.14 Online shopping and parcel collection are becoming increasingly important in day-to-day life, and the development presents an opportunity to explore a parcel drop off facility where parcels can be collected should the recipient not be at home to receive delivery or requires a more convenient location for the goods to be dropped off. In turn, this reduces the need to travel for the collection of missed parcels and reduces the number of vehicular movements on the roads – it is a lot more efficient for the environment for a single vehicle to deliver multiple parcels, than it is for multiple journeys to be undertaken to obtain goods directly or to collect a missed delivery. The Travel Plan associated with the site sets a commitment to exploring such provision.

7.2 Facilitate Sustainable Travel

7.2.1 While the reduce and contain aspects of the strategy will minimise the need and distances travelled, there will still be a travel demand arising from the site. Analysis of travel patterns enables targeted investment in sustainable transport infrastructure to encourage the uptake of sustainable modes of transport to accommodate these journeys, and the opportunity exists to embrace new and innovative methods to capture these trips. A targeted package of measures to encourage the uptake of sustainable modes of travel has been identified:

Walking and Cycling Improvements

7.2.2 The development will deliver a range of off-site sustainable transport improvements to facilitate and prioritise sustainable transport journeys to and from the site, The improvements are summarised below and provided in greater detail at Section 6.8.

1. Widening of the existing footway on the B2218 north of the site access to the B2218 / Mill Lane Roundabout to provide a 3.0m wide shared use pedestrian / cycle route - illustrated on drawing **ITS19984-GA-034A**
2. Provision of an uncontrolled crossing on the B2218 and a new footway / cycleway on the western section of the B2218 to tie into an existing footway adjacent to the southbound bus stop - illustrated on drawing **ITS19984-GA-034A**
3. Provision of tactile paving at the junction between B2218 / Oakhurst - illustrated on drawing **ITS19984-GA-034A**
4. The introduction of a route within the site linking PRoW 9hU and 19hU.
5. The removal of traffic from Bridleway 9hU and landscaping enhancement along the route.
6. The Travel Plan includes initiatives to encourage cycling, including engagement with Brompton in relation to the provision of cycle / electric cycles within the site or joining their cycle hire subscription service.

7.2.3 While it is not possible to provide a direct connection along the southern boundary to the adjacent site, the proposed off-site infrastructure improvements will prioritise safe and suitable active travel access to local facilities to the south of the site, and towards the wider growth area, and will connect to the Mill Lane Roundabout to the north. It is proposed that these works will be secured by S106 Agreement and delivered through a Section 278 Agreement, where required. Public Rights of Way connections are also provided along the northern and western boundaries.

Public Transport Improvements

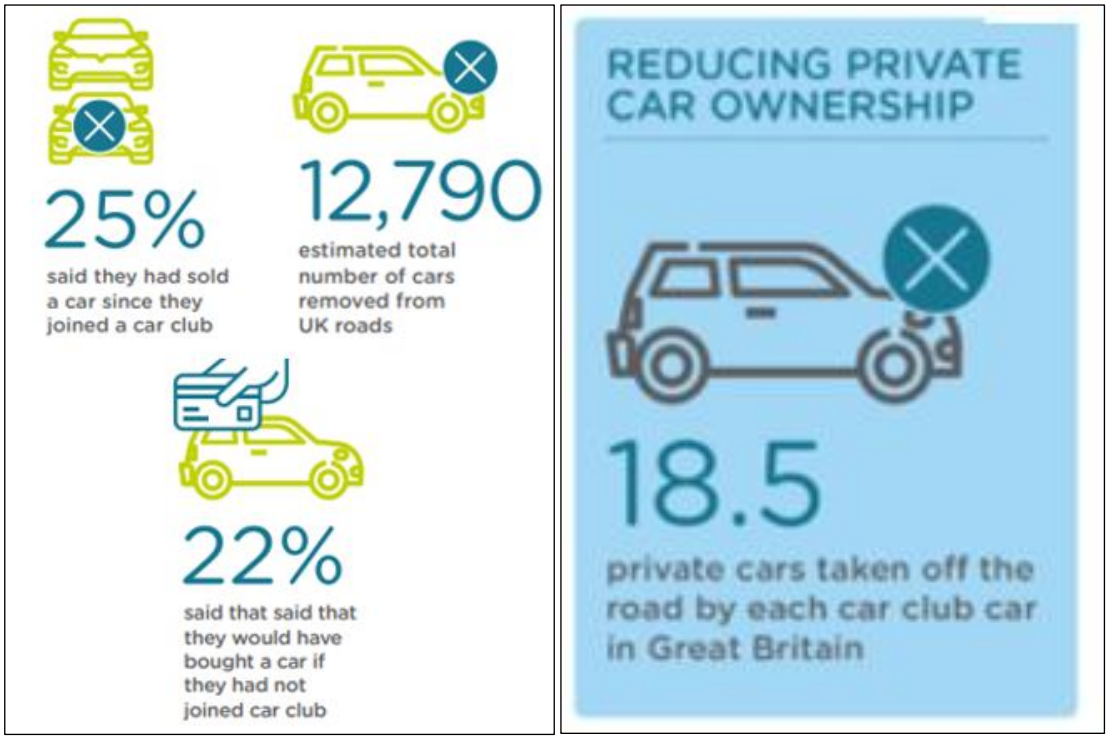
1 Provision of RTPI and bus border kerbs at the northbound and southbound bus stops on the B2118 close to the site – illustrated on drawing **ITS19984-GA-034A**

2 A financial contribution, the value of which is to be agreed with the bus operator, to enable enhancement of local bus services. A Bus Service Agreement can be secured by S106 to set the parameters of the service improvements.[3]

Car Clubs

7.2.4 Extensive research has been undertaken in relation to the impact car clubs have on people's decision to own their own personal vehicles. The COMO Annual Summary Report identified that there has been a 90% increase in the growth of car club membership and that 20% of the respondents identified access to a car club vehicle as providing a more cost-effective measure than owning their own vehicle.

Image 7.2: Car Club Characteristics



Source: CoMoUK Survey

[3] Discussions are ongoing with Metro Bus to determine the proposed provision of services within the development. This approach has successfully been used for Bolney (DPA14) and Crawley Down (DPA 9/10)

7.2.5 Car Clubs are proven to reduce the need for car ownership and provide residents the ability to access the car for occasional use, without the considerable costs associated with ownership of a vehicle including maintenance and insurance. Electric vehicles now comprise a large proportion of car club fleets, vehicles can be hired on an hourly basis or over a longer period of time, and can be conveniently booked using a mobile application, through the Car Club website or over the phone.

7.2.6 The Applicant has engaged Enterprise Car Club, which has confirmed that it is willing to introduce car club provision within the site. The Developer will fund the introduction of the car club vehicles as well as initial membership for residents of the proposed development. This measure can be secured as part of the Travel Plan and S106 Agreement.

Financial Contributions to Strategic Interventions

7.2.7 It is understood that an Infrastructure Delivery Plan (IDP) to deliver improvement associated with the planned growth strategy is being developed. The Developer will provide proportional contributions towards the proposed improvement schemes.

Travel Plans

7.2.8 The Framework Travel Plan (ref: *ITS19984-009)* set targets to deliver modal shift from car single occupancy car use towards sustainable transport modes and reduce the traffic impact of the proposed residential development. It has been prepared in line with current best practice guidance and includes a comprehensive package of active and sustainable transport measures.

7.2.9 The overarching aims of the Framework Travel Plan are:

- To reduce the number of car trips generated by the site; and
- To improve accessibility to the site by non-car modes of transport and thereby encourage the use of other travel modes.

7.2.10 The overarching aims have been set in order to achieve a number of key transport objectives and targets. The key target of the FTP is to:

> ***"Over a period of 5 years, achieve a 12-hour vehicle trip rate that is 10% lower than recorded at the commencement of the Travel Plan"***

7.2.11 To achieve the aims and objectives, a package of 'Soft' measures designed to encourage residents to consider sustainable travel opportunities are promoted through the FTP. The Framework Travel Plan identifies the following measures;

- Appointment of a dedicated Travel Plan Coordinator;
- Provision of a residents 'Residents Travel Information Pack', to provide information of travel opportunities and to promote travel;
- Offer of a sustainable travel voucher to be used either on public transport (such as local bus operator voucher tickets) or on cycle equipment;
- Community noticeboards to identify travel opportunities and incentives;
- Explore potential enhancements within the site – e.g. parcel lockers; and
- Promotion of local car-share groups.

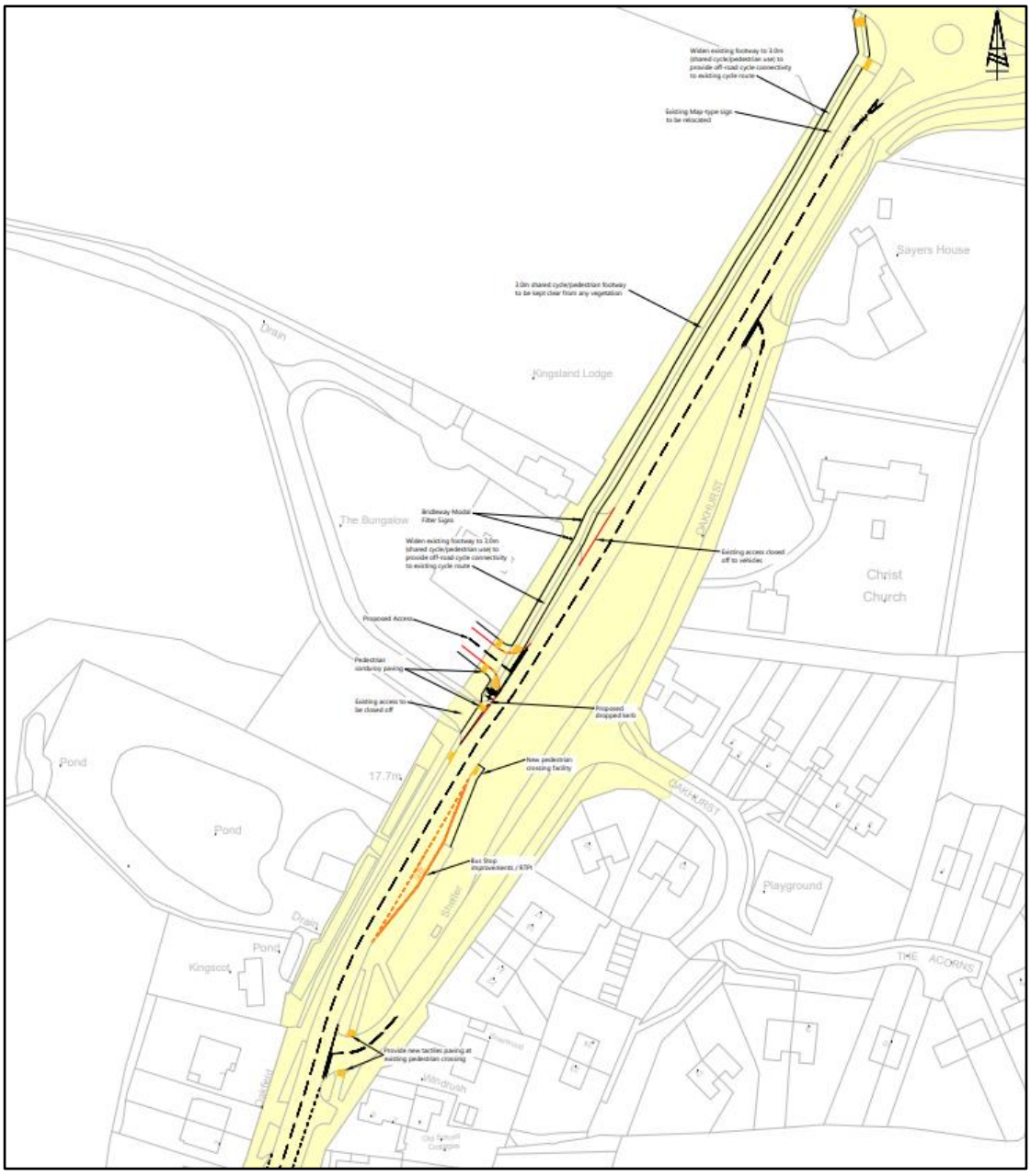
7.2.12 While the pupil-specific requirements of pupils attending LVS Hassocks limits the opportunity to encourage modal shift for pupil travel, a Travel Plan has been developed that seeks to encourage the uptake of sustainable modes of travel amongst staff and is provided as a standalone document (ref: ITS19984-013) and includes:

- Installing cycling parking and offer a cycle to work scheme to encourage staff to cycle to work.
- Questionnaire surveys will ascertain methods of travel to work amongst staff with a target of reducing single occupancy car journeys by 10% within five years.
- The provision of a Travel Information Pack will inform staff on how to travel to work by sustainable modes
- Measures to encourage car sharing, and access to Car Club vehicles upon implementation of the residential development.
- Local recruitment.

