

SELSFIELD ROAD, ARDINGLY

HIGHWAYS CONFORMITY TECHNICAL NOTE

**REPORT REF.
2600980-XX-00-RP-C-0101B**

May 2026

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ACE Drawing 2600980-ACE-XX-00-DR-C-0502A	Highways Overview

Appendices

Appendix A – Movement Parameter Plan

Appendix B – Site Masterplan

Appendix C – Street Hierarchy Plan

Appendix D – Parking Plan

Appendix E – Refuse Collection Plan

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HIGHWAYS CONFORMITY TECHNICAL NOTE
Document Control Sheet

2600980-XX-00-RP-C-0101B

May 2026

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft	JS	BS	DRAFT ONLY	07/04/2026
-	Final	JS	JS	DH	13/04/2026
A	Final	JS	JS	DH	06/05/2026
B	Final	JS	JS 	DH 	07/05/2026

Distribution

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1. Introduction

- 1.1. This Highways Conformity Technical Note (TN) has been produced by Ardent Consulting Engineers (ACE) on behalf of Antler Homes to provide a review of the highway aspects of the Reserved Matters (RM) design of the permitted development on Selsfield Road in Ardingly, Mid Sussex.
- 1.2. The development was granted planning permission in June of 2023 under Mid Sussex District Council application reference DM/22/1575. It was an outline application, with all matters reserved except means of access, for residential development of up to 35 dwellings (Use Class C3) with associated landscaping and infrastructure.
- 1.3. Also of relevance is the permitted Variation of Condition application DN/23/3250 which replaced the permitted access plan with **ACE Drawing 196651-002A**.
- 1.4. This TN reviews the detailed development proposals against the parameters set out within the Transport Statement (TS) and parameters plans approved as part of the outline permission. This TN also considers conformity with the relevant national and local design standards.
- 1.5. Since the proposed development does not exceed the quantum of development permitted as part of the above approved scheme, no further consideration of the traffic impact of the development is included within this TN.
- 1.6. The Local Planning Authority (LPA) is Mid Sussex District Council (MSDC) while the Local Highways Authority (LHA) is West Sussex County Council (WSCC).
- 1.7. This TN is structured as follows:
 - **Section 2:** Access and Movement Strategy
 - **Section 3:** Street Geometries
 - **Section 4:** Parking & Refuse Strategy
 - **Section 5:** Summary & Conclusions

2. Access and Movement Strategy

- 2.1. This section of the TN provides a brief outline of the access and movement strategy for the development as set out in the Outline TS, which has been utilised in developing the RM layout.
- 2.2. The Movement Parameter Plan included as part of the outline permission is provided at **Appendix A**.
- 2.3. The proposed development masterplan is provided at **Appendix B**.

Vehicular Access

- 2.4. The consented scheme proposed vehicular access via a priority junction arrangement on Selsfield Road. The permitted site access design is shown on **ACE Drawing 196651-002A**.
- 2.5. Minor amendments have been made to the access design, primarily shifting the footway from the southern side of the access road to an off-carriageway path onto the existing footway on the west side of Selsfield Road, as detailed in the Pedestrian Access section below.
- 2.6. The amendments to the junction with Selsfield Road are otherwise unchanged from the outline permission including the proposal to incorporate suitable signage and white lining to denote the priority between the showground access and the proposed development access.
- 2.7. A gate is to be provided at the entry point to the development, which will only be closed during event days at the adjacent South of England Showground (events taking place approximately 6 times per year) in order to prevent parking overspill from showground visitors.
- 2.8. Residents of the site will be provided with suitable entry methods (Key Fobs, Entry Codes etc) to allow for entry, and the South of England Showground has also committed to providing traffic management during event days to support access.

Contributions

- 2.9. As per the third schedule of the S106 legal agreement for the development, a Total Access Demand Contribution is also to be paid to WSCC in accordance with the formula set out within the S106 agreement. This contribution is to be towards traffic

calming within the parish and/or providing cycle improvements linking Ardingly to Haywards Heath.

- 2.10. A contribution towards a potential Traffic Regulation Order (TRO) is also secured via the S106 agreement, for the implementation of parking restrictions on Selsfield Road adjacent to the site access junction. Implementation of this TRO is at the discretion of WSCC as LHA.

Emergency Access

- 2.11. In accordance with emergency access requirements, an emergency link has been provided at the northeast corner of the site, comprising a 3.7m wide route with collapsable bollard on both sides. As a result, a fire tender can locate itself within 45m of the furthest point of all dwellings within the proposed development without reversing more than 20m.

Pedestrian Access

- 2.12. As outlined above, the proposed access has been amended slightly, specifically through the relocation of the footway from the south side of the access to an off-carriageway path directly onto the existing footway on the west side of Selsfield Road. The relocation of this path allows for a more direct and attractive route for pedestrians to access the site. This path will be 2m in width and the maximum gradient will be 1 in 12 for a maximum of 1m, per the guidance on gradients in Inclusive Mobility.
- 2.13. 2m pedestrian footways are also provided at the southern boundary of the site connecting into WSCC Public Right of Way Footpath ARD-9AR, in line with the outline parameter plans.

