



Transport Assessment Addendum

Land north of Balcombe Road,
Haywards Heath

April 2026

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- Appendix G: Vehicle Restraint System Technical Note

Document Details:

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1 Introduction

1.1 Overview

- 1.1.1 This addendum to the Transport Assessment (December 2025 ref. SDP-TA-131125-02) has been prepared following modifications to the proposed development and the response from West Sussex County Council requesting additional information. The response received can be found in Appendix A.
- 1.1.2 The development of the masterplan has resulted in the number of homes being reduced from 125, as originally submitted, to a new total of 117 homes.
- 1.1.3 This addendum provides clarifications and additional information including a revised roundabout design and should be read in conjunction with the Transport Assessment.
- 1.1.4 The following points are addressed in this addendum:
- Provides information on the vision for the proposed development
 - Re-designs the junction as a 'compact' single-lane roundabout
 - Demonstrates the geometry and visibility splays at the roundabout
 - Provides vehicle tracking for buses and articulated lorries
 - Considers pedestrian and cycle facilities, including adding pedestrian crossing provision on the northern arm of the junction
 - Confirms the suitability of the vertical profile of the access road
 - Provides a capacity assessment of the updated design
 - Updates the Road Safety Audit
 - Provides information on targets and monitoring

2 Approach to the Transport Assessment

2.1 Background to the Vision-led Approach

2.1.1 The National Planning Policy Framework (NPPF) states at paragraph 109 that:

“Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- a) Making transport considerations an important part of early engagement with local communities;*
- b) Ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) Understanding and addressing the potential impacts of development on transport networks;*
- d) Realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) Identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) Identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.”*

2.1.2 Paragraph 115 states that:

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

- 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 Code; 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.”*

2.2 Methodology

- 2.2.1 The approach to delivering a sustainable development has been to follow the requirements of paragraph 115 in the NPPF, giving homeowners of the proposed development real sustainable travel choices to minimise the reliance on the private car. This forms the starting point for the “vision-led” sustainable access strategy for the site, providing safe and suitable access for pedestrians and cyclists and access to public transport services.
- 2.2.2 Whilst the internal layout of the proposed development is illustrative in nature, the final scheme layout will be prepared taking account of Manual for Streets and Healthy Streets guidance to deliver safe and attractive streets throughout the development. The provision of the proposed direct pedestrian and cycle access route into the site will provide permeable connectivity to all the homes via the internal network of streets and paths.
- 2.2.3 The approach includes the setting of targets and monitoring to ensure these targets are met with a scheme of proportionate remedial actions to be implemented should targets be missed.

2.3 Creating the Vision

- 2.3.1 The transport vision for the proposed development is to create a sustainable, liveable community where residents are not reliant on or feel it necessary to travel by private car for all journeys.
- 2.3.2 To help achieve this vision, the connectivity of the site for pedestrians and cyclists has been a consideration from the initial stages of the scheme with the aim of providing a genuine, attractive choice of travel options. By providing a direct pedestrian and cycle route from the homes to the south-eastern corner of the site on Balcombe Road, the distance between the homes and local facilities such as shops and existing bus stops has been minimised. The site provides genuine opportunities for residents to access local facilities via sustainable modes, with public transport available to reach destinations further afield by public transport.
- 2.3.3 In addition, high-speed internet provision will help to reduce the need to travel to work for some residents.
- 2.3.4 As part of the wider vision, new footways and crossing points have been incorporated into the proposed access junction design to improve access on foot to Borde Hill Garden so that the access proposed for the development has wider benefits to that of just meeting the needs of the development.

2.4 Enhancing the Vision

- 2.4.1 The vision led approach is iterative and should take account of local needs, issues and opportunities. Following the comments received on the proposed access roundabout it is clear that a smaller, more compact design would be preferred over the current design which aimed to maintain the capacity of the existing three-arm junction. Therefore, the opportunity has been taken to redesign the junction as a lower capacity 'compact' single-lane roundabout which improves provision for pedestrians and cyclists whilst still allowing large vehicles such as buses and articulated lorries to navigate the junction.
- 2.4.2 Whilst the site is accessible by the existing bus service from bus stops on Penland Road, contact has been made with the operator, Compass Travel, to explore potential options for service improvements. Further details are provided later in this report.

3 Revised Highway Layout

3.1 Modifications to the Access

- 3.1.1 The original roundabout design submitted with the outline planning application is shown on 'Proposed Access Arrangement' Plan No. SDP-XX-XX-DR-D-305/P4. As part of our review of WSCC's comments upon the access design, and those received from other consultees including the Local planning Authority, we are suggesting an amendment to the roundabout design in the form of a 'compact' roundabout.

3.2 Compact Roundabout Design

- 3.2.1 A 'compact' roundabout design uses narrower entry and exit lanes and tighter entry and exit radii to achieve slower approach and circulating speeds. This redesign results in a smaller junction with a significantly reduced size of central island, from 24m in diameter for the submitted layout to 14m in diameter for the compact roundabout design.
- 3.2.2 The compact roundabout provides an opportunity to deliver a scheme that slows traffic as it enters the built-up residential area of Haywards Heath from the north. The single lane entries, circulating lane and exits give little opportunity for passing or weaving and a greater need for drivers to stop and give way. Vehicle paths are constrained and easier to anticipate making junctions potentially safer for pedestrians and cyclists. Therefore, in line with paragraph 115 from the NPPF, access arrangements are prioritised towards sustainable transport modes.
- 3.2.3 Drawing SDP-XX-XX-DR-D-305/P7 shows the proposed compact roundabout layout. This includes the addition of a footway on the northern side of the junction and tactile crossing point on the Borde Hill Lane arm of the roundabout.
- 3.2.4 The design incorporates an overrun area that large vehicles such as buses and articulated lorries are required to use. All other vehicles are expected to use the single circulating lane.
- 3.2.5 Drawing SDP-XX-XX-DR-D-352/P5 provides details of the roundabout geometry and visibility to the give-way lines on all arms. A 43m forward visibility profile is shown, consistent with Manual for Streets requirements for 30mph vehicle speeds, as identified by the speed surveys. Details of the speed survey methodology is included in Appendix B. Forward visibility profiles of 70m, consistent with DMRB requirements, are also shown along the main approaches.

- 3.2.6 Drawing SDP-XX-XX-DR-D-310/P5 shows the vertical profile of the development access. This shows that the give-way line at the roundabout can be seen from a driver's eyeline when approaching the junction. Drawing SDP-XX-XX-DR-D-311/P3 shows cross-sections at the locations marked in Drawing 310.
- 3.2.7 Drawings SDP-XX-XX-DR-D-353/P4, SDP-XX-XX-DR-D-354/P5, SDP-XX-XX-DR-D-355/P5 and SDP-XX-XX-DR-D-356/P3 show swept path vehicle tracking for turning movements at the junctions for van, refuse vehicles, buses and articulated lorries. The drawings shows that all movements can be achieved within the available space without over-running footways or traffic islands.
- 3.2.8 A design audit of the proposed access arrangements can be found in Appendix C. This provides further information on the design of the access and cross-references paragraphs from CD 123 and other design documents.

3.3 Pedestrian and Cycle Connectivity

- 3.3.1 Further details have been provided on Drawing SDP-XX-XX-DR-D-305/P7 for the proposed pedestrian and cycle link, showing the visibility at this access and for pedestrians using the refuge island crossing. Removeable bollards are proposed that would allow access by adapted cycles when in place, and by emergency vehicles when removed.

3.4 Addressing WSCC Comments

- 3.4.1 Page 2 of the WSCC response lists eight points requiring additional information relating to the roundabout. Responding to the points in turn:
- 1) The revised geometry and visibility splays (including pedestrian and cycle crossing points) are shown on Drawing 352 along with references to the relevant clauses in CD116 and associated documents.
 - 2) The compact roundabout now includes an over-runnable area intended to be used by large vehicles such as buses and articulated lorries. Swept path vehicle tracking for vans, refuse vehicles, buses and 16.5m articulated vehicles are included on the revisions to the drawings.
 - 3) The proposed footway has been extended on the north side of the roundabout and a pedestrian crossing provided across the Borde Hill Lane arm of the roundabout. Full pedestrian crossing provision is therefore provided across all four arms of the roundabout.