7.3 Off-Site Improvement Scheme Design

7.3.1 As set out in 6.7.2, a range of off-site improvements have been identified. The scheme of works, shown on Drawing ITS19984-GA-034A and shown at **Image 7.3**.

Image 7.3: Proposed Off-Site Infrastructure Improvements



Source: Drawing ITS19984-GA-034A

7.3.2 A Stage 1 RSA (ref: *J190670*), has been undertaken on the proposed off-site improvements. The matters raised through the audit have been reviewed and incorporated into the amended design of the off-site works. The RSA report identified six problems, and these are summarised below in **Table 7.1** along with a designer response provided as part of standalone document ITS19984-014.

Table 7.1: Stage 1 RSA Recommendations

Location	Summary of Comments Received	Recommendation	Response
South of New Access	A short section of shared-use route is proposed to the south of the new site access. There are no proposals to enable southbound cyclists to re-enter the carriageway. This may result in cyclists falling in the carriageway when attempting to negotiate full-height kerbs	Provide appropriate cycle access feature.	Agree – a dropped kerb and cycle markings have been provided to provide a level transition onto the carriageway. This is shown on drawing ITS19984-GA-034A.
New Site Access	Wide tactile paving is proposed over the site access. Visually impaired pedestrian exiting the site will encounter the tactile paving. This may cause VIPs to believe that the crossing is over the B2118. This may result in vehicles colliding with pedestrians that have continued out onto the B2118.	Increase the separation of the tactile paving and the B2118.	Agree – the tactile paving has been reduced to provide separation to the B2118. This is shown on drawing ITS19984-GA-034A.
Trees	It is proposed to widen the footway to provide a shared-use route. There are several trees with low canopies along the western side of the B2118. This may cause an obstruction along the new widened route. This may result in pedestrians and cyclists colliding with the branches.	Cut back and maintain low branches to be clear of the route.	Agree – the trees / vegetation along this route will be maintained and cut back to ensure safe use of the route.
Map-type sign.	It is proposed to widen the footway to provide a shared-use route. There is an existing map-type road sign / electricity feeder pillar within the verge. This will cause an obstruction within the shared use route and may result in pedestrian and cyclist collisions.	Ensure the shared-use route is clear of obstructions to users.	Agree – the shared use route will be kept clear of obstruction. Any signage relocation will be provided as part of the detailed design process.

Location	Summary of Comments Received	Recommendation	Response
South of Mill Lane roundabout	There is a footway and crossing facility on splitter island of the Mill Lane / B2118 roundabout. It is proposed to provide a shared-use route to the west of the crossing facility. There are no proposals for paving / signage for the change of surface/use. This may cause visually impaired pedestrians (VIPs) travelling westbound, not to be informed of the presence of cyclists. This may result in confusion and collisions between VIPs and cyclists.	Provide appropriate signage and tactile paving at the interface between surfaces	Agree – corduroy paving has been provided at the transition of the shared use route to inform VIPs of the presence of cyclists. This is shown on drawing ITS19984-GA-034A.
Mill Lane roundabout	The existing footway continues northwards past the Mill Lane / B2118 roundabout. It is proposed to provide a shared-use route to the south of the roundabout. There are no proposals for paving / signage for the change of surface/use. This may cause visually impaired pedestrians (VIPs) travelling southbound, not to be informed of the presence of cyclists. This may result in confusion and collisions between VIPs and cyclists.	Provide appropriate signage and tactile paving at the interface between surfaces.	Agree – corduroy paving has been provided at the transition of the shared use route to inform VIPs of the presence of cyclists. This is shown on drawing ITS19984-GA-034A.

7.4 Summary

7.4.1 Local facilities and services are located with a comfortable walking and cycling distance from the site for future residents. Similarly, the LVS SEN school is located in a sustainable location, whereby pupils, staff and visitors can easily access the school from the local and nearby areas.

7.4.2 The development proposes a series of on-site active travel infrastructure improvements which will enhance the delivery of the sustainable transport strategy for the site. The strategy for the site prioritises sustainable transport and is therefore in accordance with paragraph 115 of the NPPF.

SECTION 8 Traffic Impact Assessment

8.1 Introduction

8.1.1 This section of the TA provides an appraisal of the likely traffic impacts of the proposed development, quantifying the increase in traffic flows on the key parts of the local highway network.

8.2 Observed Traffic Flows

8.2.1 To establish the baseline operation of the local highway network traffic surveys were undertaken at the following junctions:

1 B2118 / Mill Lane roundabout.

2 A2300 interchange.

3 A23 / B2119 merge / diverge.

4 B2218 / Reeds Lane roundabout.

5 B2118 / Furzeland Way mini-roundabout.

6 B2118 / Aldbourne Road signalised junction.

8.2.2 Manual Classified Count (MCC) surveys were undertaken between 06:30 and 09:30 and 16:30 to 18:30 on Thursday 5th June 2025 to establish the morning and evening peak periods of operation. The surveys were undertaken on a neutral weekday within a neutral period to ensure that recorded traffic conditions were representative.

8.2.3 Additionally, an Automatic Traffic Counter (ATC) was placed on the B2218 (either side of the site access) for a minimum of a 7-day period to record classified vehicle count and speeds.

8.3 Traffic Growth

8.3.1 Traffic Growth has been allowed for using rates derived from the TEMPro database for the Mid Sussex 016 MSOA. It is proposed to assess the following scenarios:

- 2025 i.e. the date of the traffic surveys
- 2031 i.e. 5 years post planning application submission. This will be tested without and with the development proposal using the derived trip generation for the site.
- The growth factors are summarised below in **Table 8.1.**

Table 8.1: TEMPro Growth Factors.

Date Range	Morning Peak	Evening Peak
2025 - 2031	1.0575	1.058

Source: TEMPRO version 8.1, core scenario and NRTP dataset.

8.4 Committed Development

8.4.1 Following pre-application discussions with WSCC, they have stated that no additional committed developments are to be included and therefore TEMPro accurately provides for traffic growth assumptions. No amendments have been made to the TEMPro growth factors.

8.5 Trip Generation

TRICS Trip Rate Assessment

8.5.1 A multi-modal trip generation assessment has been undertaken to estimate the trip generation of the proposed residential development. The TRICS database has been used with the following parameters. The resultant trip generation is shown in **Table 8.2**:

- **Size Relevance**: Range of 105 to 380 dwellings;
- **Location Relevance**: 'Suburban Area' and 'Neighbourhood Centre' only and;
- **Date Relevance**: Surveys undertaken on neutral weekdays, excluding those undertaken on dates that were constrained by COVID-19 restrictions.

8.5.2 It should be noted that the traffic impact analysis was undertaken as the site masterplan was evolving and the testing has been undertaken on a quantum of 224 units. The development proposes up to 210 dwellings, thereby providing a robust assessment of the proposed development's impact.

8.5.3 The full TRICS outputs are presented at **Appendix C.**

Table 8.2: TRICS Multi-Modal Trip Rate and Generation

	Morning Peak Hour			Evening Peak Hour			Daily (07:00 – 19:00)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-way
Vehicle Trip Rate per Dwelling	*0.122*	*0.353*	*0.475*	*0.303*	*0.155*	*0.458*	*1.998*	*2.044*	*4.042*
Vehicles (224 dwellings)	27	79	106	68	35	103	448	458	905

	Morning Peak Hour			Evening Peak Hour			Daily (07:00 – 19:00)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-way
Cyclist Trip Rate per Dwelling	*0.006*	*0.024*	*0.030*	*0.009*	*0.004*	*0.013*	*0.075*	*0.080*	*0.155*
Cyclists (224 dwellings)	1	5	7	2	1	3	17	18	35
Pedestrian Trip Rate per Dwelling	*0.020*	*0.091*	*0.111*	*0.027*	*0.019*	*0.046*	*0.409*	*0.419*	*0.828*
Pedestrians (224 dwellings)	4	20	25	6	4	10	92	94	185
Bus Passenger Trip Rate per Dwelling	*0.000*	*0.012*	*0.012*	*0.014*	*0.003*	*0.017*	*0.086*	*0.083*	*0.169*
Bus Passengers (224 dwellings)	0	3	3	3	1	4	19	19	38
Rail Passenger Trip Rate per Dwelling	*0.000*	*0.011*	*0.011*	*0.016*	*0.000*	*0.016*	*0.040*	*0.039*	*0.079*
Rail Passengers (224 dwellings)	0	2	2	4	0	4	9	9	18
TOTAL Trips	32	109	143	83	41	124	585	598	1,181

Source: TRICS

8.5.4 The site will generate 106 and 103 two-way vehicular trips in the morning and evening peak periods respectively. The site will generate a daily two-way movement of 905 vehicles.

8.5.5 The proposed development is supported by a comprehensive mobility strategy, feeding into a wider mobility strategy for strategic development sites within Sayers Common and MSDC. The strategy will seek to reduce the vehicular trip generation of the site, effectuating a modal shift towards sustainable transport modes. On this basis, it is expected that the strategy will result in a 10% reduction in vehicular traffic generated by the site, consistent with the objectives of the Travel Plan. **Table 8.3** summarises the *vision-based* scenario and associated impact trip generation.

Table 8.3: TRICS Multi-Modal Trip Generation – *Vision Based*

	Morning Peak Hour			Evening Peak Hour			Daily (07:00 – 19:00)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-way
Vehicles (224 dwellings)	24	71	95	61	32	93	403	412	815
Cyclists (224 dwellings)	2	7	10	4	2	6	30	31	61
Pedestrians (224 dwellings)	5	21	26	8	5	13	97	100	197
Bus Passengers (224 dwellings)	1	5	6	5	2	7	32	32	64
Rail Passengers (224 dwellings)	0	5	5	6	0	6	14	14	28
Total	**32**	**100**	**142**	**84**	**41**	**125**	**576**	**589**	**1,165**

Source: Consultants Calculations

8.5.6 Applying the *vision-based* scenario, the site is likely to generate a two-way movement of 95 and 93 vehicles in the morning and evening peak periods respectively. This equates to the additional of just over one vehicle every three minutes onto the local highway network. The vision also results in a decrease in the number of 'total' external trips, reflecting the 'reduce' and 'contain' elements of the strategy, relating to an increase in working from home, retention of leisure walks in and around the site etc.

8.5.7 The LVS SEN school is an operational site; much of the traffic associated with it post-development will already occur on the network. It is expected that any expansion of the school will have a minimal impact upon the performance of the network – LVS are currently permitted to have 100 pupils attend the school, and it is understood that the school roll has peaked at 90 pupils.

8.5.8 The vision for the proposed development has been set out within the supporting documents for the planning application. This will include the delivery of much-needed housing, and, from a transport perspective, the site's sustainable location offers the potential for a place-based vision where:

- the development will facilitate active lifestyles by encouraging the use of active modes of transport more widely and capturing many trips-on site (as noted in Section 6);
- the development will provide the necessary technology and infrastructure to enable homeworking and home deliveries to reduce the need to travel off-site;

- the layout of the site will be shaped to create a new residential community in which pedestrian movements are prioritised and vehicle speeds are kept low to provide an attractive environment for walking and cycling;
- residents will be able to access a range of other nearby local facilities by sustainable modes; and
- a Framework Travel Plan will be produced which will set out a series of measures designed to encourage sustainable travel patterns within the community.