Travel Plan Statement

- 2.14. A Travel Plan Statement (TPS) was provided within the Outline TS. Condition 13 of the outline permission requires the submission to, and agreement in writing of, a TPS to MSDC as LPA. **ACE Report 2600980-XX-00-RP-C-0102A** provides this Travel Plan Statement and will be submitted alongside this TN.

3. Street Geometries

Street Makeup

- 3.1. The geometric requirements for streets within the development is based upon a hierarchy of four street-types which comply with the WSCC document 'Local Design Guide – Supplementary Guidance for Residential Development Proposals' and Manual for Streets guidance, as follows:
1. Access Road;
 2. Minor Road;
 3. Shared Surface; and
 4. Shared Drive.
- 3.2. All roads within the proposed development are to remain private and will not be offered to WSCC for adoption.
- 3.3. The plan provided at **Appendix C** shows the movement strategy for the development, including the Street Hierarchy.
- 3.4. **ACE Drawing 2600980-ACE-XX-00-DR-C-0502A** shows the geometric details, street hierarchy, swept path analysis and visibility splays for the residential streets within the development.
- 3.5. Parameters for each street type comprise the following:
- Carriageway Width;
 - Footway Width (where applicable); and
 - Service Margin (where applicable).

Access Road

- 3.6. The main Access Road to the development runs north-south through the centre of the development and has a carriageway width of 5.5m with 2m footways on both sides of the carriageway.
- 3.7. Junction radii with the Access Road are 6m, allowing for a refuse vehicle to suitably manoeuvre while keeping traffic speeds to a minimum. A vehicle crossover is included on the east side of the access road leading to plots 1, 2, 11 and 12.

Minor Road

- 3.8. Minor Roads within the development connect the Access Road to the shared surfaces / shared drives and have carriageway measuring 4.8m in width and 2m footways on one side where necessary. Junction radii are maintained at 6m as with the Access Road to facilitate refuse vehicle access.

Shared Surface

- 3.9. The majority of dwellings are accessed off shared surfaces, which typically have a width of 4.8m with a 1-2m service margin where necessary.

Traffic Calming

- 3.10. Traffic calming features are included within the site to support the proposed 20mph speed limit. All junctions within the site are raised tables, with buildouts provided along straight lengths of road longer than 100m. All traffic calming features are within 60-100m of another feature as per standard traffic calming guidance.

Visibility

- 3.11. Visibility splays of 2.4m x 25m commensurate with the proposed 20mph speed limit are achievable at all junctions within the site. All vegetation and structures within the visibility splays have been confirmed to be lower than 0.6m in height, in accordance with guidance from Manual for the Streets and Manual for the Streets 2.
- 3.12. Forward visibility splays of 17m, commensurate with 15mph practical speeds, are provided on all bends within the development. As above, all vegetation and structures within the forward visibility splays have been confirmed to be lower than 0.6m in height, in accordance with guidance from Manual for the Streets and Manual for the Streets 2.

4. Parking & Refuse Strategy

Car Parking Strategy

- 4.1. Parking standards for residential developments in Mid Sussex are based on the WSCC Guidance on Parking at New Developments, dated September 2020.
- 4.2. The WSCC parking standards for residential developments is based on a zonal system, with Parking Behaviour Zones 1-4 defining the expected parking demand. The development lies within an area defined as Parking Behaviour Zone 1. **Figure 4.1** shows the WSCC car parking standards.

Table 2: Residential Parking Demand (spaces per dwelling)						
Number of Bedrooms	Number of Habitable Rooms	PBZ1	PBZ2	PBZ3	PBZ4	PBZ5
1	1 to 3	1.5	1.4	0.9	0.9	0.6
2	4	1.7	1.7	1.3	1.1	1.1
3	5 to 6	2.2	2.1	1.8	1.7	1.6
4+	7 or more	2.7	2.7	2.5	2.2	2.2

Figure 4.1: WSCC Parking Standards

- 4.3. Where garages are provided, these meet or exceed the minimum dimensions of 6m x 3m and are therefore counted as 0.5 car parking spaces per the WSCC guidance.
- 4.4. Paragraph 5.3 of the WSCC guidance states that *"To accommodate potential variations in parking demand within a single ward, consideration may be given to varying the expected parking demand by 10% above or below, which is based on the average variation in demand between PBZs. In order to determine whether or not this is acceptable, the applicant will need to provide justification through, for example, the provision of parking beat surveys."*
- 4.5. Similarly, paragraph 5.4 of the WSCC guidance states *"To meet with current and emerging guidance on the promotion of sustainable travel modes and choices, consideration could also be given to reducing the expected level of parking demand by 10%. This is based on the Department for Transport's 'Smarter Choices' research that shows reductions in traffic movements can be achieved by up to 10 to 30% where a range of travel choices are available through provision of travel plans, public transport contributions, and other sustainable travel initiatives."*
- 4.6. A 10% variation above or below the parking standards is therefore allowable.