- 4) The redesign of the roundabout provides appropriate access to and from the proposed development for cyclists on Hanlye Lane and Borde Hill Lane. LTN 1/20 states that compact roundabouts are appropriate for cycling in mixed traffic conditions where traffic volumes and speeds are (or can be made) low, and the lane widths are narrow so that with other traffic cyclists can safely share the single lane entries, exits and the circulatory carriageway in the primary position. Cyclists travelling to and from Haywards Heath may choose to use the proposed cycle path accessed from Balcombe Road or could alternatively use the redesigned roundabout.
- 5) The shared-use pedestrian and cycle path is proposed to have tactile paving, low/flush kerbs, road markings and signage at each end to highlight the change in conditions. Drawing 305 shows the proposed tactile paving layout showing the intended segregation of pedestrians at the refuge island, and the adjacent cycle path. Cyclists turning right into the site at this point will benefit from the protection provided by the refuge island if having to wait in the centre of the carriageway. The visibility at this access and pedestrian crossing are shown on Drawing 305. Removeable bollards are proposed that would allow access by adapted cycles when in place, and by emergency vehicles when removed. The layout of this path at its northern end is indicative and will be developed further at detailed design stage.
- 6) The forward vertical visibility along the access road is shown in the profile on Drawing 310. This shows that the give-way line at the roundabout can be seen by drivers from 43m back from the junction along the proposed road alignment.
- 7) Traffic islands have been modified as part of the compact roundabout redesign.
- 8) Co-ordination with WSCC on planned changes to signage at the junction will be undertaken following further discussions on the proposed junction layout.

4 Public Transport Provision

4.1 Bus Service Provision

- 4.1.1 As stated in the Transport Assessment, the nearest bus stops to the site are located on Penland Road, approximately 300m to the south of the site. The frequency of the existing 31A service was summarised as being every two hours in each direction, Monday to Friday.
- 4.1.2 Compass Travel have been contacted to discuss the bus service provision. The response received can be found in Appendix D.
- 4.1.3 Compass Travel point out that service 31/31A operates in a loop in both directions via Hanlye Lane and Cuckfield. This effectively provides an hourly service to/from Haywards Heath - albeit one way takes slightly longer via Cuckfield. Their initial assessment is the cost of increasing the service provision to a 30 minute frequency could not be justified and is unlikely to be viable without a large subsidy. The same applies to evening or Sunday services.
- 4.1.4 The potential for adding a pair of bus stops on Hanlye Lane in the vicinity of the proposed roundabout was considered, as these were proposed in the past but have not materialised. The proposed roundabout would allow for bus stops to be incorporated between the roundabout and Coniston Avenue which would benefit the existing housing development as well as the proposed development.
- 4.1.5 The addition of bus stops in this location would further improve the accessibility and sustainability of the proposed homes.
- 4.1.6 Figure A1 shows the bus route and location of the existing bus stops along with the suggested location for additional bus stops.
- 4.1.7 The Developer is willing to provide improvements at the nearest pair of bus stops to the site in the form of real-time passenger information and, if appropriate, shelters with seating.

5 Impact of the Development on the Transport Network

5.1 Development Trips

- 5.1.1 Table 5.1 summarises the number of people and vehicle trips associated with the revised total of 117 homes, using the trip rates presented in the Transport Assessment.

Table 5.1 – Total People and Vehicle trips for 117 homes

	Total People Trips			Vehicle Trips		
	Trips In	Trips Out	Two-way	Trips In	Trips Out	Two-way
08:00 - 09:00	22	78	100	14	38	52
17:00 - 18:00	61	31	92	39	19	58

- 5.1.2 Table 5.2 shows the 12-hour weekday vehicle trip rates for 07:00-19:00. It is anticipated that a development of 117 homes would generate around 481 two-way trips in this twelve hour period.

Table 5.2 – 12-hour vehicle trips for 117 homes

	Trips In	Trips Out	Two-way
07:00 - 19:00	239	242	481

- 5.1.3 Figure TA1 shows the calculated proposed development traffic movements for 117 homes in the AM peak hour and PM peak hour. Figure TA2 shows the predicted 2030 traffic flows including the proposed development traffic movements.

5.2 Highway Capacity Assessment

- 5.2.1 The modified roundabout has been modelled using the TRL Junctions 10 software package for future year of 2030 based on the new masterplan for 117 homes.
- 5.2.2 The results of the analysis are summarised in Table 5.3, with the full output presented in Appendix E.

Table 5.3 – Site Access / Balcombe Road / Hanlye Lane / Borde Hill Lane roundabout

2030 with development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Site Access	0.05	0	0.02	0
Balcombe Road	0.60	2	0.53	1
Hanlye Road	0.59	1	0.46	1
Borde Hill Lane	0.35	1	0.33	1

- 5.2.3 The assessment shows that the roundabout operates well under capacity in 2030, based on the traffic flows modelled and with the addition of the development traffic, with minimal queuing on any of the arms of the roundabout.
- 5.2.4 As part of the vision-led approach to the Transport Assessment, a second scenario has been assessed with the development's vehicle trips reduced by 10%. The results of this analysis are summarised in Table 5.4, with the full output presented in Appendix E.

Table 5.4 – Site Access roundabout with 10% traffic reduction in development traffic

2030 with development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Site Access	0.05	0	0.02	0
Balcombe Road	0.60	2	0.53	1
Hanlye Road	0.59	1	0.46	1
Borde Hill Lane	0.35	1	0.32	1

- 5.2.5 The assessment shows that the roundabout operates with similar RFC values and queue lengths as in the original scenario. This is to be expected with junctions operating within capacity and with low volumes of development traffic.

6 Road Safety Audit

6.1 Updated Audit

6.1.1 The design of the compact roundabout has been put before the Road Safety Audit team. The points raised are discussed below with the audit forming Appendix F of this addendum.

6.1.2 A summary of the issues raised are listed below:

3.1.1 **Location:** Approaches to the proposed roundabout.

Summary: Inappropriate surfacing could lead to overshoot collisions or rear end shunts.

3.1.2 **Location:** Proposed roundabout.

Summary: Surface water on carriageway could lead to loss of control collisions.

3.1.3 **Location:** Proposed roundabout.

Summary: Inappropriate construction could increase the risk of loss of control collisions.

3.1.4 **Location:** Development arm of the roundabout.

Summary: Lack of containment barrier could increase severity of a loss of control collision.

3.2.1 **Location:** Approaches to proposed roundabout.

Summary: Lack of forward visibility may increase the risk of junction related or shunt type collisions at the roundabout.

3.2.2 **Location:** The proposed roundabout.

Summary: Inappropriate construction could lead to loss of control collisions.

3.2.3 **Location:** Development approach to proposed roundabout.

Summary: Lack of forward visibility may increase the risk of junction related or shunt type collisions at the roundabout.

3.3.1 **Location:** At the proposed Roundabout.

Summary: Insufficient capacity may lead to rear end shunts or side impact collisions.

3.4.1 **Location:** Proposed pedestrian crossing points on Access Road and Balcombe Road at the roundabout.

Summary: Restricted visibility could lead to vehicle to pedestrian collisions.

3.4.2 **Location:** Proposed pedestrian refuge on Balcombe Road.

Summary: Restricted visibility could lead to vehicle to pedestrian collisions.

3.4.3 **Location:** At the cycle link.

Summary: Lack of cycle connectivity could compromise cycle safety.

3.5.1 **Location:** Proposed pedestrian refuge on Balcombe Road.

Summary: Absence of high mounted 'Keep left' signs and illuminated bollards could lead to loss of control collisions.

3.5.2 **Location:** Proposed roundabout.

Summary: Insufficient street lighting could increase the risk of side impact collisions or vehicle to pedestrian/cyclist collisions.