8.6 Traffic Distribution and Assignment

8.6.1 To understand the routing of vehicles to and from the site, a site-specific assessment of the traffic distribution of the proposed development has been undertaken using data derived from the National Travel Survey (NTS) 2019. The proportion of peak hour trips by journey purpose by car is presented in **Table 8.4.**

Table 8.4: Proportion of Peak Hour Trips by Journey Purpose (Car Driver Only)

Trip Purpose	Morning Peak (08:00 – 09:00)	Evening Peak (17:00 – 18:00)
Commuting/Business	37.6%	43.9%
All Other Journey Purposes	62.4%	56.1%
Total	**100%**	**100%**

Source: Car driver trip start time by trip purpose (Monday to Friday only): Great Britain, 2014/18, National Travel Survey, DfT, 2019

8.6.2 Some 38% of the total vehicular trips generated by the residential development will be for employment journeys in the morning peak hour period and 44% of journeys in the evening peak hour. As commuting journeys typically have longer journey distances, the higher of the two proportions have been used - 44% of peak hour vehicle trips have been distributed as commuting journeys and the remaining 56% for non-employment journeys.

8.6.3 To provide a site-specific assessment of the likely distribution of traffic from the site, separate methodologies have been applied to consider the destinations of commuting and business trips to other trip purposes:

- For commuting and business trips, the National Census Journey to Work statistics (for car drivers) for the Mid Sussex 016 MSOA (2011[4] super output area - middle layer have been used). These identify the location of existing resident's employment locations and so identify existing commuting patterns; and
- For other journey purpose trips, a P/T gravity model has been undertaken using the population of key urban areas (from the 2011 census) within a 40-minute drive from the site (estimated from Google Maps Directions facility).

8.6.4 Following comments received from National Highways it has been requested that a PT model, instead of a P/T[2] should be used to determine distribution of non-work trips given the relative number of local facilities available in Sayers Common compared to its population.

8.6.1 Additionally, given that a large number of non-work trips are associated with specific purposes such as education / retail and leisure, and these trips are related to specific destinations, National Highways have requested that the non-work trips are further refined by trip purpose.

8.6.2 A P/T gravity model has therefore been prepared with retail education and leisure trips being distributed based on the specific schools and leisure facilities which residents would likely travel to. The relevant tables are provided below:

Table 8.5 Gravity Model - Employment

Location	Route 1	Route 2	Route 3	Journey Time (mins)	2011 Census Total Population	P/T	% of total	% of Car Driver	% of Car Driver by Route
Balcombe	B2118 N	B2118 N - A23	/	16	1,424	89	0.4%	0%	0%
Brighton	B2118 S	/	/	26	229,700	8835	36.0%	35%	35%
Burgess Hill	B2118 N	B2118 N - A23	A23 - A2300	11	30,109	2737	11.2%	10%	10%
Crawley	B2118 N	B2118 N - A23	/	15	106,943	7130	29.1%	32%	32%
Crawley Down	B2118 N	B2118 N - A23	/	22	4,598	209	0.9%	1%	1%
Hassocks	B2118 S	B2118 S - Albourne Road	/	11	7,667	697	2.8%	2%	2%

[4] Data from the 2011 Census has been used for this assessment as the 2021 Census data was impacted by national COVID-19 lockdowns. The use of 2021 Census data would therefore not be representative.

Location	Route 1	Route 2	Route 3	Journey Time (mins)	2011 Census Total Population	P/T	% of total	% of Car Driver	% of Car Driver by Route
Haywards Heath	B2118 N	B2118 N - A23	/	13	27,057	2081	8.5%	8%	4%
	B2118 N	B2118 N - A23	A23 - A2300	13			-	-	4%
Horsham	B2118 N	B2118 N - A23	/	22	2,199	100	0.4%	0%	0%
Lewes	B2118 S	/	/	24	1,753	73	0.3%	0%	0%
Bolney	B2118 N	B2118 N - A23	/	7	1,668	238	1.0%	0%	0%
Goddards Green	B2118 N	B2118 N - Mill Lane	/	6	1,533	256	1.0%	1%	1%
Hurstpierpoint West	B2118 S	B2118 S - Albourne Road	/	6	1,783	297	1.2%	1%	1%
Poynings	B2118 S	/	/	12	1,666	139	0.6%	1%	1%
Sayers Common	B2118 S	/	/	1	1,576	1576	6.4%	7%	7%
Tandridge	B2118 N	B2118 N - A23	/	30	1,529	51	0.2%	0%	0%

Table 8.6: Gravity Model - Education

Location	Route 1	Route 2	Route 3	Journey Time (mins)	2011 Census Total Population	P/T	% of total	% of Car Driver	% of Car Driver by Route
Balcombe – CE Primary School	Site Access - B2118 N	B2118 N - A23	/	16	1,424	89	0.4%	0%	0%
Brighton – King's School Hove	Site Access - B2118 S	/	/	19	229,700	12089	49.3%	48%	48%
Burgess Hill – Burgess Hill Academy	Site Access - B2118 N	B2118 N - A23	A23 - A2300	14	30,109	2151	8.8%	8%	8%

Location	Route 1	Route 2	Route 3	Journey Time (mins)	2011 Census Total Population	P/T	% of total	% of Car Driver	% of Car Driver by Route
Crawley – Thomas Bennett Community College	Site Access - B2118 N	B2118 N - A23	/	15	106,943	7130	29.1%	32%	32%
Crawley Down – Imberhorne School	Site Access - B2118 N	B2118 N - A23	/	33	4,598	139	0.6%	0%	0%
Hassocks – Downlands Community School	Site Access - B2118 S	B2118 S - Albourne Road	/	14	7,667	548	2.2%	2%	2%
Haywards Heath College	Site Access - B2118 N	B2118 N - A23	/	16	27,057	1691	6.9%	7%	3%
	Site Access - B2118 N	B2118 N - A23	A23 - A2300	-			-	-	3%
Horsham – The Forest School	Site Access - B2118 N	B2118 N - A23	/	22	2,199	100	0.4%	0%	0%
Lewes – Old Grammar Junior School	Site Access - B2118 S	/	/	26	1,753	67	0.3%	0%	0%
Bolney – CE Primary School	Site Access - B2118 N	B2118 N - A23	/	7	1,668	238	1.0%	0%	0%
Goddards Green – St. Paul's Catholic College	Site Access - B2118 N	B2118 N - Mill Lane	/	7	1,533	219	0.9%	1%	1%
Hurstpierpoint West	***Site Access - B2118 S***	***B2118 S - Albourne Road***	***/***	***6***	***1,783***	***297***	***1.2%***	***1%***	***1%***
Poynings	***Site Access - B2118 S***	***/***	***/***	***12***	***1,666***	***139***	***0.6%***	***1%***	***1%***
Sayers Common	***Site Access - B2118 S***	***/***	***/***	***1***	***1,576***	***1576***	***6.4%***	***7%***	***7%***

Location	Route 1	Route 2	Route 3	Journey Time (mins)	2011 Census Total Population	P/T	% of total	% of Car Driver	% of Car Driver by Route
Tandridge – St. Peter's CE	Site Access - B2118 N	B2118 N - A23	/	37	1,529	41	0.2%	0%	0%

Note: **Bold / *italicised text denotes destinations where there is no relevant facility***.

Table 8.7: Gravity Model - Leisure

Location	Route 1	Route 2	Route 3	Journey Time (mins)	2011 Census Total Population	P/T	% of total	% of Car Driver	% of Car Driver by Route
Balcombe – Cricket Club	Site Access - B2118 N	B2118 N - A23	/	16	1,424	89	0.4%	0%	0%
Brighton – Beach	Site Access - B2118 S	/	/	26	229,700	8835	36.0%	35%	35%
Burgess Hill – The Triangle	Site Access - B2118 N	B2118 N - A23	A23 - A2300	11	30,109	2737	11.2%	10%	10%
Crawley – K2	Site Access - B2118 N	B2118 N - A23	/	15	106,943	7130	29.1%	32%	32%
Crawley Down – Worth Way Country Park	Site Access - B2118 N	B2118 N - A23	/	22	4,598	209	0.9%	1%	1%
Hassocks – Sports Centre	Site Access - B2118 S	B2118 S - Albourne Road	/	11	7,667	697	2.8%	2%	2%
Haywards Heath – The Dolphin	Site Access - B2118 N	B2118 N - A23	/	13	27,057	2081	8.5%	8%	4%
	Site Access - B2118 N	B2118 N - A23	A23 - A2300	13			-	-	4%
Horsham – Park	Site Access - B2118 N	B2118 N - A23	/	22	2,199	100	0.4%	0%	0%
Lewes – Golf Club	Site Access - B2118 S	/	/	24	1,753	73	0.3%	0%	0%

Location	Route 1	Route 2	Route 3	Journey Time (mins)	2011 Census Total Population	P/T	% of total	% of Car Driver	% of Car Driver by Route
Bolney – Wine Estate	Site Access - B2118 N	B2118 N - A23	/	7	1,668	238	1.0%	0%	0%
Goddards Green – AR Kartz	Site Access - B2118 N	B2118 N - Mill Lane	/	6	1,533	256	1.0%	1%	1%
Hurstpierpoint West – Highfield Astro	Site Access - B2118 S	B2118 S - Albourne Road	/	6	1,783	297	1.2%	1%	1%
Poynings – Cricket Club	Site Access - B2118 S	/	/	12	1,666	139	0.6%	1%	1%
Sayers Common	***Site Access - B2118 S***	***/***	***/***	***1***	***1,576***	***1576***	***6.4%***	***7%***	***7%***
Tandridge	***Site Access - B2118 N***	***B2118 N - A23***	***/***	***30***	***1,529***	***51***	***0.2%***	***0%***	***0%***

Note: ***Bold / italicised text denotes locations where there is no relevant facility***

Table 8.8: Gravity Model – Combined

Location	Route 1	Route 2	Route 3	Journey Time (mins)	2011 Census Total Population	P/T	% of total	% of Car Driver	% of Car Driver by Route
Balcombe	Site Access - B2118 N	B2118 N - A23	/	16	1,424	89	0.4%	0%	0%
Brighton	Site Access - B2118 S	/	/	24	229,700	9706	39.6%	39%	39%
Burgess Hill	Site Access - B2118 N	B2118 N - A23	A23 - A2300	12	30,109	2509	10.2%	9%	9%
Crawley	Site Access - B2118 N	B2118 N - A23	/	15	106,943	7130	29.1%	32%	32%
Crawley Down	Site Access - B2118 N	B2118 N - A23	/	26	4,598	179	0.7%	1%	1%

Location	Route 1	Route 2	Route 3	Journey Time (mins)	2011 Census Total Population	P/T	% of total	% of Car Driver	% of Car Driver by Route
Hassocks	Site Access - B2118 S	B2118 S - Albourne Road	/	12	7,667	639	2.6%	2%	2%
Haywards Heath	Site Access - B2118 N	B2118 N - A23	/	14	27,057	1933	7.9%	8%	4%
	Site Access - B2118 N	B2118 N - A23	A23 - A2300	13					4%
Horsham	Site Access - B2118 N	B2118 N - A23	/	22	2,199	100	0.4%	0%	0%
Lewes	Site Access - B2118 S	/	/	25	1,753	71	0.3%	0%	0%
Bolney	Site Access - B2118 N	B2118 N - A23	/	7	1,668	238	1.0%	0%	0%
Goddards Green	Site Access - B2118 N	B2118 N - Mill Lane	/	6	1,533	242	1.0%	1%	1%
Hurstpierpoint West	Site Access - B2118 S	B2118 S - Albourne Road	/	6	1,783	297	1.2%	1%	1%
Poynings	Site Access - B2118 S	/	/	12	1,666	139	0.6%	1%	1%
Sayers Common	Site Access - B2118 S	/	/	1	1,576	1576	6.4%	7%	7%
Tandridge	Site Access - B2118 N	B2118 N - A23	/	32	1,529	47	0.2%	0%	0%

8.6.3 The models can then be disaggregated to show the proportion of journeys using each route, which is also summarised below in **Table 8.9**.