- 4.7. The proposed development based has been designed to provide a flexible mix of designs, with some plots able to accommodate either a 3-bedroom dwelling or a 4-bedroom dwelling, and some plots able to accommodate a 4-bedroom dwelling or a 5-bedroom dwelling.
- 4.8. As shown in **Figure 4.1**, only the variation between 3-bedrooms and 4-bedrooms is relevant for calculating parking requirements for the development. Calculations have therefore been conducted on the minimum parking requirements (ie all 3- or 4-bedroom dwellings as 3-bedroom dwellings) and the maximum parking requirements (ie all 3- or 4-bedroom dwellings as 4-bedroom dwellings, taking into account the $\pm 10\%$ variation allowance).
- 4.9. **Table 4.1** below summarises the minimum parking requirements while Table 4.2 summarises the maximum parking requirements.

Number of Bedrooms	Number of Units	Standard (PBZ1)	Requirement
2	4	1.7	6.8
3	13	2.2	28.6
4+	18	2.7	48.6
Total	-	-	84
		+10%	92.4
		-10%	75.6

Table 4.1: Minimum Parking Requirements (All 3/4-Beds as 3-Beds)

Number of Bedrooms	Number of Units	Standard (PBZ1)	Requirement
2	4	1.7	6.8
3	10	2.2	22
4+	21	2.7	56.7
Total		-	85.5
		+10%	94.05
		-10%	76.95

Table 4.2: Maximum Parking Requirements (All 3/4-Beds as 4-Beds)

- 4.10. In summary, the WSCC standards allow a total parking demand of between 76 car parking spaces (rounded up) and 94 car parking spaces (rounded down).
- 4.11. **Table 4.2** below summarises the proposed parking provision for the site, taking into account that all single garages measure a minimum of 6m x 3m, and therefore count as 0.5 parking spaces, and all double garages measure a minimum of 6m x 6m, and therefore count as 1 parking space.

Type	Number	Provision
Uncovered / Car-Port	69	69
Single Garage	17	8.5
Double Garage	10	5
Total	-	82.5

Table 4.2: Proposed Parking provision

4.12. As shown above, the proposed development provides a similar level of allocated parking to the base requirements of the WSCC standards, and is comfortably within the overall permissible range.

4.13. The plan provided at **Appendix D** shows the overall car and cycle parking strategy for the proposed development.

Visitor Parking

4.14. Paragraph 5.8 of the WSCC parking standards states that *"Developers should take an approach that is consistent with national research which suggests, "that no special provision should be made for visitors where at least half of the parking provision associated with the development is unallocated. In all other circumstances it may be appropriate to allow for additional demand for Visitor parking of 0.2/spaces per dwelling" (DCLG, 2007, Residential Car Parking Research)."*

4.15. The WSCC standards therefore expect a minimum of 7 visitor parking spaces ($35 * 0.2 = 7$).

4.16. The proposed development provides a total of 9 visitor parking spaces, thereby exceeding the minimum requirements.

Residential Cycle Parking

4.17. The residential cycle parking standards are also provided within the WSCC guidance and these are replicated in **Table 4.1** below.

Table 1: Minimum levels of cycle provision		
Type	Dwelling Size	Cycle Provision (per unit)
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces
Houses	Multiple Occupation	1 space
Flats	Up to 3 rooms (1 & 2 bed)	0.5 space (if communal storage otherwise same as 1 & 2 bed house)
Flats	4+ rooms (3+ bed)	1 space

Table 4.1: WSCC Residential Cycle Parking Standards

4.18. Cycle parking within the development is provided in line with the above WSCC standards, with cycle parking to be provided either within garages or within Cycle storage sheds within rear gardens, as highlighted on the plan provided at **Appendix D**.

4.19. The principle of cycle parking for all developments is to provide secure, covered and accessible parking for all future residents.

Residential Electric Vehicle Charging Provision

4.20. Electric vehicle charging provision will be provided in line with *Building Regulations Approved Document S: Infrastructure for the charging of electric vehicles*.

4.21. Approved Document S requires the following minimum provision:

Requirement	
The erection of new residential buildings	
S1.	(1) A new residential building with associated parking must have access to electric vehicle charge points as provided for in paragraph (2). (2) The number of associated parking spaces which have access to electric vehicle charge points must be— (a) the total number of associated parking spaces, where there are fewer associated parking spaces than there are dwellings contained in the residential building; or (b) the number of associated parking spaces that is equal to the total number of dwellings contained in the residential building, where there are the same number of associated parking spaces as, or more associated parking spaces than, there are dwellings. (3) Cable routes for electric vehicle charge points must be installed in any associated parking spaces which do not, in accordance with paragraph (2), have an electric vehicle charge point where— (a) a new residential building has more than 10 associated parking spaces; and (b) there are more associated parking spaces than there are dwellings contained in the residential building.

Figure 4.2: Building Regulations Extract

4.22. In accordance with the above guidance, all dwellings with an on-plot parking space will be provided with an active charging point.

Refuse Collection Strategy

4.23. For the majority of dwellings within the development, refuse collection will be from immediately outside of each dwelling, with sufficient space provided for bins to be presented on collection day.

4.24. For plots 1 and 2, a Bin Collection Point (BCP) has been incorporated into the development such that all residents are not required to carry waste more than 30m to the storage point, and waste collection vehicles can get within 25m of the Bin Collection Points without needing to reverse more than 12m, thereby according with the guidance in Manual for the Streets.