- 6.2 Items 3.1.1, 3.1.2, 3.2.1, 3.4.1, 3.4.2 and 3.5.1 replicate issues raised in the original safety audit that are considered to be addressable at detailed design stage.
- 6.3 Item 3.1.3 refers to the construction of the overrun area and recommends that kerbs are not used to delineate this area. Coloured surfacing and white lining demarcation is therefore to be proposed as part of the detailed design of the junction.
- 6.4 Item 3.1.4 considers the potential need for a containment barrier due to the difference in levels. A separate note has been produced setting out reasoning for why this is not considered to be a requirement. The note is included in Appendix G, for information. Again, this can be revisited at detailed design stage to confirm any requirement.
- 6.5 Item 3.2.2 refers to the access road's gradient on the approach to the roundabout. Drawing 310 confirms the gradient is 2% for the initial 20m from the give way line.
- 6.6 Item 3.2.3 refers to the forward visibility along the access road towards the junction. Forward visibility to an object height of 0.26m, and indeed ground level, is achievable as shown on Drawing 310.
- 6.7 Item 3.3.1 considers issues with any excessive queuing at the junction. The revised junction capacity assessment shows that excessive queuing is not expected to occur.
- 6.8 Item 3.4.3 recommends that cycle facilities should link or allow cyclists to leave and rejoin the carriageway. It is expected that this link will primarily be used by cyclists travelling to and from the south and that the layout in conjunction with the refuge island provides an appropriate arrangement for cyclists as an alternative to using the roundabout junction.
- 6.9 Item 3.5.2 recommends the roundabout be lit. This is agreed, with details proposed to be provided at detailed design stage.
- 6.10 The Designer's Responses to each point has been added to Appendix C of the Road Safety Audit, with WSCC Highways (the Overseeing Organisation) to provide their comments, before a Final Road Safety Audit and response is submitted.

7 Targets and Monitoring

7.1 Targets

- 7.1.1 The vision for the development and the accompanying Framework Travel Plan promotes sustainable modes of travel for residents to encourage travel by means other than the private car.
- 7.1.2 The range of measures aim to reduce trips by car by 10% compared with the baseline estimate of trips between 07:00 and 19:00 through a combination of 'hard' (infrastructure led) and 'soft' (promotion and incentive based) measures. This target is considered to be acceptable and appropriate for the proposed development based on its locality. By promoting sustainable travel options, the aim is that vehicle trips to and from the development will be less than the average vehicular traffic generation predicted by the TRICS database.
- 7.1.3 A secondary target will be to change the proportions of the mode of transport that residents usually use for their journey to work, education and leisure trips, by decreasing the proportion of trips by private car and increasing the proportion of pedestrians, cyclists and public transport users.
- 7.1.4 The proposed targets to be achieved are presented in Table 7.1.

Table 7.1: Modal Split Targets for the full development

Mode of Travel	Baseline taken from Census (%)	Year 1 Review (%)	Year 3 Review (%)	Year 5 Review (%)
Driving a Car	54%	52%	49%	47%
On Foot	11%	11%	12%	12%
Cycling	1%	2%	3%	4%
Public Transport	29%	30%	31%	32%

7.2 Monitoring

- 7.2.1 Monitoring will be undertaken in line with TRICS Standard Assessment Methodology. The surveys will include both the vehicular and pedestrian/cycle access points. This information will record the mode of travel and provide the overall mode share for the site. The surveys will be undertaken one year after first occupation (Year 1) and then two and four years afterwards (Years 3 and 5). The first survey will be used to review the initial targets set out in this report. The results of the SAM Survey will be included in the monitoring reports, with the Travel Plan targets updated, if necessary.

-
- 7.2.2 Following each survey a monitoring report will be prepared and submitted to WSCC setting out the results of the travel surveys against the targets and objectives identified within the Travel Plan. This report will show how the Travel Plan is influencing travel behaviour and to discuss improvement measures that could be incorporated within the plan to achieve further success.
- 7.2.3 The Travel Plan Coordinator will monitor and review the progress and success of the Travel Plan and make residents aware of the progress made.

7.3 Remedial Actions

- 7.3.1 If the trip generation targets are not met, the Developer (or any successor in Title) will arrange further incentives to encourage reduced travel by car. It is proposed that if targets are not met additional travel planning drop-in sessions and personalised one-to-one sessions will be held for a further year beyond the end of the five-year monitoring period.
- 7.3.2 Further travel vouchers and on-site initiatives to encourage walking and cycling such as cycle maintenance workshops will also be identified as part of the development of a full Travel Plan and in consultation with WSCC.

7.4 Funding

- 7.4.1 The Developer will fund the Travel Plan Coordinator role for the duration of the plan period, the initial implementation of the measures outlined in the Framework Travel Plan and the monitoring surveys and associated costs of reporting. After the end of the monitoring period the source of funding for the Travel Plan in the future will be through management charges.

8 Conclusions

8.1 Summary

- 8.1.1 This Transport Assessment Addendum has been prepared in support of the proposed residential development on land north of Balcombe Road, Haywards Heath.
- 8.1.2 This addendum provides further details of the vision for the development and the modifications proposed to the site access in the form of a compact single-lane roundabout. A design audit of this junction details the geometry and visibility at the roundabout, and a capacity assessment shows that the junction is expected to have operate well within capacity for the predicted traffic flows with minimal queuing.
- 8.1.3 The junction has been subject to a Stage 1 Road Safety Audit, with all comments addressed.
- 8.1.4 Targets and monitoring information is also presented as part of this addendum including information on remedial actions and funding.
- 8.1.5 The proposed development can be safely accessed and serviced from the existing highway network via the proposed compact roundabout, with good access provision for pedestrians and cyclists. The site can be accessed by means other than the private car with public transport provision within walking and cycling distance of the site.