Table 8.9: Route Assignment Summary

Route	Proportion of Cars	% Split
Route 1		
B2118 North	53%	30%
B2118 South	47%	26%
TOTAL	**100%**	**57%**
Route 2		
B2218 N – A23	52%	30%
B2118 N – Mill Lane	1%	1%
B2118 S – Albourne Road	3%	2%
Beyond Study Area	43%	24%
TOTAL	**100%**	**57%**
Route 3		
A23 – A2300	15%	8%
Beyond Study Area	85%	49%
TOTAL	**100%**	**57%**

8.6.4 The data is then combined to present distribution parameters to inform the development trip assignment. Destinations with a share of more than 0.2% are summarised in **Table 8.10**. The full distribution model is also presented in **Appendix D**.

Table 8.10: Traffic Distribution Summary

Destination	Employment Trips	Non-Work Trips	Combined
Balcombe	1.2%	0.2%	1.4%
Brighton	8.1%	19.7%	27.8%
Burgess Hill	4.8%	5.8%	10.6%
Crawley	3.2%	18.0%	21.2%
Crawley Down	0.4%	0.4%	0.8%
Gatwick	1.5%	0.0%	1.5%
Hassocks	1.7%	1.2%	2.9%
Haywards Heath	4.3%	4.7%	9.0%
Horsham	3.3%	0.0%	3.3%
Lewes	2.2%	0.2%	2.4%
London	2.0%	0.0%	2.0%

Destination	Employment Trips	Non-Work Trips	Combined
Mole Valley	1.1%	0.0%	1.1%
Other East	1.0%	0.0%	1.0%
Other North	0.2%	0.0%	0.2%
Other North East	0.1%	0.0%	0.1%
Other North West	0.4%	0.0%	0.4%
Other South East	0.3%	0.0%	0.3%
Other South West	2.6%	0.0%	2.6%
Other West	0.7%	0.0%	0.7%
Bolney	0.0%	0.2%	0.2%
Goddards Green	0.0%	0.6%	0.6%
Hurstpierpoint West	0.0%	0.7%	0.7%
Poynings	0.0%	0.3%	0.3%
Sayers Common	4.6%	3.9%	8.5%
Tandridge	0.2%	0.0%	0.3%
Total	**44%**	**56%**	**100%**

Source: Consultants Calculations

Assignment

8.6.5 The traffic that is forecast to be generated by the development will be distributed onto the local network to the destinations identified in **Table 8.10** based on peak hour journey times using the route finder facility on Google Maps.

8.6.6 The distribution and assignment exercise demonstrates that the location of the site lends itself to encouraging vehicular movement to and from the higher order road network – e.g. A and B roads. In particular, access to the A23 discourages the need for 'rat-running' along lower order roads.

8.6.7 This strategy is also central to the MSDC Local Plan Transport Study and associated Infrastructure Delivery Plan, with interventions targeted at keeping journeys on higher order roads, with improvements to lower order roads limited largely to pedestrian and cycling enhancements.

8.7 Scope of Assessment

8.7.1 The following junctions have been assessed using the industry standard Junctions 11 and LinSig modelling software:

1 Site Access

2 B2118 / Mill Lane roundabout.

3 A2300 interchange.

4 A23 / B2118 merge / diverge.

5 B2218 / Reeds Lane roundabout.

6 B2118 / Furzeland Way mini-roundabout.

7 B2118 / Aldbourne Road signalised junction.

8.7.2 Beyond the junctions listed above, the development traffic will be dispersed into the wider network where the impact will be negligible.

8.8 School Traffic

8.8.1 The LVS SEN school is an operational site; much of the traffic associated with it post-development will already occur on the network. It is expected that any expansion of the school will have a minimal impact upon the performance of the network – LVS are currently permitted to have 100 pupils attend the school, and it is understood that the school roll has peaked at 90 pupils.

8.8.2 To provide a robust assessment, a traffic impact assessment has been undertaken to assume that the school is operating at full capacity as part of the development proposals.

8.9 Junction Capacity Modelling

8.9.1 To identify the impact of the development proposal on the local highway network, junction capacity analysis has been undertaken using the TRL software Junctions 11 and the JCT modelling software LinSig. Detailed modelling has been undertaken considering the following scenarios:

- 2025 Observed.
- 2031 with committed development.
- 2031 with committed development plus development.

8.9.2 Detailed operational assessments have been undertaken of the following junctions:

- The proposed site access junction with the B2118;
- B2118 / Mill Lane roundabout.
- A2300 interchange.

- A23 / B2119 merge / diverge.
- B2218 / Reeds Lane roundabout.
- B2118 / Furzeland Way mini-roundabout.
- B2118 / Aldbourne Road signalised junction[5].

8.9.3 The full Junctions 11 outputs are included as **Appendix E** with the LinSig outputs included as **Appendix F**.

Table 8.11: Proposed Site Access / B2118

	Morning Peak Hour (07:45-08:45)			Evening Peak Hour (16:45-17:45)		
	RFC	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)
2031 'with development'						
Site Access	0.26	<1	12.63	0.22	<1	11.61
B2118	0.01	0	4.94	0.00	0	0.00

8.9.4 The site access junction will operate within capacity during the morning and evening peak periods in 2031 with the development scenario.

Table 8.12: B2118 / Mill Lane roundabout

	Morning Peak Hour (07:45-08:45)			Evening Peak Hour (16:45-17:45)		
Arm	RFC	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)
2025 Observed Traffic Flows						
Mill Lane	0.28	<1	3.64	0.31	<1	3.64
B2118 (S)	0.38	1	4.58	0.29	<1	3.92
Gated Access	0.00	0	0.00	0.00	0	0.00
B2118 (N)	0.00	0	0.00	0.01	0	2.61
2031 Future Base						
Mill Lane	0.29	<1	3.73	0.32	1	3.74
B2118 (S)	0.41	1	4.75	0.30	<1	4.01
Gated Access	0.00	0	0.00	0.00	0	0.00
B2118 (N)	0.00	0	0.00	0.01	0	2.61

[5] The signal controller specification for this junction has been obtained from WSCC and used within the LinSig model to ensure an accurate model representation.

	Morning Peak Hour (07:45-08:45)			Evening Peak Hour (16:45-17:45)		
2031 Future Base + Development						
Mill Lane	0.30	1	3.77	0.30	1	3.77
B2118 (S)	0.41	1	4.75	0.41	1	4.75
Gated Access	0.00	0	0.00	0.00	0	0.00
B2118 (N)	0.00	0	0.00	0.00	0	0.00

8.9.5 The junction will continue to operate within capacity during the morning and evening peak periods in the 2031 Future Base + Development scenario.

Table 8.13: A2300 Interchange

	Morning Peak Hour (07:45-08:45)			Evening Peak Hour (16:45-17:45)		
Arm	**RFC**	**Queue (veh)**	**Delay (s)**	**RFC**	**Queue (veh)**	**Delay (s)**
2025 Observed Traffic Flows						
A2300 (E)	0.72	3	9.77	0.63	2	7.42
A2300 (S)	0.67	2	12.38	0.55	1	8.44
Hickstead Lane	0.22	<1	9.73	0.08	<1	6.16
A2300 (N)	0.03	0	4.08	0.04	0	3.32
2031 Future Base						
A2300 (E)	0.76	3	11.11	0.66	2	8.23
A2300 (S)	0.74	3	15.32	0.61	2	9.83
Hickstead Lane	0.26	<1	10.99	0.09	<1	6.68
A2300 (N)	0.03	0	4.17	0.04	0	3.39
2031 Future Base + Development						
A2300 (E)	0.76	3	11.54	0.66	2	8.23
A2300 (S)	0.74	3	16.08	0.62	2	10.13
Hickstead Lane	0.26	<1	11.28	0.09	<1	6.76
A2300 (N)	0.03	0	4.18	0.04	0	3.41

8.9.6 The junction will continue to operate within capacity during the morning and evening peak periods in the 2031 Future Base + Development scenario.

Table 8.14: A23 / B2119 Merge / Diverge

Arm	Morning Peak Hour (07:45-08:45)			Evening Peak Hour (16:45-17:45)		
	RFC	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)
2025 Observed Traffic Flows						
A23 Off-Slip	0.54	1	4.51	0.46	1	3.73
A2300 (E)	0.64	2	4.74	0.60	2	4.21
Shell Access	0.37	1	12.26	0.36	1	10.96
A2300 (W)	0.48	1	4.88	0.41	1	4.58
2031 Future Base						
A23 Off-Slip	0.58	1	5.04	0.50	1	4.04
A2300 (E)	0.68	2	5.34	0.63	2	4.64
Shell Access	0.43	1	14.87	0.41	1	12.92
A2300 (W)	0.51	1	5.19	0.43	1	4.78
2031 Future Base + Development						
A23 Off-Slip	0.58	1	5.04	0.50	1	4.05
A2300 (E)	0.68	2	5.38	0.63	2	4.64
Shell Access	0.43	1	15.06	0.41	1	12.92
A2300 (W)	0.51	1	5.19	0.43	1	4.80

8.9.7 The junction will continue to operate within capacity during the morning and evening peak periods in the 2031 Future Base + Development scenario.

Table 8.15: B2218 / Reeds Lane Roundabout

Arm	Morning Peak Hour (07:45-08:45)			Evening Peak Hour (16:45-17:45)		
	RFC	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)
2025 Observed Traffic Flows						
B2118 (S)	0.30	<1	4.48	0.19	<1	3.79
Reeds Lane	0.21	<1	5.89	0.23	<1	5.76
B2118 (N)	0.36	1	5.13	0.37	1	5.03
2031 Future Base						
B2118 (S)	0.32	1	4.66	0.20	<1	3.87
Reeds Lane	0.23	<1	6.13	0.24	<1	5.98
B2118 (N)	0.39	1	5.35	0.37	1	5.27

	Morning Peak Hour (07:45-08:45)			Evening Peak Hour (16:45-17:45)		
2031 Future Base + Development						
B2118 (S)	0.34	1	4.81	0.21	<1	3.87
Reeds Lane	0.23	<1	6.27	0.25	<1	5.98
B2118 (N)	0.39	1	5.35	0.45	1	5.82

8.9.8 The junction will continue to operate within capacity during the morning and evening peak periods in the 2031 Future Base + Development scenario.

Table 8.16: B2118 / Furzeland Way Mini-roundabout

Arm	Morning Peak Hour (07:45-08:45)			Evening Peak Hour (16:45-17:45)		
	RFC	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)
2025 Observed Traffic Flows						
B2118 (S)	0.32	1	5.03	0.22	<1	4.40
Furzeland Way	0.00	0	0.00	0.00	0	0.00
B2118 (N)	0.30	<1	5.61	0.38	1	6.33
2031 Future Base						
B2118 (S)	0.34	1	5.17	0.23	<1	4.48
Furzeland Way	0.00	0	0.00	0.00	0	0.00
B2118 (N)	0.32	1	5.75	0.40	1	6.56
2031 Future Base + Development						
B2118 (S)	0.36	1	5.37	0.23	<1	4.48
Furzeland Way	0.00	0	0.00	0.00	0	0.00
B2118 (N)	0.32	1	5.75	0.48	1	7.46

8.9.9 The junction will continue to operate within capacity during the morning and evening peak periods in the 2031 Future Base + Development scenario.