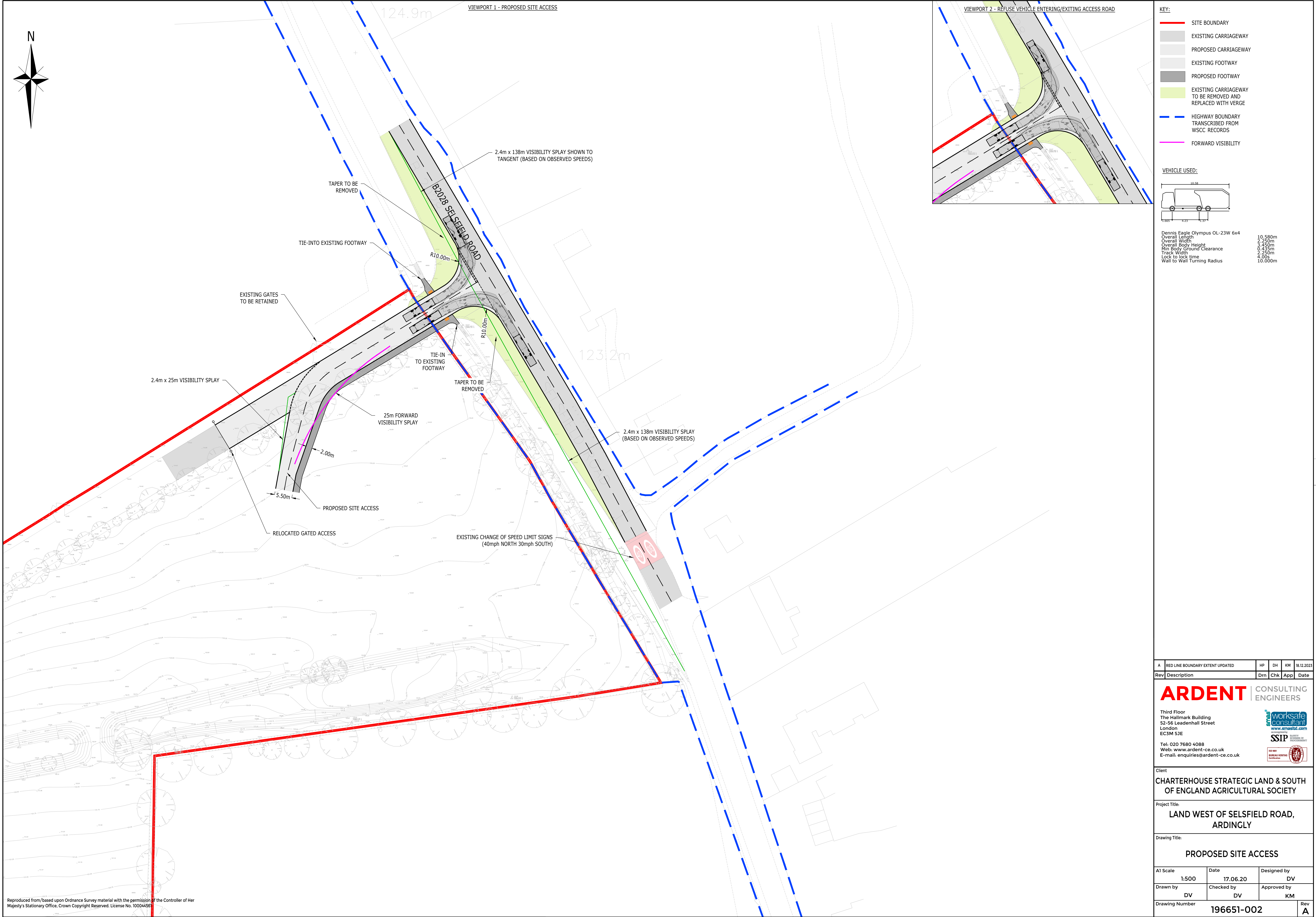
4.25. The overall refuse collection strategy for the development is provided at **Appendix E**.

5. Summary and Conclusion

Summary

- 5.1. This Highways Conformity Technical Note (TN) has been produced by Ardent Consulting Engineers (ACE) on behalf of Antler Homes to provide a review of the highway aspects of the Reserved Matters (RM) design of the permitted development on Selsfield Road in Ardingly, Mid Sussex.
- 5.2. The development was granted planning permission in June of 2023 under Mid Sussex District Council application reference DM/22/1575. It was an outline application, with all matters reserved except means of access, for residential development of up to 35 dwellings (Use Class C3) with associated landscaping and infrastructure.
- 5.3. This TN is summarised as follows:
- The access and movements strategy of the proposed development aligns with the parameter plans and principles set out within the outline permission.
 - The development incorporates a four stage street hierarchy to provide suitable infrastructure for all parts of the development.
 - The development includes suitable car and cycle parking provision, and is designed in line with refuse collection guidance.
- 5.4. In conclusion, the proposed Reserved Matters application for the residential dwellings accords with and builds on the parameters and principles of the outline permission and should be granted.