Figures and Drawings

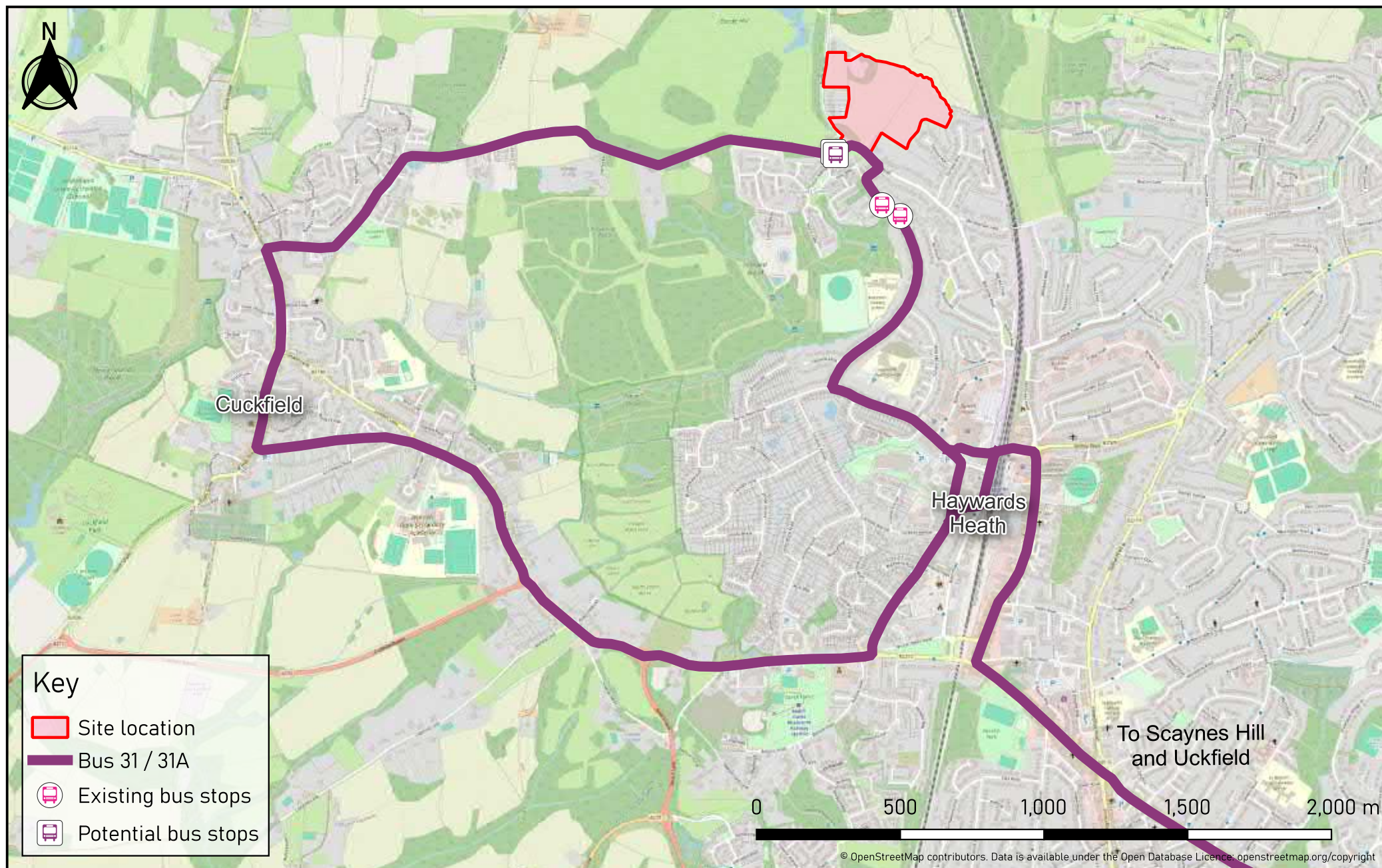
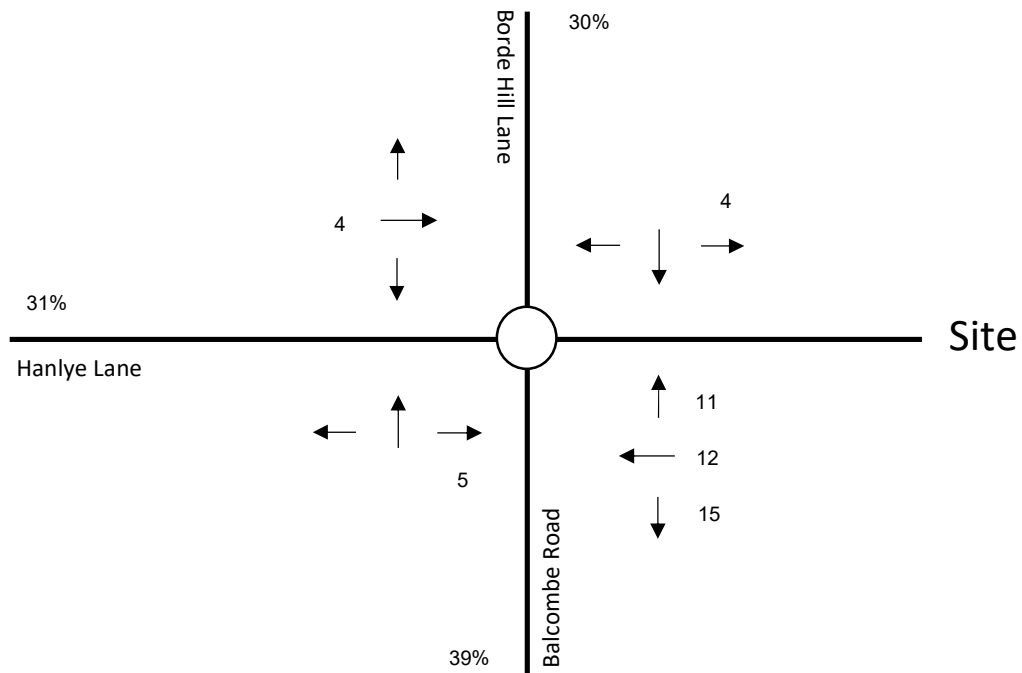
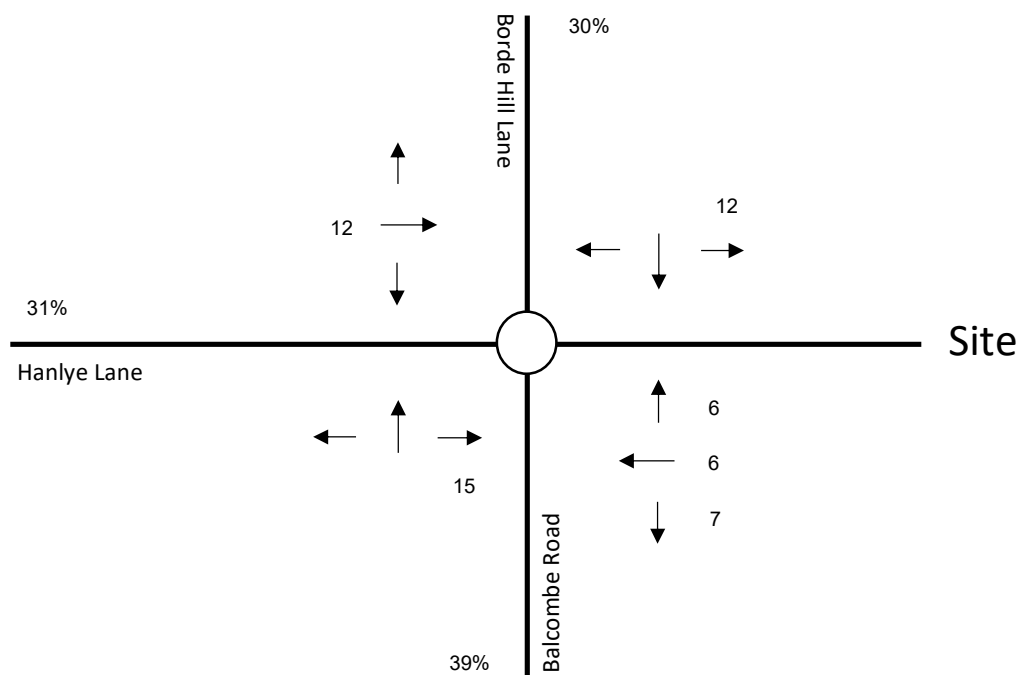