Table 8.17: B2118 / Aldbourne Road Signalised Junction

Arm	Morning Peak Hour (07:45-08:45)			Evening Peak Hour (16:45-17:45)		
	Max DoS	Mean Max Queue	Avg. Delay (s)	Max DoS	Mean Max Queue	Avg. Delay (s)
2025 Observed Traffic Flows						

	Morning Peak Hour (07:45-08:45)			Evening Peak Hour (16:45-17:45)		
B2118 N (Left)	29.7%	0	3.6	31.8%	0	3.7
B2218 N (Ahead)	31.7%	2	28.0	24.1%	2	22.3
Aldbourne Road	33.4%	4	23.9	31.5%	3	24.6
B2118 (S)	26.9%	3	16.4	15.3%	2	13.3
2031 Future Base						
B2118 N (Left)	31.4%	0	3.7	33.6%	0	3.8
B2218 N (Ahead)	33.4%	2	28.1	25.5%	2	22.4
Aldbourne Road	35.4%	5	24.4	33.3%	3	25.1
B2118 (S)	28.7%	4	16.6	16.2%	2	13.4
2031 Future Base + Development						
B2118 N (Left)	32.1%	0	3.8	33.9%	0	3.9
B2218 N (Ahead)	39.3%	3	26.2	34.4%	3	23.3
Aldbourne Road	39.3%	5	27.3	33.5%	4	25.2
B2118 (S)	29.2%	4	15.1	17.8%	2	13.3

8.9.10 The junction will continue to operate within capacity during the morning and evening peak periods in the 2031 Future Base + Development scenario.

8.10 Mid Sussex Transport Study – Cumulative Impact

8.10.1 In addition to traffic impact assessment set out above, the impact of planned development coming through the Mid Sussex Local Plan is assessed through the Mid Sussex Transport Study – this provides for a cumulative assessment of all planned growth.

8.10.2 Currently at Stage 6, this identifies the impact of development across the network, identifying potential performance constraints and establishing a framework for how this will be managed.

8.10.3 While the traffic impact assessment above identifies that the development in isolation will not result in a 'severe' impact upon the performance of the network, considered cumulatively with planned growth the study identifies locations where the strategy is expected to result in impacts that are 'severe'. While these impacts are no within the immediate vicinity of the site, the development is expected to provide proportional contributions towards the wider package interventions required to manage the impact of planned growth.

8.10.4 It is understood that an Infrastructure Delivery Plan is being developed by Mid Sussex District Council, setting out the proportional funding required of planned development. Consistent with the requirements of the National Planning Policy Framework, the impacts of planned development can be cost effectively mitigated, and the Applicant is willing to pay proportional contributions towards the necessary improvements.

8.11 Summary

8.11.1 The traffic modelling identifies that there is spare capacity at the existing junctions in the study area within the 2026 and 2031 Base Scenarios. The modelling also illustrates that the proposed access junction will operate well within capacity, as will all of the surrounding junctions within the study area, within the 2031 + Development scenario.

8.11.2 The network impact assessment has been based on the outputs of the pre-vision trip forecast – i.e. it does not take into account the impact of active travel upgrades and Travel Plan initiatives. This provides for a robust assessment of 'worst-case' conditions. The assessment demonstrates that, in isolation, the proposed development will not have a 'severe' impact upon the performance of the highway network and thus satisfies the requirements of the National Planning Policy Framework.

8.11.3 The distribution and assignment exercise demonstrates that the location of the site lends itself to encouraging vehicular movement to and from the higher order road network – e.g. A and B classification roads. In particular, access in close proximity to the A23 discourages the need for 'rat-running' along lower order roads, and this is supported by the MSDC Transport Study Mitigation Strategy, which focuses on targeted capacity interventions to retain trips on higher order roads.

8.11.4 The site is identified as a location for planned growth, the impacts of which have been assessed through the Mid Sussex Transport Study. A package of measures required to manage the impact of planned development has been identified, and an Infrastructure Delivery Plan (IDP) is being prepared by Mid Sussex District Council that identifies the proportional contributions required to enable its delivery. The Applicant is willing to pay proportional contributions towards the necessary improvements.

SECTION 9 Summary and Conclusions

9.1 Summary

9.1.1 This TA has been prepared following pre-application discussions with WSCC and assesses the proposed development of up to 210 dwellings, alongside the provision of a replacement SEN School, against the 'key transport tests' set out in paragraph 115 of the NPPF.

9.1.2 The site is identified as a residential allocation in the Submission Draft Mid Sussex District Council Local Plan (2021 – 2039) (ref: *DPSC7: Land at LVS Hassocks*). The development is acceptable in transport terms as set out below.

Will the opportunities for sustainable travel be prioritised?

9.1.3 There is an established precedent for development in this location. Future residents of the site will have access to a variety of everyday facilities and services located within a comfortable walking and cycling distance of the site., supplemented by additional services and facilities to be developed as part of the wider Sayers Common planned growth allocations.

9.1.4 Journeys further afield can be accommodated by public transport with bus stops located on the B2218, within 100m of the site, which provide onward connections to Hassocks and Burgess Hill rail stations.

9.1.5 These opportunities for sustainable transport will be promoted and taken up appropriately and proportionately though:

- Site design, e.g. providing an environment that is conducive for use by active travel modes, the provision of cycling parking and EV charging and dwelling design that seeks to enable working from home.
- The removal of traffic from Bridleway 9hU and a new connecting route between 9hU and Footpath 10hU.
- Enhancements to local off-site active travel infrastructure.
- Financial contributions to strategic intervention identified through the emerging Infrastructure Delivery Plan.
- Comprehensive sustainable transport strategy.

9.1.6 The opportunities for sustainable travel have been prioritised, consistent with the objectives of the NPPF.

Will safe and acceptable access be provided to the site for all modes?

9.1.7 Access to the site is proposed through the slight relocation of an existing priority-controlled access onto the B2218. In turn, this connects with a new 5.5m spine road providing access to the residential element of the development in addition to replacing the use of Bridleway 9hU for access to LVS Hassocks.

9.1.8 The access arrangements comply with relevant design guidance and have been subject to an independent Stage 1 Road Safety Audit. Safe and suitable access will be provided, consistent with the requirements of the NPPF.

Will the site layout comply with design guidance?

9.1.9 The internal layout of the LVS School is a matter for determination, and the layout of the site has been demonstrated to operate effectively with sufficient parking and refuse/fire access.

9.1.10 The design of the school layout has taken the opportunity to introduce a one-way taxi waiting loop distinct to the car park, enabling the removal of traffic from Bridleway 9hU and the internalisation of traffic associated with the school within the school site boundaries, supplemented with an on-site car park to accommodate parking demands arising with the operation of the school.

9.1.11 The internal layout of the residential site is a reserved matter and will not be determined at this stage. Nevertheless, the illustrative site layout plan shows a street hierarchy in line with design guidance, adequate provision for car and cycle parking, sufficient space for servicing and in line with Building Regulations guidance for fire access.

Will the traffic impacts be acceptable?

9.1.12 The assessment demonstrates that, in isolation, the proposed development will not have a 'severe' impact upon the performance of the highway network and thus satisfies the requirements of the National Planning Policy Framework.

9.1.13 The site is identified as a location for planned growth, the impacts of which have been assessed through the Mid Sussex Transport Study. A package of measures required to manage the impact of planned development has been identified, and an Infrastructure Delivery Plan (IDP) is being prepared by Mid Sussex District Council that identifies the proportional contributions required to enable its delivery. The Applicant is willing to pay proportional contributions towards the necessary improvements.

9.1.14 Consistent with the objectives of the NPPF, the proposed development will not have a 'severe' cumulative impact on the performance of the highway network.

Mitigation

9.1.15 The development proposals are supported by a comprehensive package of mitigation measures, comprising:

- Widening of the existing footway on the B2218 north of the site access to the B2218 / Mill Lane Roundabout to provide a 3.0m wide shared use pedestrian / cycle route - illustrated on drawing **ITS19984-GA-034A**
- Provision of an uncontrolled crossing on the B2218 and a new footway / cycleway on the western section of the B2218 to tie into an existing footway adjacent to the southbound bus stop - illustrated on drawing **ITS19984-GA-034A**
- Provision of tactile paving at the junction between B2218 / Oakhurst - illustrated on drawing **ITS19984-GA-034A**
- The introduction of a route within the site linking PRoW 9hU and 19hU.
- The removal of traffic from Bridleway 9hU and landscaping enhancement along the route.
- Financial contributions to bus service enhancements.
- Financial contributions towards improvements to Hassocks Station (in accordance with Policy DPSC3 and the emerging Infrastructure Delivery Plan).
- The provision of Car Club vehicles
- The provision of on-site electric bicycles or membership of Brompton cycle-hire subscription scheme, secured through the Travel Plan.
- Residential Travel Plan
- School Travel Plan
- Financial contributions towards the delivery of improvement schemes identified within the emerging Infrastructure Delivery Plan.

DPSC7 Policy Compliance

9.1.16 The Submission Draft Local Plan identifies the following policy requirements for the site:

i 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.

ii Prioritise pedestrian and cycle access throughout the development and integrate and enhance the existing PRoW which crosses the site.

iii Provide any necessary upgrades to the existing access onto B2118.

iv Provide financial contributions towards the provision of sustainable transport including improvements at Hassocks Station.

9.1.17 The development proposes off-site active travel infrastructure upgrades to the B2218 to ensure sustainable modes of travel are prioritised. This will not only benefit future residents of the development but will also support a coordinated approach with other housing allocations within Sayers Common.

9.1.18 The existing PRoW will be integrated within the site and the provision of a specific waiting area / car park for taxis within the LVS School will remove existing parking that occurs along the PRoW, enhancing its use for walking, cycling and equestrian trips. A new linking route between Bridleway 9hU and Footpath 10hU will be provided.

9.1.19 The existing access to the site will be relocated and enhanced to provide dropped kerbs and tactile paving to facilitate safe pedestrian access.

9.1.20 In collaboration with the other allocates sites, the applicant will provide proportionate contribution towards facilitating the delivery of infrastructure identified within the Infrastructure Delivery Plan.

9.1.21 As such, all site-specified policies associated with DPSC7 have been addressed.

9.2 Conclusions

9.2.1 It is concluded that:

- The site is located in an accessible location that is suitable for a residential development of up to 210 dwellings. Current public transport and local active travel links provide opportunities for sustainable travel to be taken up. The site provides connections and proposes improvements to local infrastructure and through the delivery of the Sustainable Transport Strategy and Travel Plan will ensure that these opportunities have been prioritised to be taken up by future residents.

- The site access arrangements comply with local and national design guidance and have been subject to an independent Stage 1 Road Safety Audit as well as pre-application engagement with WSCC. Connectivity for active travel modes has been considered. Safe and suitable access will therefore be provided for all users.
- The impact of the development on the operation of the local highway network within Sayers Common has been assessed and it is demonstrated that there will not be any significant residual impacts arising from the development.

9.2.2 Overall, the proposal is therefore demonstrated to comply with relevant transport policy, particularly the NPPF and MSDC Local Plan allocation, and in transport and highways terms is shown to be acceptable.