Drawings



A	RED LINE BOUNDARY EXTENT UPDATED	HP	DH	KM	18.12.2023
Rev	Description	Dn	Chk	App	Date

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SSIP
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BUREAU VERITAS
CERTIFICATION

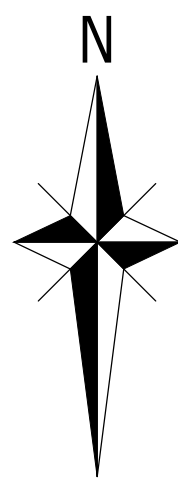
Client
CHARTERHOUSE STRATEGIC LAND & SOUTH OF ENGLAND AGRICULTURAL SOCIETY

Project Title:
LAND WEST OF SELSFIELD ROAD, ARDINGLY

Drawing Title:
PROPOSED SITE ACCESS

A1 Scale	Date	Designed by
1:500	17.06.20	DV
Drawn by	Checked by	Approved by
DV	DV	KM

Drawing Number	Rev
196651-002	A



- NOTES:**
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION, INC. RISK ASSESSMENTS AND ALL OTHER RELATED DRAWINGS ISSUED BY THE ENGINEER.
 - DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
 - ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN METRES UNLESS OTHERWISE STATED.
 - ALL DIMENSIONS, LEVELS AND SURVEY GRID CO-ORDINATES ARE TO BE CHECKED ON SITE AND THE ENGINEER NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF THE WORKS.
 - NO DEVIATION FROM THE DETAILS SHOWN ON THIS DRAWING IS PERMITTED WITHOUT PRIOR PERMISSION FROM THE ENGINEER.
 - ANY WORKS OUTSIDE RED SITE BOUNDARY ARE FOR INFORMATION PURPOSES ONLY. UNLESS SPECIFICALLY NOTED, ALL WORKS OUTSIDE THE SITE BOUNDARY WILL BE UNDERTAKEN BY OTHERS UNDER A SEPARATE CONTRACT.

VISIBILITY NOTES:

VISIBILITY ONTO 20mph ESTATE ROADS TO ACCORD WITH MANUAL FOR STREETS

MINOR ACCESS ONTO MINOR ACCESS ROAD - 2.4 x 25m SPLAY

PRIVATE/ SHARED PRIVATE DRIVES ONTO ALL ROADS - 2 x 25m SPLAY

FORWARD VISIBILITY (AROUND BENDS) ON 20mph ROAD - 25m OR 17m FOR SPEED RESTRAINT BEND

1.5m x 1.5m VISIBILITY FOR DRIVEWAYS (2m x 2m IN SOME AREAS)

NO STRUCTURES OR PLANTING SHOULD BE ABOVE 0.6m IN HEIGHT WITHIN A VISIBILITY SPLAY

ROAD TYPES

GUIDANCE USED
MANUAL FOR STREETS (MIS)

WSCC: LOCAL DESIGN GUIDE SUPPLEMENTARY GUIDANCE FOR RESIDENTIAL DEVELOPMENT PROPOSALS

ACCESS ROAD
6.0/5.5m WIDE CARRIAGEWAY WITH 2 x 2m FOOTWAYS AT ACCESS JUNCTION.

MINOR ROAD
4.8m WIDE CARRIAGEWAY WITH 2 x 2m OR 1 x 2m FOOTWAY

SHARED SURFACE
COMBINED PEDESTRIAN/VEHICULAR SURFACE 4.8m WIDE WITH 1 - 2m SERVICE MARGIN

SPEED RESTRAINTS

FOR 20mph SPEED LIMIT, TRAFFIC CALMING MEASURES ARE TO BE LOCATED AT OR WITHIN A MAXIMUM SPACING OF 60m. SPEED ATTENUATION BEND RADII SHOULD BE LESS THAN THE MINIMUM SPECIFIED FOR ROAD TYPE TO A MINIMUM OF 7.5m

OTHER SPEED RESTRAINTS TO INCLUDE NARROWINGS, CUSHIONS AND RAISED TABLES.

- KEY:**
- SITE BOUNDARY
 - 2.4m x 25m JUNCTION VISIBILITY SPLAY (20mph)
 - 17m FORWARD VISIBILITY SPLAY (15mph)
 - PRIMARY STREET (ASPHALT CONCRETE)
 - SECONDARY STREET (ASPHALT CONCRETE)
 - TERTIARY STREET (BLOCK PAVING)



A	UPDATED SITE LAYOUT	SR	JS		06.05.26
Rev	Description	Drm	Chk	App	Date
Purpose:		Status:			
DRAFT		NOT YET APPROVED			

ARDENT CONSULTING ENGINEERS
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SSIP
Safely Managed Access Scheme

Client: **ANTLER HOMES PLC**

Project Title: **SELSFIELD ROAD, ARDINGLY**

Drawing Title: **HIGHWAYS OVERVIEW**

Drawn by BT	Checked by JS	Approved by DH	Revision A
A1 Scale 1:500@A1	Date APRIL 2026		
Drawing Number 2600980-ACE-XX-00-DR-C-0502			