Figure A1 - Bus Routes to Haywards Heath and Uckfield

Land north of Balcombe Road, Haywards Heath

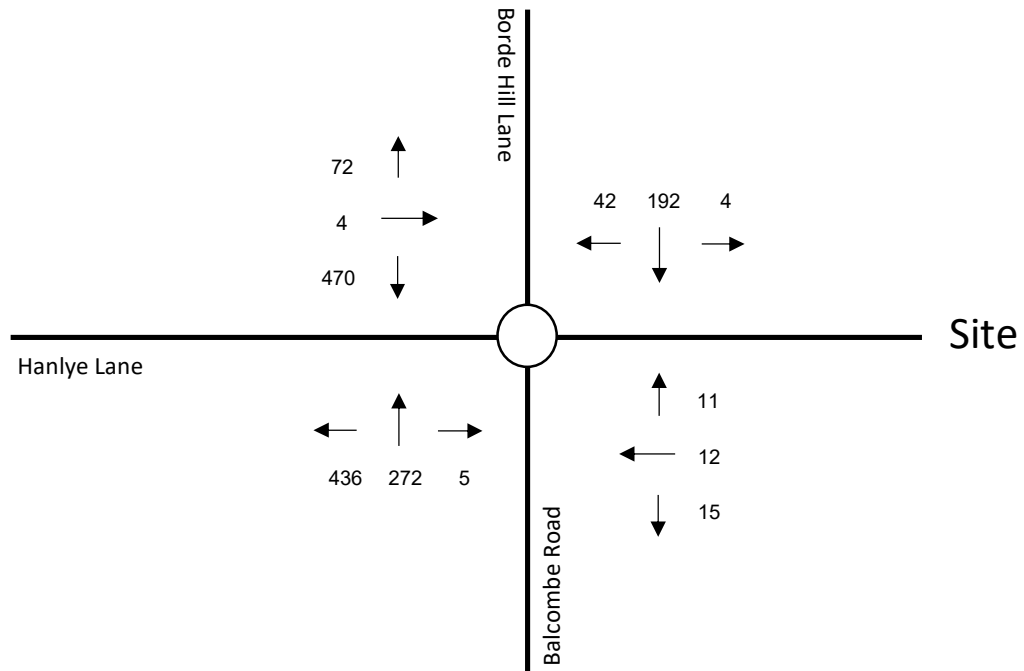


AM Peak Hour - 08:00-09:00

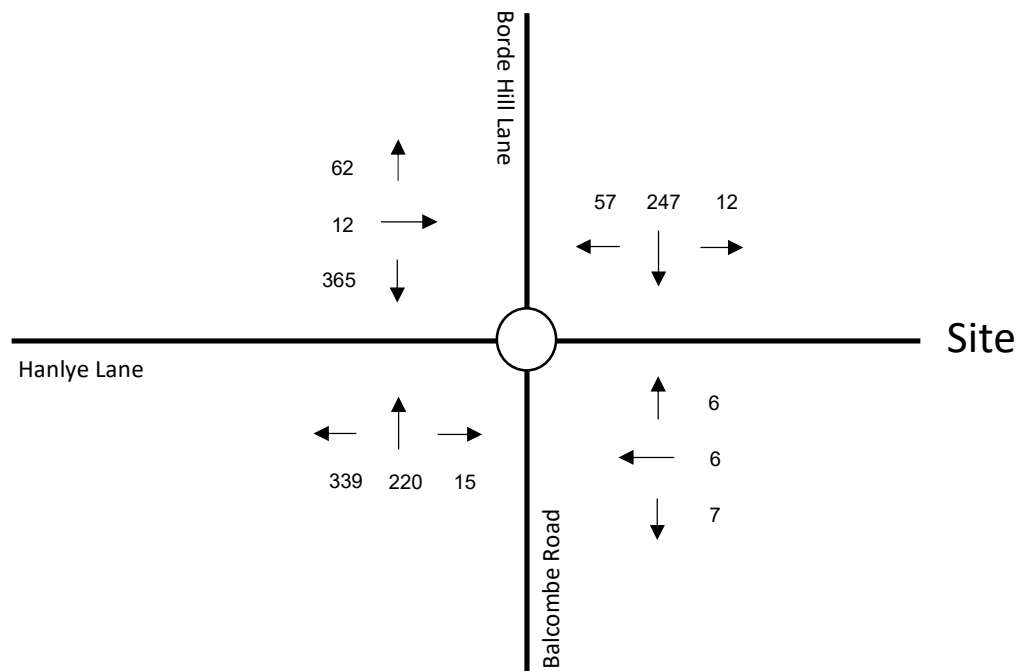


PM Peak Hour - 17:00-18:00

Figure TA1 - Proposed development traffic
Land north of Balcombe Road, Haywards Heath

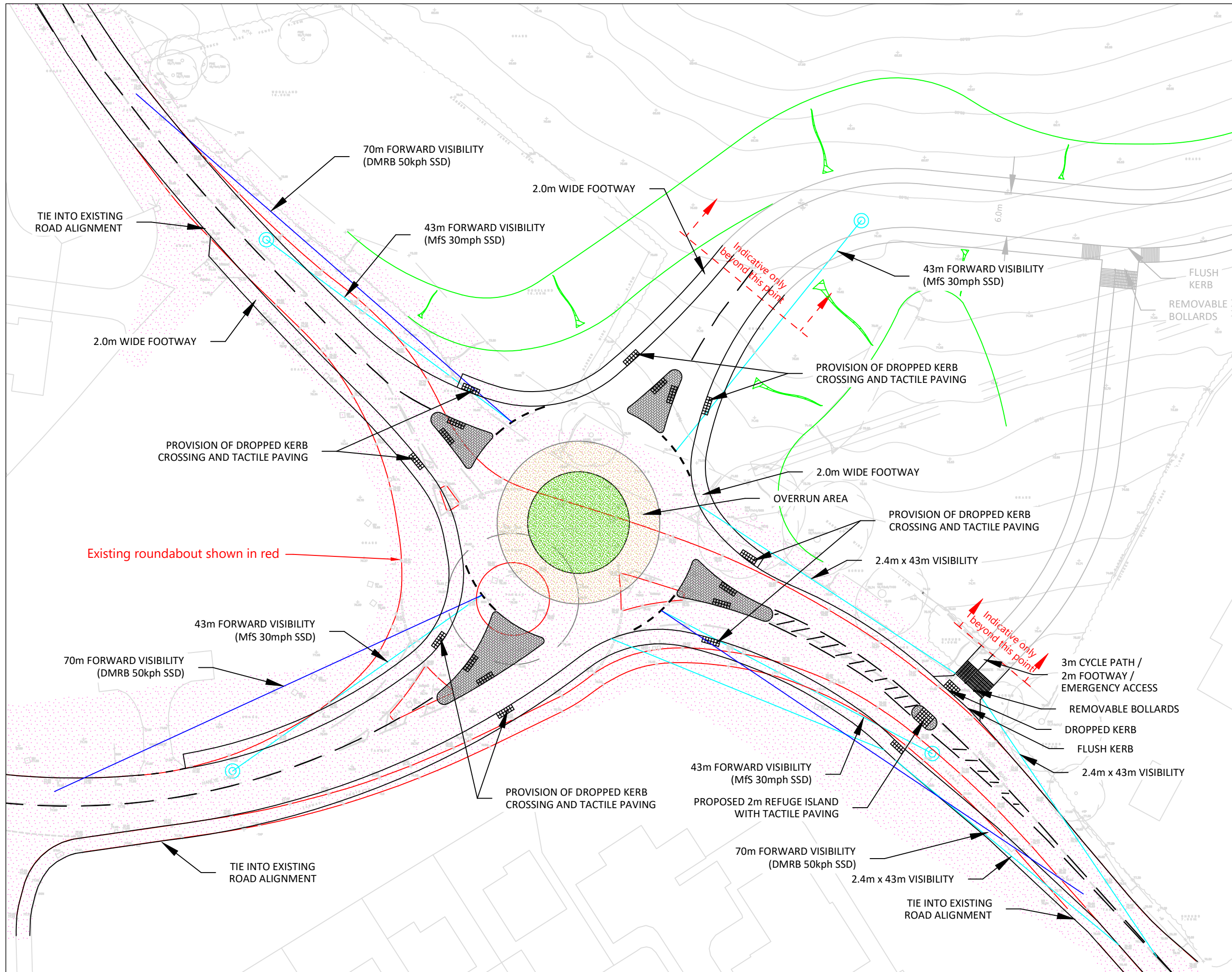


AM Peak Hour - 08:00-09:00



PM Peak Hour - 17:00-18:00

Figure TA2 - 2030 with development traffic flows
Land north of Balcombe Road, Haywards Heath



Notes

- Do not scale from this drawing.
- Dimensions in metres unless noted otherwise.
- Central island R7m. Roundabout ICD 33.2m.
- Entry widths 4.5m.
- Maximum access road gradient 1:50 for 20m from the give way line.
- Road markings to comply with TSRGD Traffic Signs Regulations.
- Road signage, road markings and street lighting to be confirmed at detailed design stage.
- Provision of embankments / retaining structures to form part of detailed design of the access road.

P7	18.03.26	Hatching amended	NM
P6	09.03.26	Roundabout modified	NM
P5	17.02.26	Layout adjusted following WSCC comments	NM
P4	08.01.26	Profile moved to D310, indicative banking shown	NM
P3	11.12.25	Design extent shown / chainage added	NM
P2	09.01.25	Profile and notes added	NM
P1	20.12.24	First Issue	NM
Rev	Date	Description	By