FIGURES

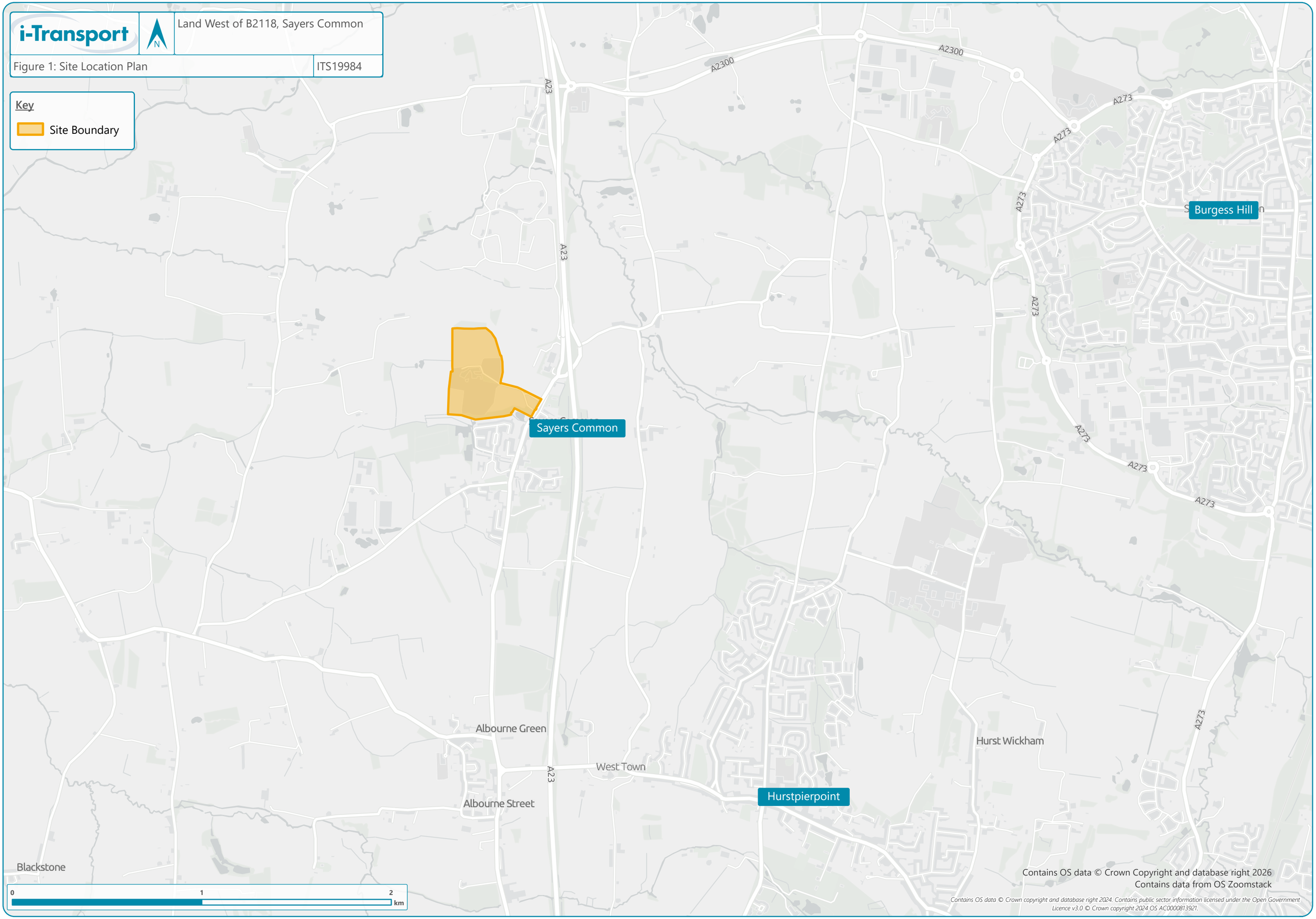
i-Transport

Land West of B2118, Sayers Common

Figure 1: Site Location Plan | ITS19984

Key

Site Boundary



i-Transport

Land West of B2118, Sayers Common

Figure 2: Public Transport Opportunities

ITS19984

Key

- Site Boundary
- Railway Station
- Bus Route 273
- Bus Route 331
- Terminus Bus Stop
- Bus Stop

Towards Crawley (26 minute bus journey to Crawley Bus Station)

Rail services towards Haywards Heath (6 minutes) London Gatwick Airport (20 minutes) and London Victoria (52 minutes)

Wineham

World's End

St John's Common

Burgess Hill

Burgess Hill Railway Station (17 minute bus journey)

Charles Avenue / Albert Drive Industrial Estates (9 minute bus journey)

Victoria Way / Victoria Road Industrial Estates (16 minute bus journey)

Sayers Common

Albourne Green

Albourne Street

Hurstpierpoint High Street (8 minute bus journey)

Hurstpierpoint

Henfield Village Centre (13 minute bus journey)

Henfield

Blackstone

Nep Town

Hassocks Railway Station (15minute bus journey and 6 minute walk from Stonepound Crossroads)

Hassocks

Keymer

Downlands Community School (17 minute bus journey)

Woodmancote

Towards Billingshurst and Horsham

Towards Brighton (41 minute bus journey Old Steine, Brighton City Centre / 15 minute rail journey)

0 2.5 5 km

i-Transport

Land West of B2118, Sayers Common

Figure 4: Broader Facilities and Public Transport Opportunities

ITS19984

Key

- Site Boundary
- Railway Station
- Broader Employment Opportunities
- Bus Route 100
- Bus Route 273
- Bus Route 331
- Terminus Bus Stop
- Bus Stop
- 1 Sayers Common Community Shop
- 2 Little Waitrose
- 1 Sayers Common Village Hall
- 2 Oakhurst Play Area
- 3 Berryfields Playing Fields
- 4 Berrylands Farm Play Area
- 5 Albourne Equestrian Centre
- 6 All England Show Jumping Course
- 1 Hustpierpoint Health Centre
- 2 Hurst Dental Practice
- 3 Mid Sussex Health Centre
- 4 VIM Health Physiotherapist
- 1 AvTrade Global Headquarters
- 2 Kings Business Centre
- 3 Ernest Doe Power
- 4 Firsland Business Park
- 5 Mailspeed Marine
- 6 Valley Farm Business Park
- 1 Isabello's Preschool
- 2 Albourne C of E Primary School
- Proposed Neighbourhood Centre
- Land to the South of Reeds Lane Allocation (DPSC3)

Towards Crawley (26 minute bus journey to Crawley Bus Station)

Rail services towards Haywards Heath (6 minutes) London Gatwick Airport (20 minutes) and London Victoria (52 minutes)

Charles Avenue / Albert Drive Industrial Estates (9 minute bus journey)

Burgess Hill Railway Station (17 minute bus journey)

Victoria Way / Victoria Road Industrial Estates (16 minute bus journey)

Hurstpierpoint High Street (8 minute bus journey)

Hassocks Railway Station (15minute bus journey and 6 minute walk from Stonepound Crossroads)

Downlands Community School (17 minute bus journey)

Henfield Village Centre (13 minute bus journey)

Towards Billingshurst and Horsham

Towards Brighton (41 minute bus journey Old Steine, Brighton City Centre / 15 minute rail journey)

World's End

St John's Common

Burgess Hill

Albourne Green

Albourne Street

Hurstpierpoint

Hassocks

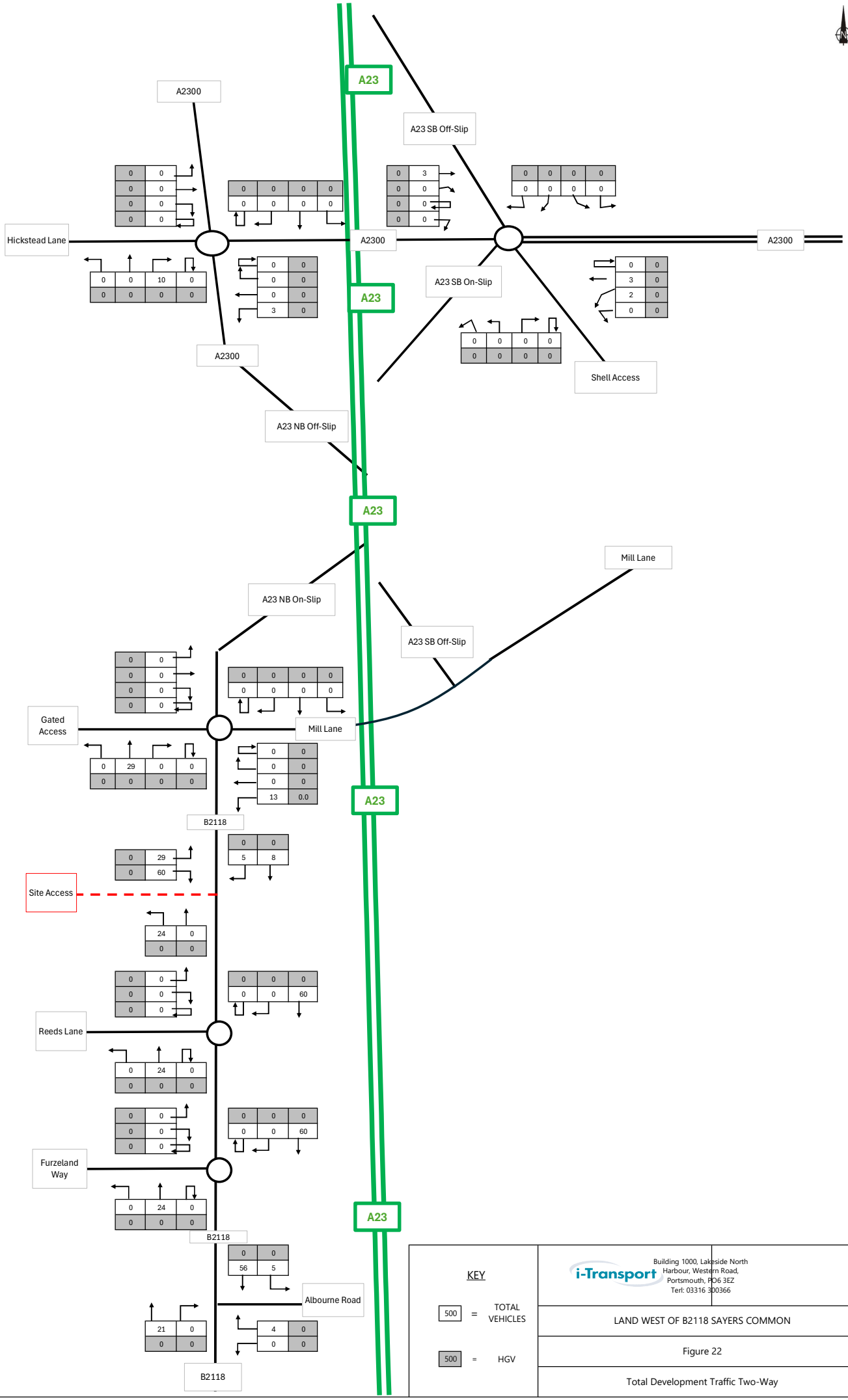
Keymer

Henfield

Nep Town

Blackstone

0 2.5 5 km



KEY

500 = TOTAL VEHICLES

500 = HGV

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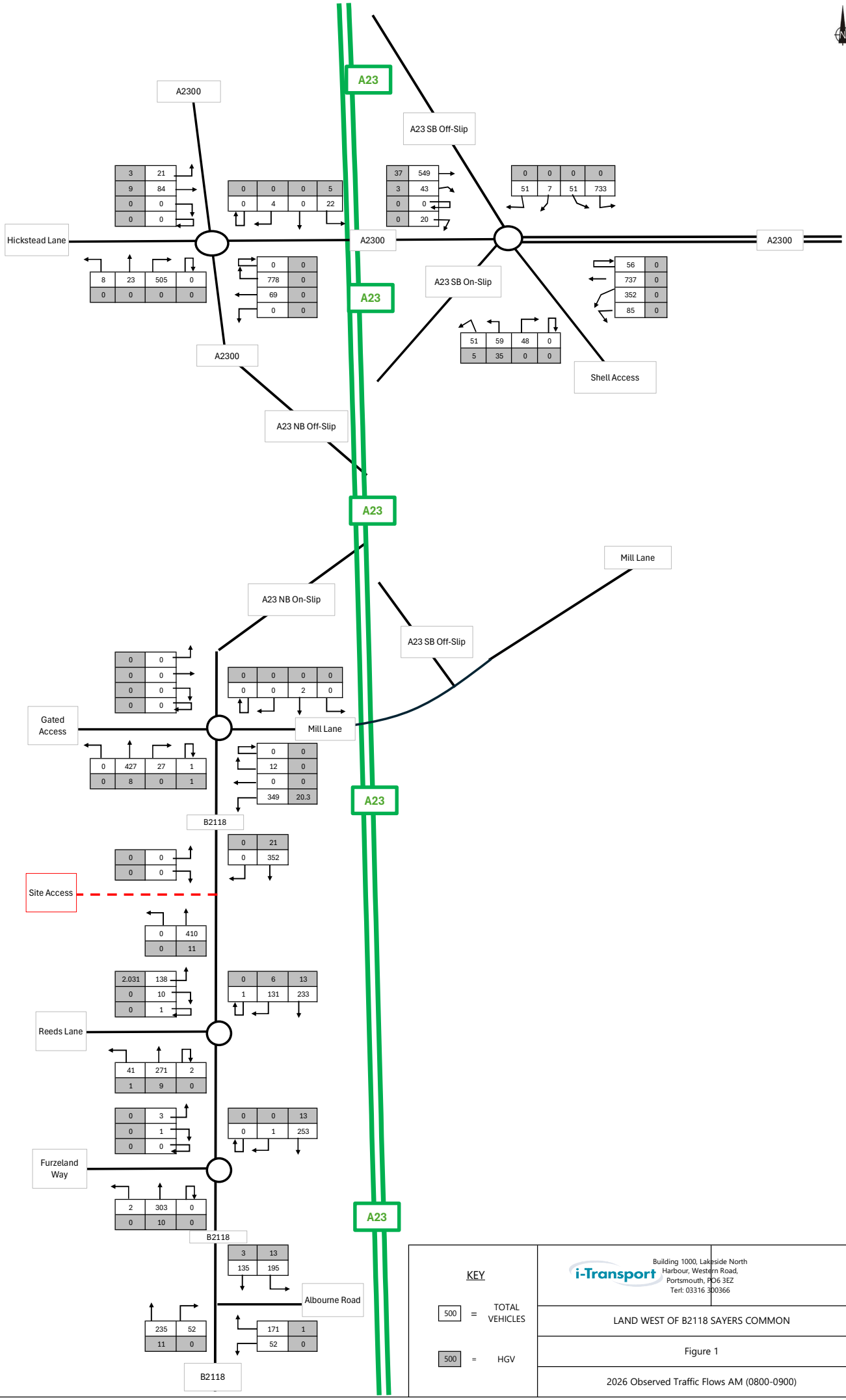
Building 1000, Lakeside North Harbour, Western Road, Portsmouth, PO6 3EZ
Terl: 03316 300366