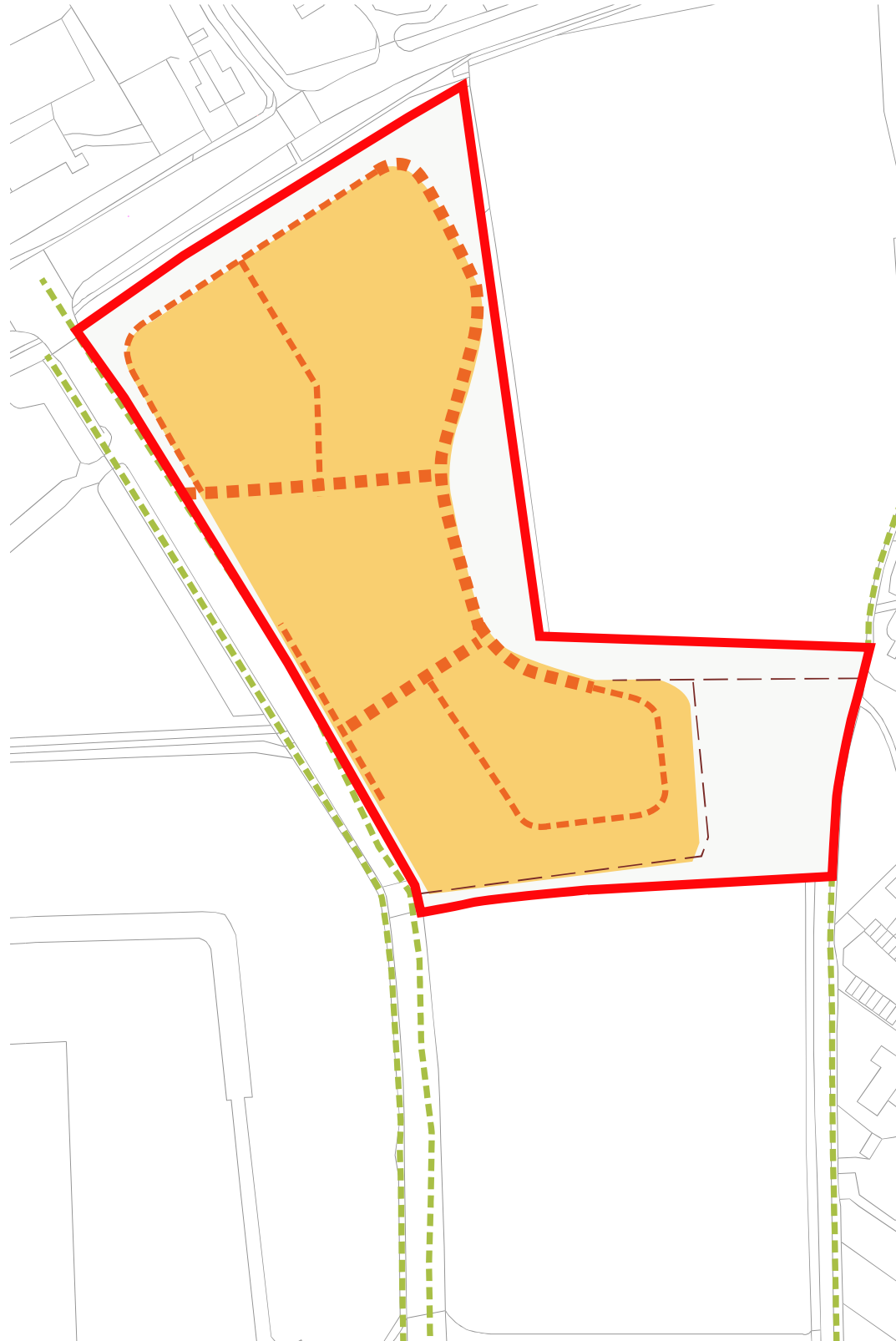
VEHICLES SPECIFICATION:	
	Fire Appliance Overall Length 8.640m Overall Width 2.550m Overall Body Height 3.300m Min Body Ground Clearance 0.347m Track Width 2.300m Lock to lock time 6.00s Kerb to Kerb Turning Radius 8.900m
	Phoenix 2-23W (with Elite 2 6x4 chassis) Overall Length 10.520m Overall Width 2.530m Overall Body Height 3.211m Min Body Ground Clearance 0.416m Track Width 2.530m Lock to lock time 4.00s Kerb to Kerb Turning Radius 9.950m

Appendices

Appendix A

Movement Parameter Plan

Land West of Selsfield Road, Ardingly

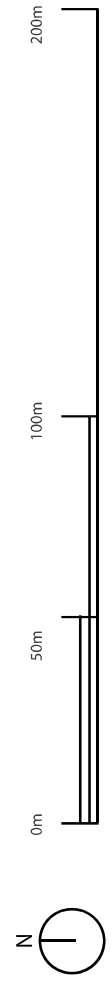


- ▼ Main Access
- Primary Roads
- Secondary Roads/ Shared Surfaces
- Public Rights of Way
- Pedestrian/ cycle links

Scale 1:1250@ A3

title Planning Application Boundary

project Ardingly
client Charterhouse Land
job no 450456
drawing no MP001
revision -
date July 2021
drawn by
checked by CO



urban design studio



savills.com/urbandesign

Appendix B

LEGEND:

- ADJACENT SW DRAINAGE EASEMENT
- NEW SW DRAIN FROM ATTENUATION BASIN
- EXCAVATION FOR NEW DRAINAGE RUN
- NEW SW DRAINAGE EASEMENT
- SW ATTENUATION CRATES
- SHED / CYCLE STORE

E	07.04.26	MJ	RED LINE BOUNDARY REVISED
D	02.04.26	MJ	UPDATED TO REFLECT COMPLETED DRAWINGS
C	27.03.26	MJ	UPDATED TO REFLECT DRAINAGE & HIGHWAY COMMENTS
B	14.03.26	MJ	UPDATED TO REFLECT LANDSCAPE DESIGN COMMENTS
A	04.03.26	MJ	UPDATED TO REFLECT TREE CONSTRAINTS

revision	date	prepared	description
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project:
SELSFIELD ROAD, ARINGLY

drawing:
SITE LAYOUT PLAN

date	scale	drawn
27.02.26	1:500 @ A1	MJ
drawing number	revision	
AH314 - PL.03	E	



St Peter's CE
Primary School

Recreation Ground

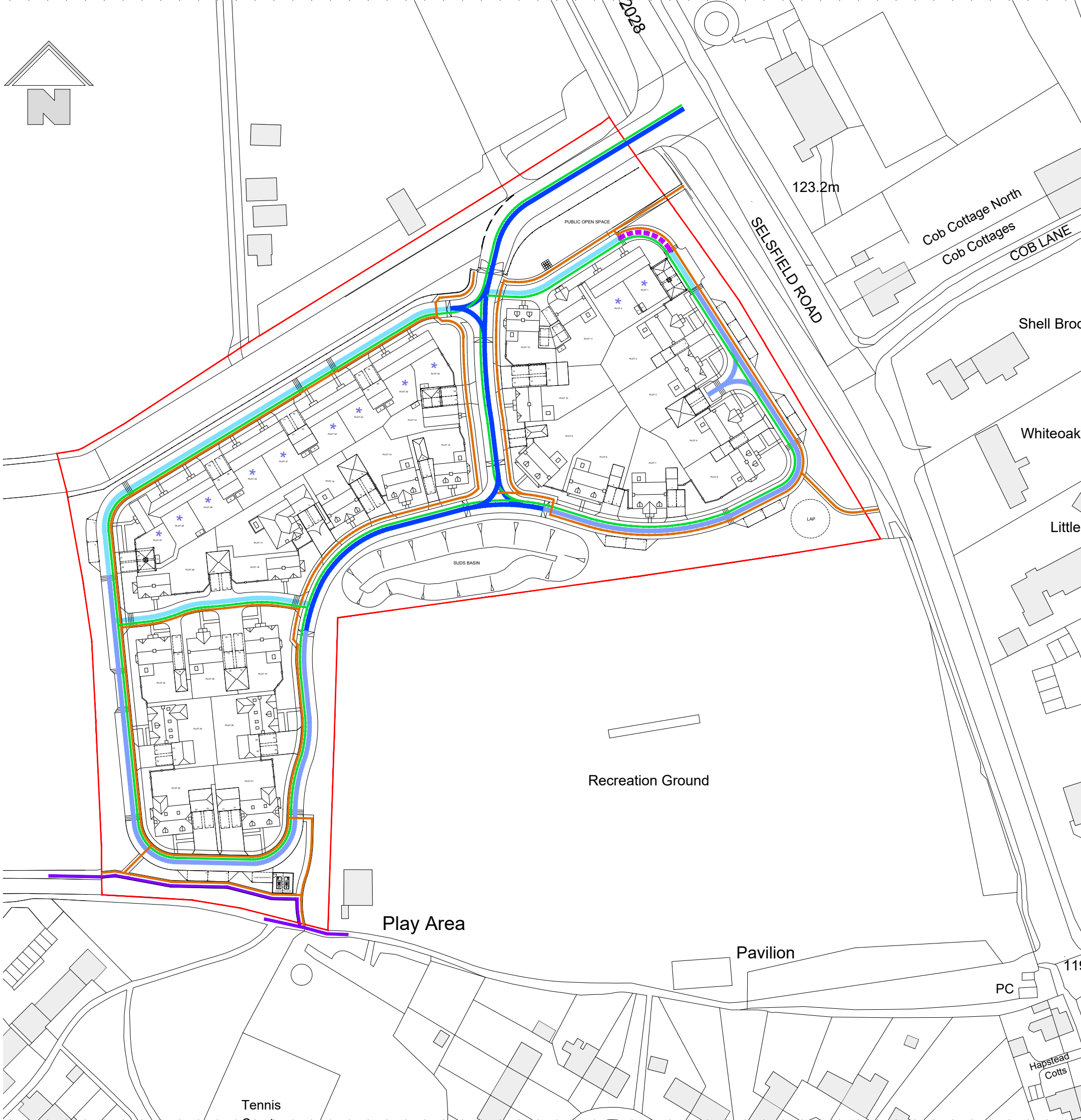
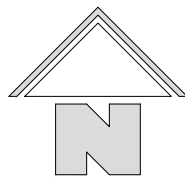
Play Area