Revision History

Client

Project

Land north of Balcombe Road, Haywards Heath

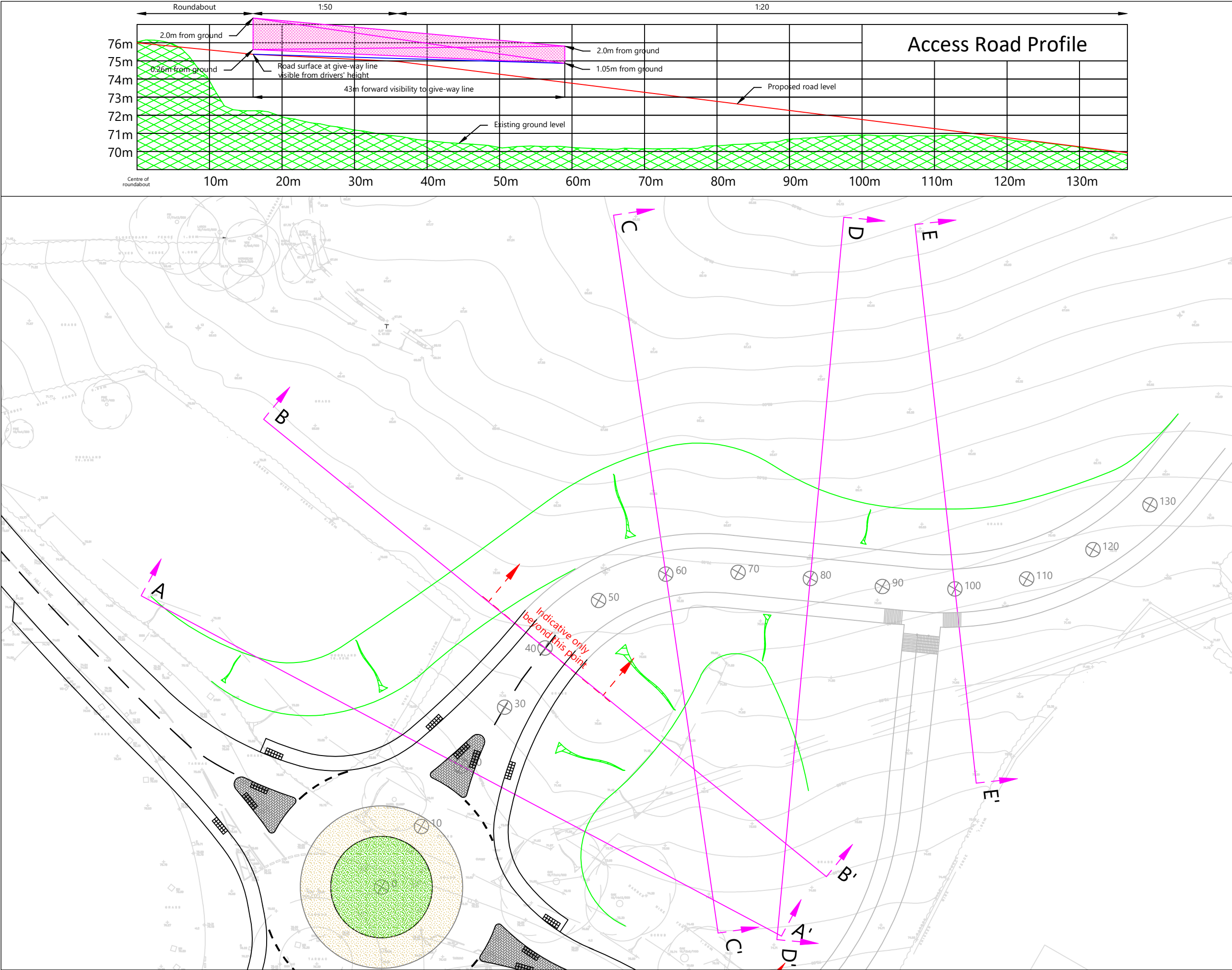
Title

Proposed Access Arrangement

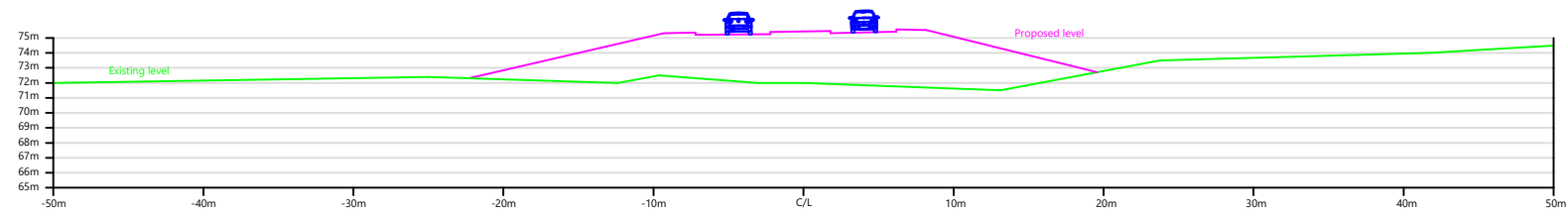
SDP

Buncton Barn, Buncton Lane
Bolney, West Sussex, RH17 5RE

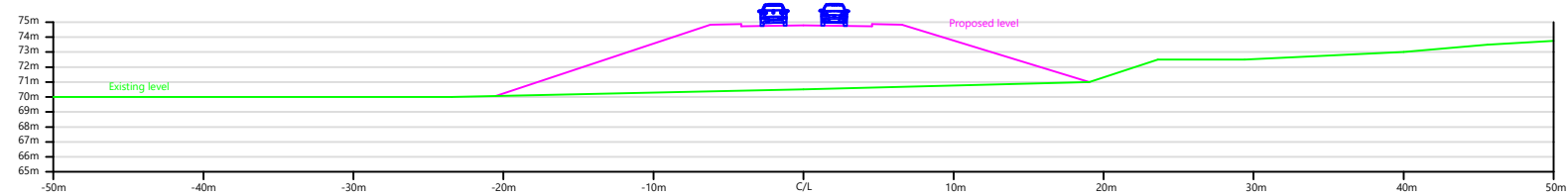
Date	20.12.24	Scale	1:500	Drawn	NM
Drawing No.	SDP-XX-XX-DR-D-305			Revision	P7



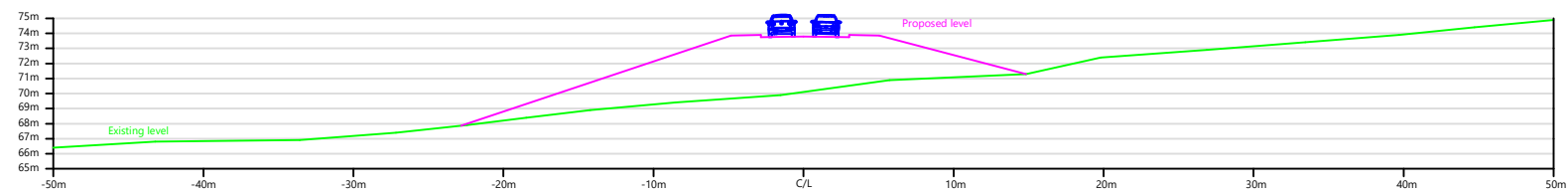
Notes			
1. Do not scale from this drawing.			
2. Dimensions in metres unless noted otherwise.			
3. Central island R7m. Roundabout ICD 33.2m.			
4. Entry widths 4.5m.			
5. Maximum access road gradient 1:50 for 20m from the give way line.			
6. Road markings to comply with TSRGD Traffic Signs Regulations.			
7. Road signage, road markings and street lighting to be confirmed at detailed design stage.			
8. Provision of embankments / retaining structures to form part of detailed design of the access road.			
P5	20/03/26	Height of splay corrected	NM
P4	09/03/26	Roundabout modified	NM
P3	17/02/26	Visibility added to profile	NM
P2	08/01/26	Cross-sections marked	NM
P1	18/12/25	First Issue	NM
Rev	Date	Description	By
Revision History			
Client			
Fairfax			
Project			
Land north of Balcombe Road, Haywards Heath			
Title			
Access Road Profile			
SDP			
Bunton Barn, Bunton Lane Bolney, West Sussex, RH17 5RE			
Date	18.12.25	Scale	1:500
Drawn	NM		
Drawing No.	SDP-XX-XX-DR-D-310	Revision	P5