LAND WEST OF B2118 SAYERS COMMON

Figure 22

Total Development Traffic Two-Way



KEY

500 = TOTAL VEHICLES

500 = HGV

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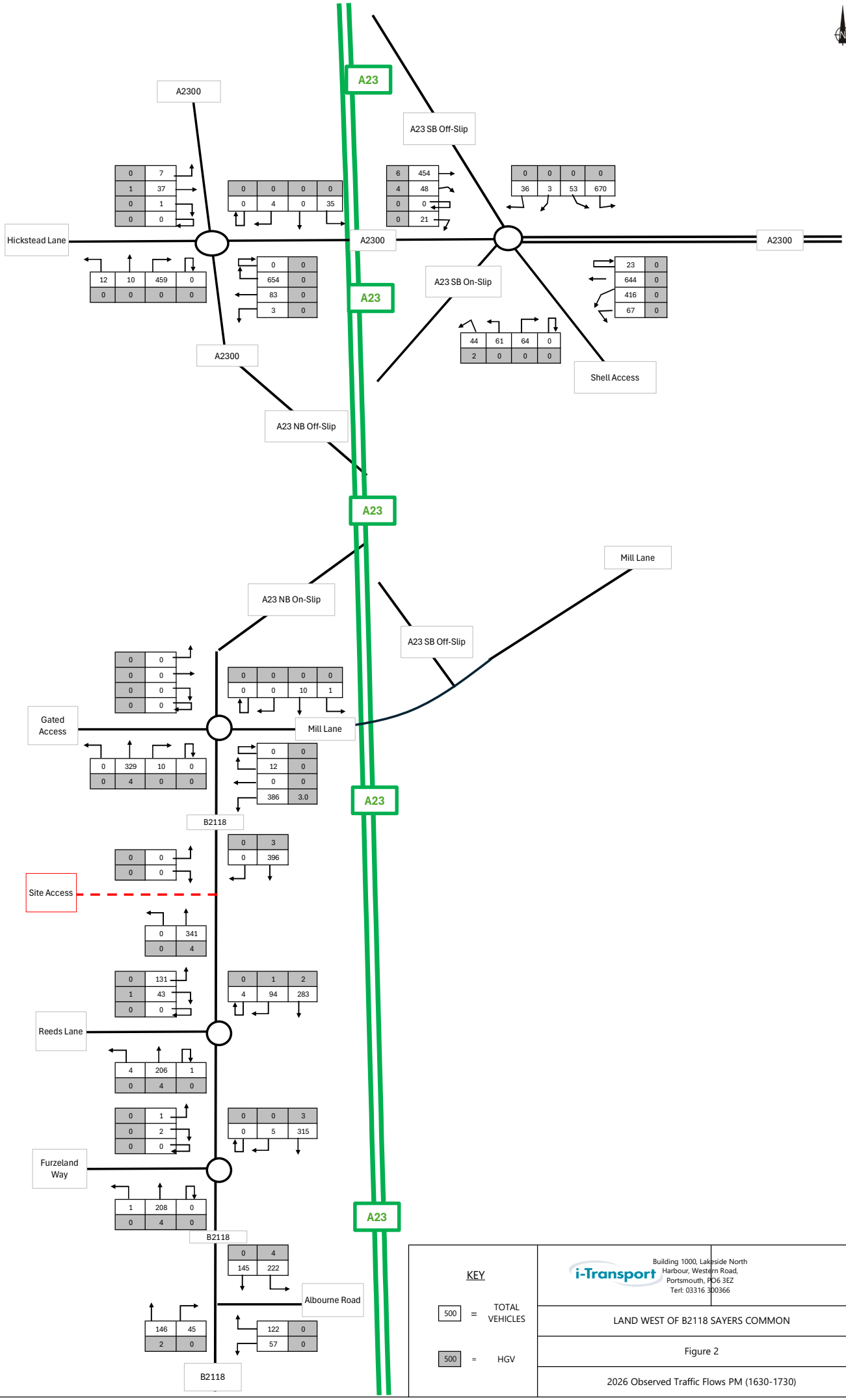
Terl: 03316 300366

LAND WEST OF B2118 SAYERS COMMON

Figure 1

2026 Observed Traffic Flows AM (0800-0900)



KEY

500 = TOTAL VEHICLES

500 = HGV

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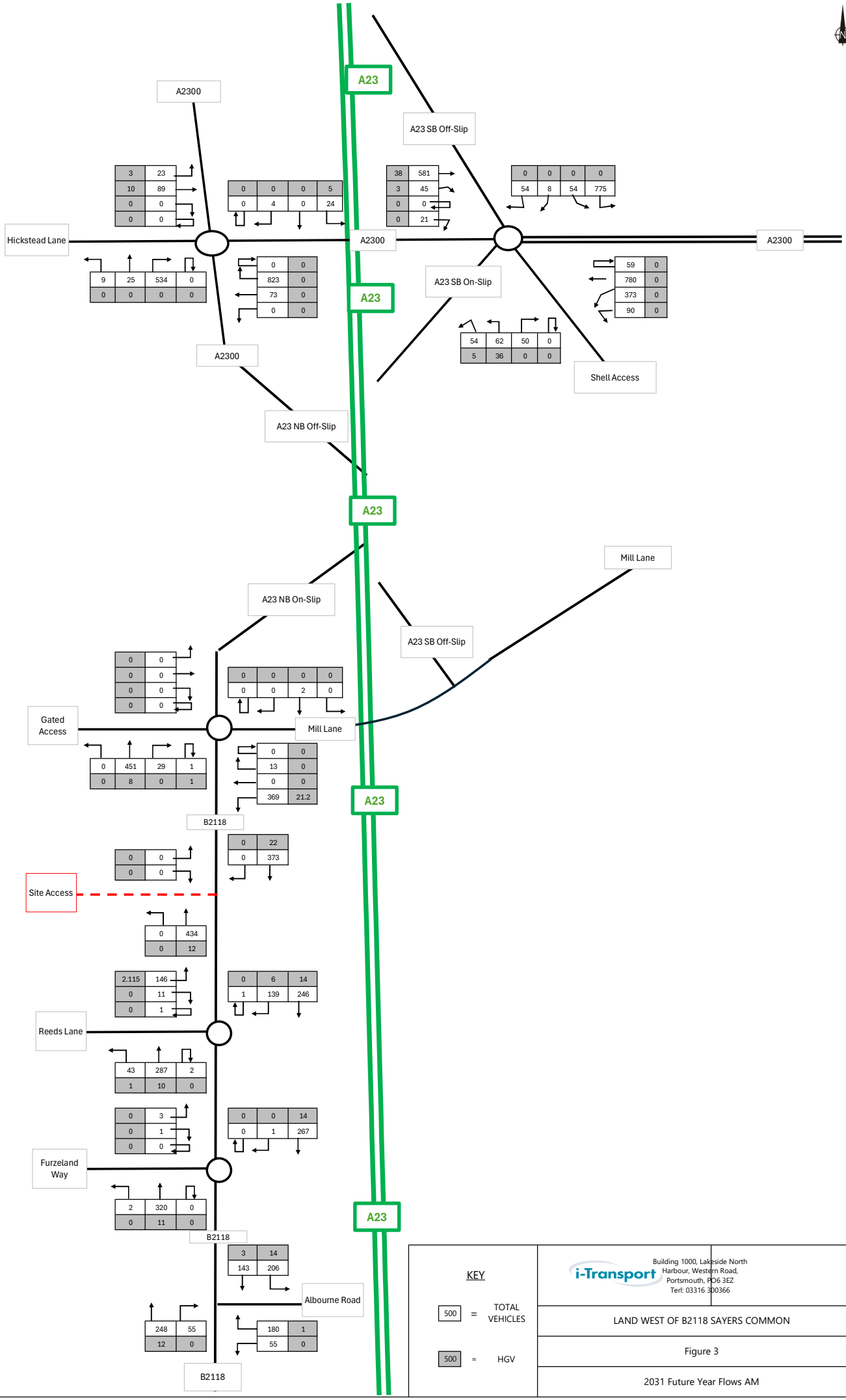
LAND WEST OF B2118 SAYERS COMMON