Pavilion

PC

1:500 0 10m 20m 30m 40m

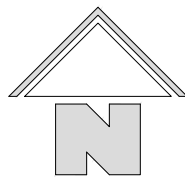
Appendix C



LEGEND :

-  SITE BOUNDARY
-  VEHICULAR MOVEMENT
-  PRIMARY
-  SECONDARY
-  TERTIARY
-  EMERGENCY FIRE ACCESS
-  BICYCLE MOVEMENT
-  PEDESTRIAN MOVEMENT
-  EXISTING FOOTPATH

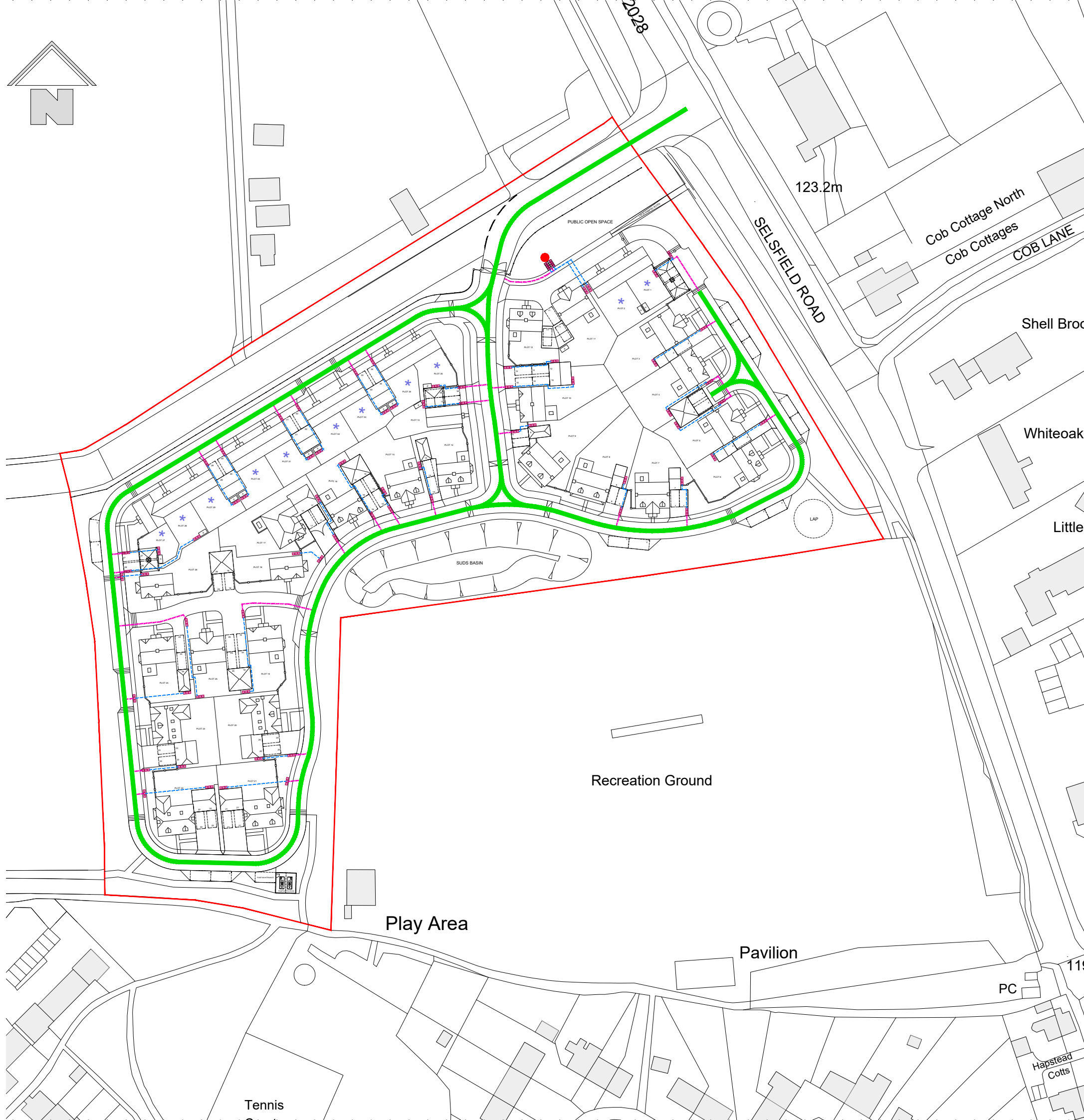
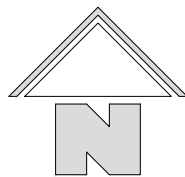
Appendix D



LEGEND :

-  SITE BOUNDARY
-  CARPORT PARKING
-  GARAGE PARKING
-  ON PLOT PARKING
-  PUMP MAINTENANCE PARKING
-  ALLOCATED ON STREET PARKING
-  VISITORS PARKING

Appendix E



LEGEND :

-  SITE BOUNDARY
-  REFUSE VEHICLE MOVEMENT
-  CREW DRAG DISTANCE (MAX.25M)
-  RESIDENT DRAG DISTANCE (MAX. 30M)
-  LOCATION OF REFUSE BINS
-  BIN COLLECTION POINT