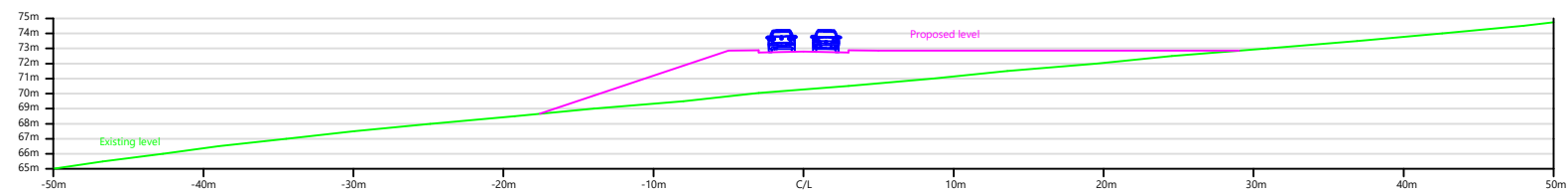
Cross-section A-A'
Chainage 20m



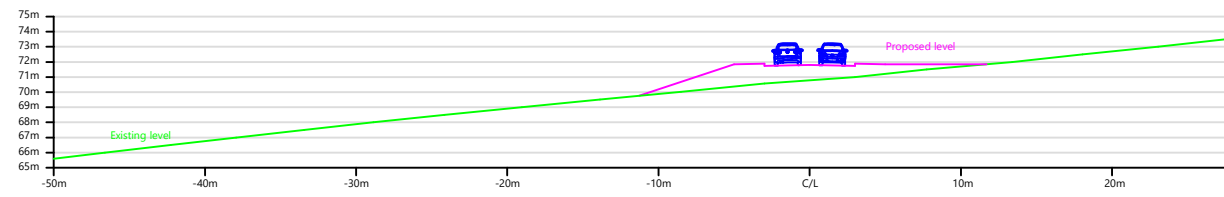
Cross-section B-B'
Chainage 40m



Cross-section C-C'
Chainage 60m



Cross-section D-D'
Chainage 80m



Cross-section E-E'
Chainage 100m

- Notes
1. Do not scale from this drawing.
 2. Dimensions in metres unless noted otherwise.
 3. Maximum access road gradient 1:50 for 20m from the give way line.
 4. Road markings to comply with TSRGD Traffic Signs Regulations.
 5. Road signage, road markings and street lighting to be confirmed at detailed design stage.
 6. Provision of embankments / retaining structures to form part of detailed design of the access road.

P3	20/03/26	Adjusted for new layout	NM
P2	09/03/26	Roundabout modified	NM
P1	08/01/26	First Issue	NM
Rev	Date	Description	By

Revision History

Client

Project

Land north of
Balcombe Road,
Haywards Heath

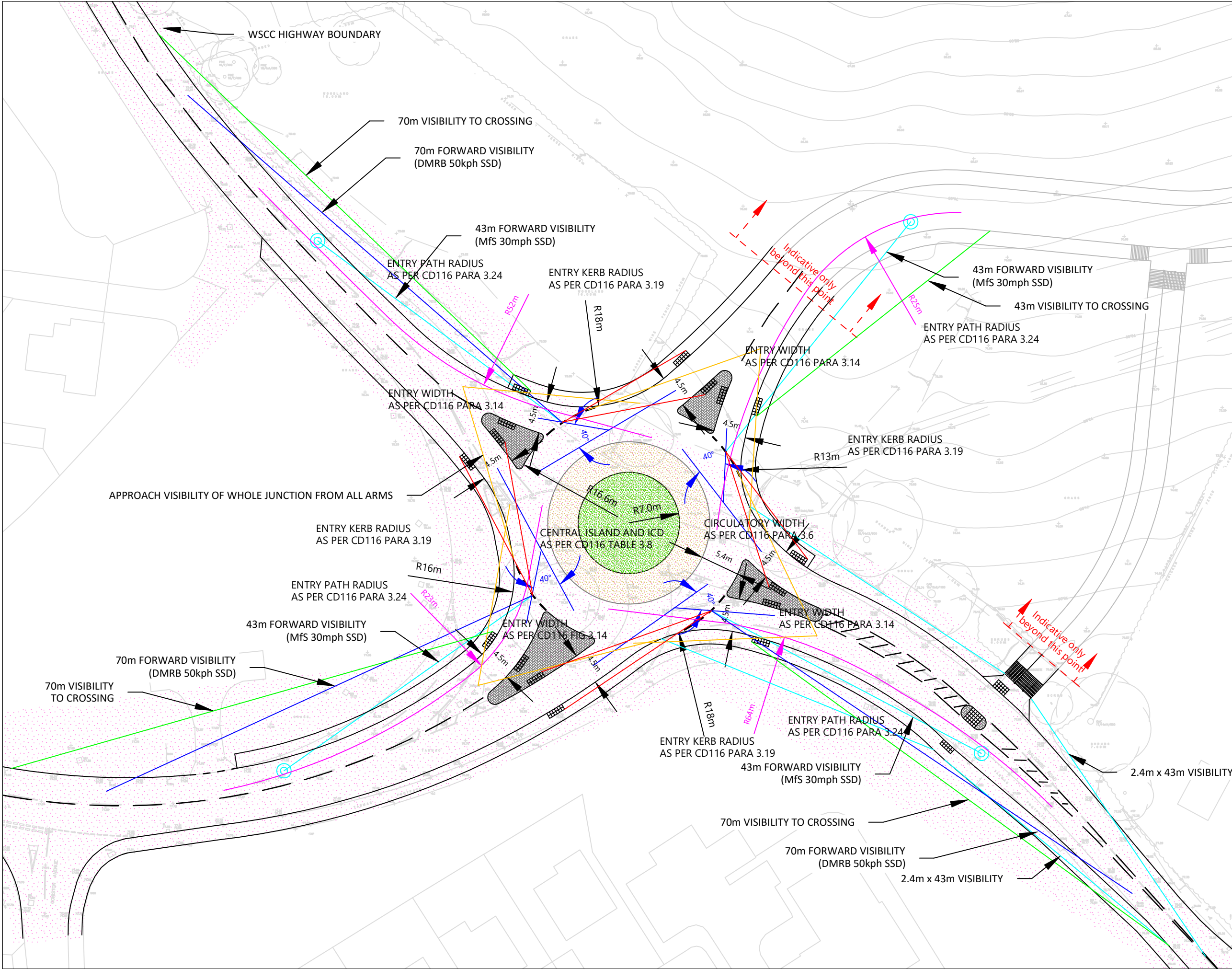
Title

Cross-sections along
access road

SDP

Bunton Barn, Bunton Lane
Bolney, West Sussex, RH17 5RE

Date	08.01.26	Scale	1:500	Drawn	NM
Drawing No.	SDP-XX-XX-DR-D-311			Revision	P3



Notes

1. Do not scale from this drawing.
2. Dimensions in metres unless noted otherwise.
3. Central island R7m. Roundabout ICD 33.2m.
4. Entry widths 4.5m.
5. Maximum access road gradient 1:50 for 20m from the give way line.
6. Road markings to comply with TSRGD Traffic Signs Regulations.
7. Road signage, road markings and street lighting to be confirmed at detailed design stage.
8. Provision of embankments / retaining structures to form part of detailed design of the access road.

— VISIBILITY FROM GIVE-WAY LINE TO CROSSING ON NEXT EXIT

— VISIBILITY 15m TO GIVE-WAY LINE OF WHOLE JUNCTION

— 43m VISIBILITY SPLAYS

P5	09.04.26	Visibility splays added	NM
P4	20.03.26	Base updated	NM
P3	09.03.26	Roundabout modified	NM
P2	18.02.26	Updated and notes added	NM
P1	06.02.25	First Issue	NM
Rev	Date	Description	By