Figure 2

2026 Observed Traffic Flows PM (1630-1730)


A23
A2300
A23 SB Off-Slip
Hickstead Lane
A2300
A2300
A23
A23 SB On-Slip
A2300
Shell Access
A23 NB Off-Slip
A23
Mill Lane
A23 NB On-Slip
A23 SB Off-Slip
Gated Access
Mill Lane
A23
B2118
Site Access
Reeds Lane
Furzeland Way
A23
B2118
Albourne Road
B2118
KEY
500 = TOTAL VEHICLES
500 = HGV
i-Transport
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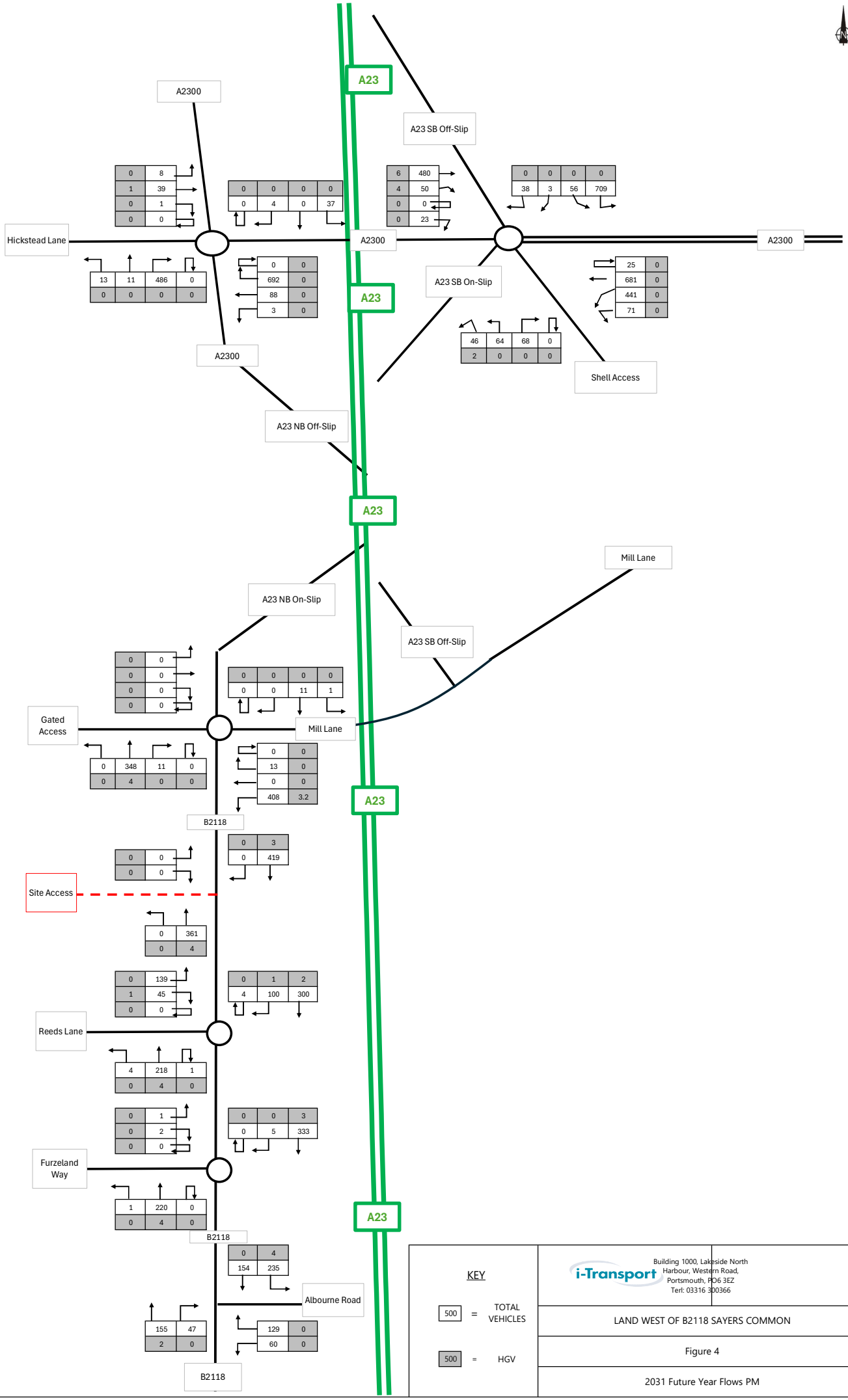
Terl: 03316 300366
LAND WEST OF B2118 SAYERS COMMON
Figure 3
2031 Future Year Flows AM



KEY

500 = TOTAL VEHICLES

500 = HGV

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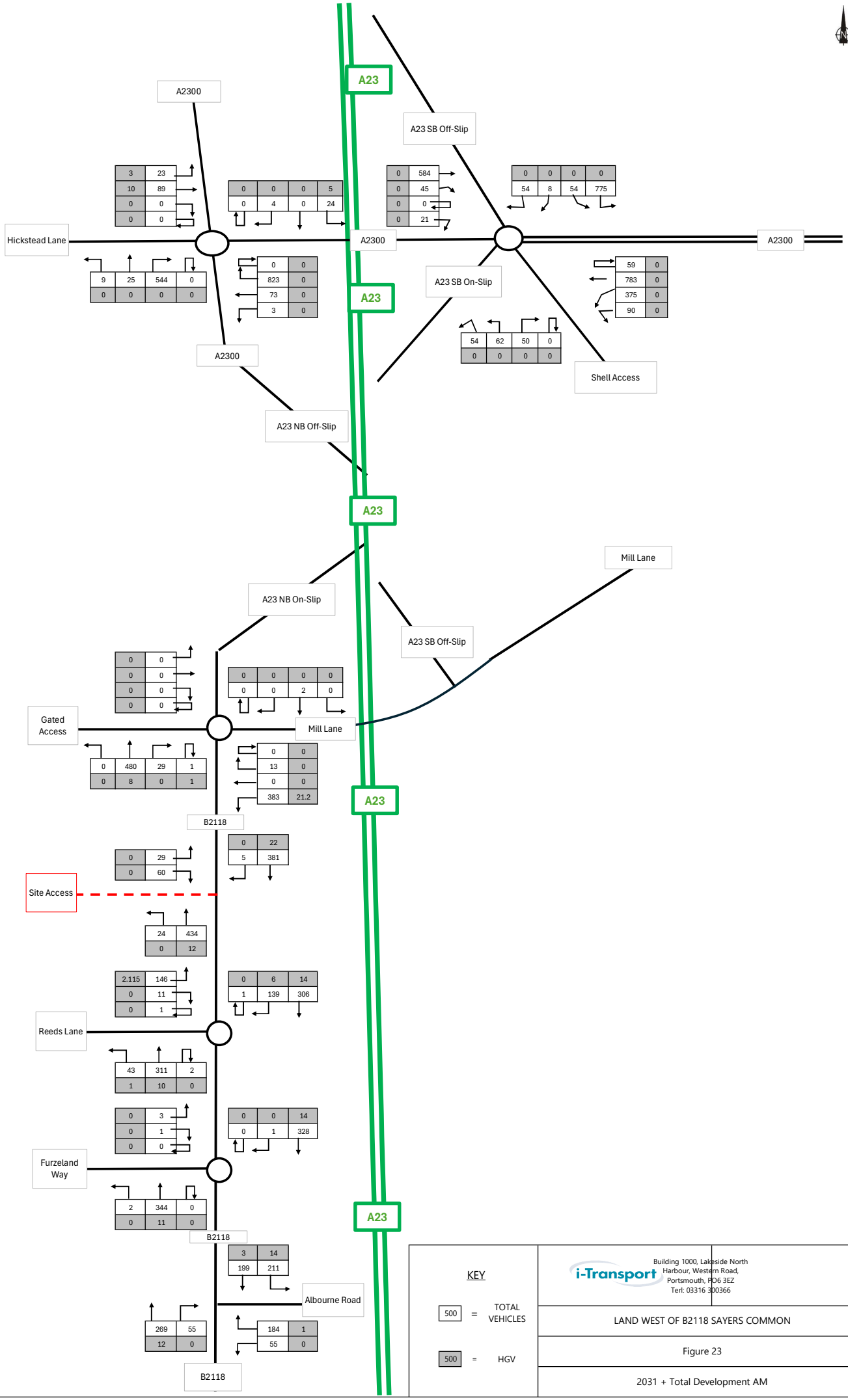
Terl: 03316 300366

LAND WEST OF B2118 SAYERS COMMON

Figure 4

2031 Future Year Flows PM



KEY

500 = TOTAL VEHICLES

500 = HGV

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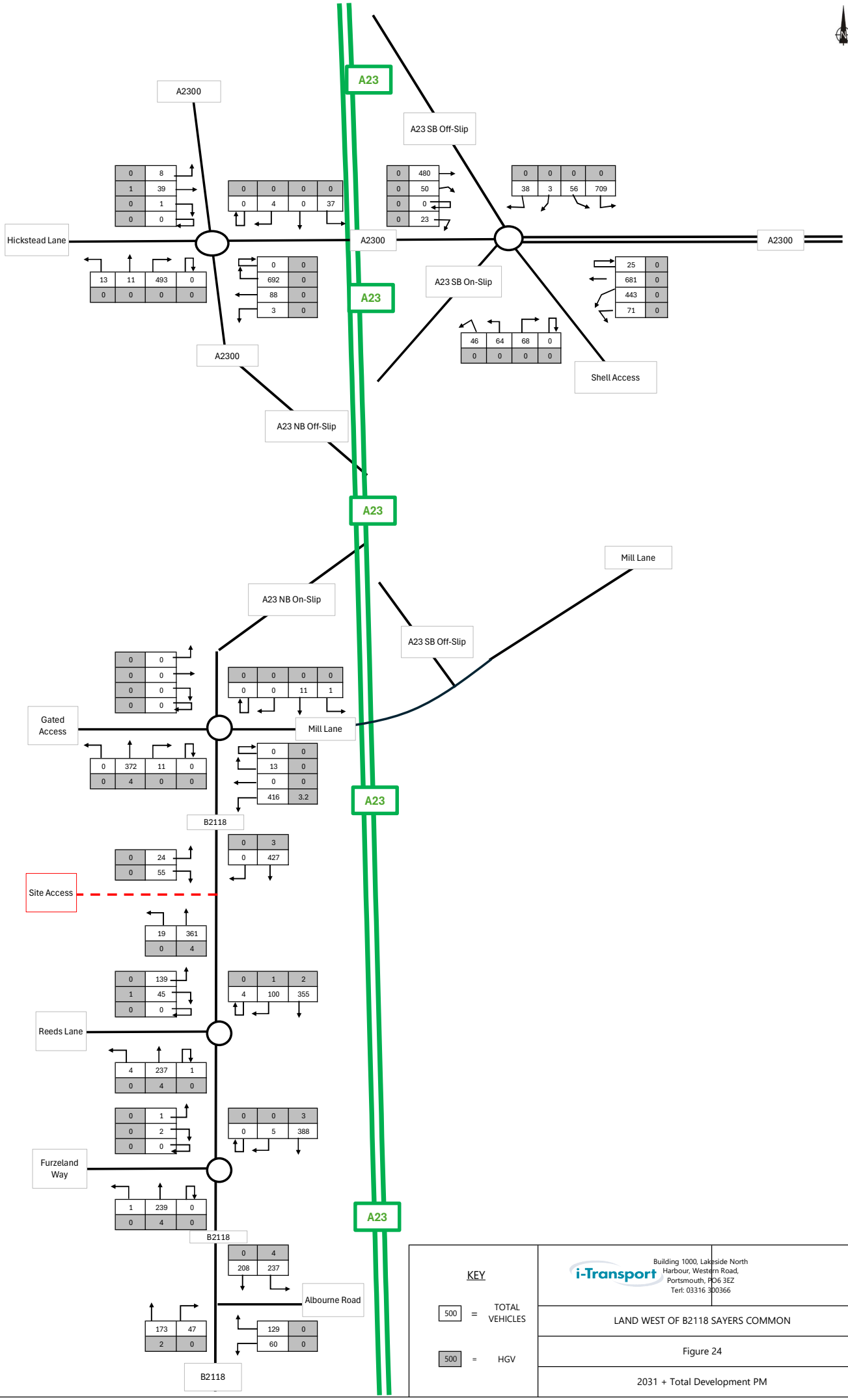
Terl: 03316 300366

LAND WEST OF B2118 SAYERS COMMON

Figure 23

2031 + Total Development AM



KEY

500 = TOTAL VEHICLES

500 = HGV

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Terl: 03316 300366

LAND WEST OF B2118 SAYERS COMMON

Figure 24

2031 + Total Development PM

DRAWINGS

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i-Transport

Lakeside North Harbour, Building 1000, Lakeside North Harbour Western Road, Porstmouth, Hampshire, PO6 3EZ

Tel: 03316 300366

www.i-transport.co.uk

SCALE BAR @ 1:500

0 5 10 25 50

REV	DATE	BY	DESCRIPTION	CHK	APD
F	19.12.25	TA	SITE BOUNDARY HAS BEEN REMOVED	DS	DS
E	28.11.25	TA	DESIGN HAS BEEN UPDATED	OT	DS
D	19.11.25	TA	DESIGN HAS BEEN UPDATED	OT	DS
C	27.02.25	TA	ALIGNMENT UPDATED	DS	DS
B	03.12.24	JB	ALIGNMENT UPDATED	DS	DS
A	05.11.24	TA	TREE SURVEY AND DESIGN UPDATED, TRACKING ADDED	OT	DS

STATUS: FOR INFORMATION

TITLE: PROPOSED ACCESS ARRANGEMENT

PROJECT: LAND WEST OF B2188, SAYERS COMMON

CLIENT: WATES DEVELOPMENTS LIMITED

DRAWN:	CHECKED:	APPROVED:
JD	DS	DS
PROJECT No: ITS19984	SCALE @ A0: 1:500	DATE: 18.09.24

DRAWING No: ITS19984-GA-009

REV: F