Revision History

Client

Project

Land north of Balcombe Road, Haywards Heath

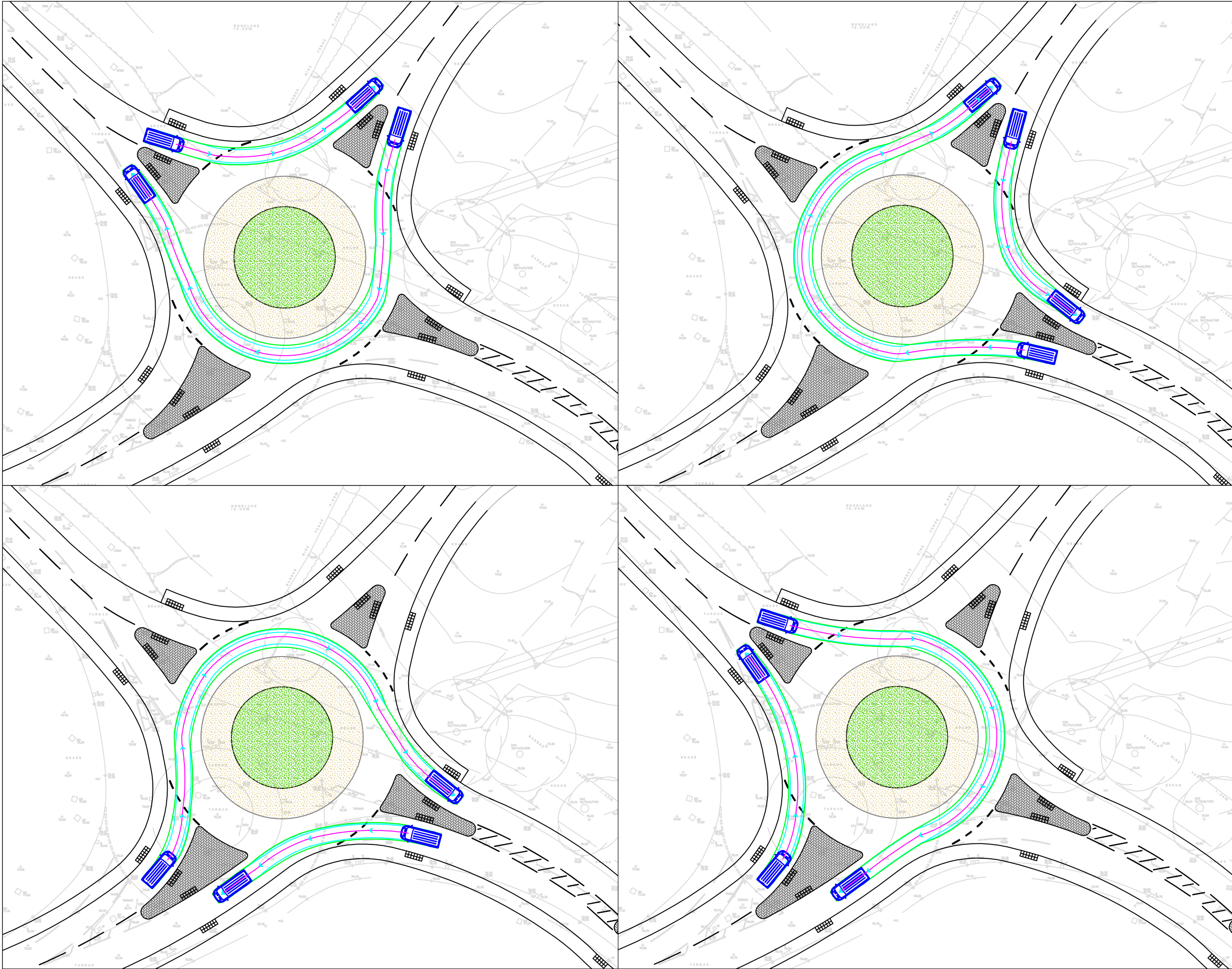
Title

Roundabout Geometry

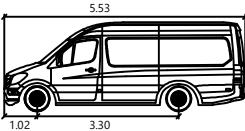
SDP

Bunton Barn, Bunton Lane
Bolney, West Sussex, RH17 5RE

Date	06.02.25	Scale	1:500	Drawn	NM
Drawing No.	SDP-XX-XX-DR-D-352			Revision	P5



- Notes
1. Do not scale from this drawing.
 2. Dimensions in metres unless noted otherwise.
 3. Central island R7m. Roundabout ICD 33.2m.
 4. Entry widths 4.5m.
 5. Maximum access road gradient 1:50 for 20m from the give way line.
 6. Road markings to comply with TSRGD Traffic Signs Regulations.
 7. Road signage, road markings and street lighting to be confirmed at detailed design stage.
 8. Provision of embankments / retaining structures to form part of detailed design of the access road.



L2H3 FORD TRANSIT	
	metres
Width	: 2.06
Track	: 2.06
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

P4	20.03.26	Base updated	NM
P3	09.03.26	Roundabout modified	NM
P2	19.02.26	Layout updated	NM
P1	06.02.25	First Issue	NM
Rev	Date	Description	By

Revision History

Client

Fairfax

Project

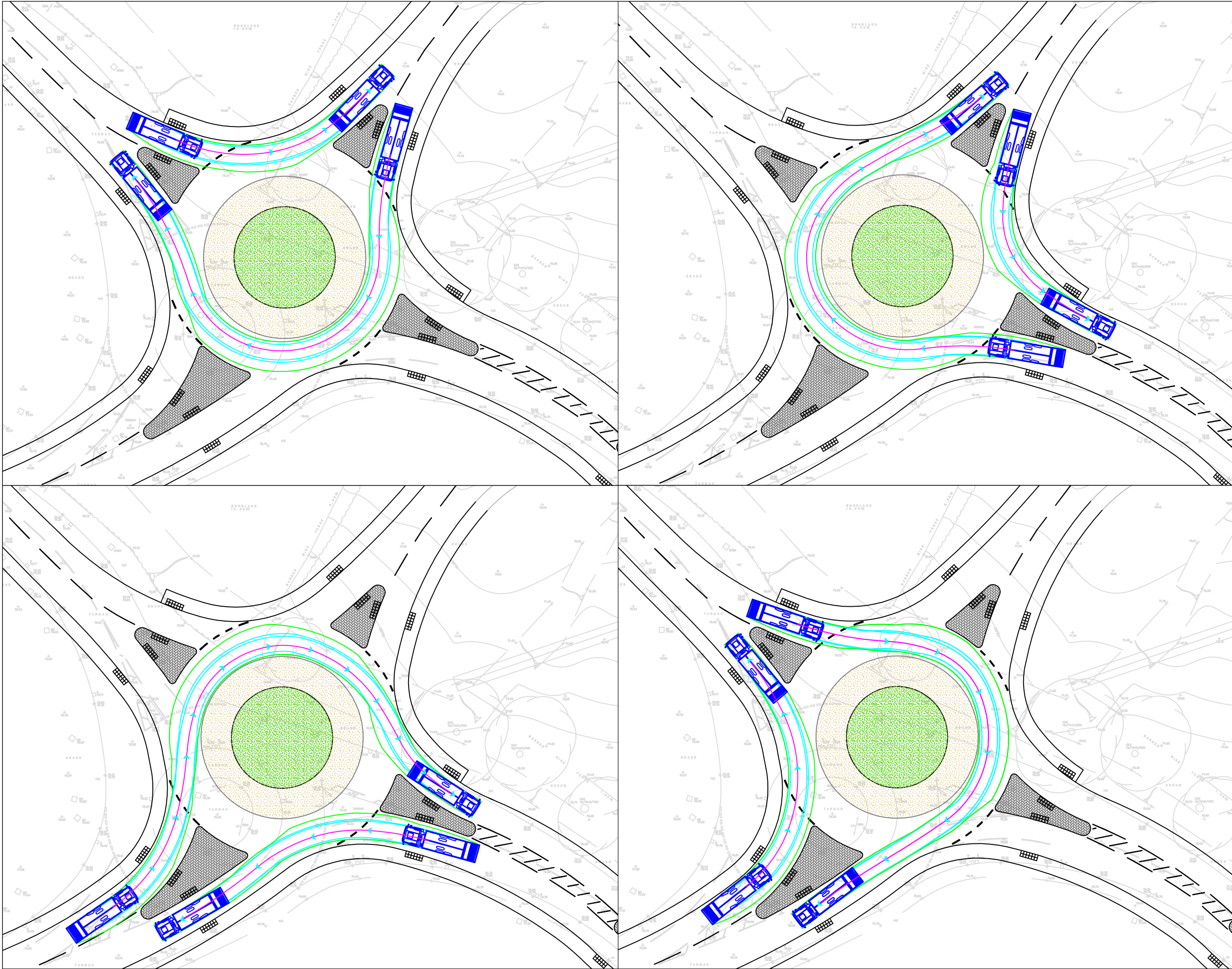
Land north of
Balcombe Road,
Haywards Heath

Title

Swept Path
Analysis 1

SDP
Buncton Barn, Buncton Lane
Bolney, West Sussex, RH17 5RE

Date	06.02.25	Scale	1:500	Drawn	NM
Drawing No.				Revision	
SDP-XX-XX-DR-D-353				P4	



Notes

1. Do not scale from this drawing.
2. Dimensions in metres unless noted otherwise.
3. Central island R7m. Roundabout ICD 33.2m.
4. Entry widths 4.5m.
5. Maximum access road gradient 1:20 for 10m from the give way line.
6. Road markings to comply with TSRGD Traffic Signs Regulations.
7. Road signage, road markings and street lighting to be confirmed at detailed design stage.
8. Provision of embankments / retaining structures to form part of detailed design of the access road.

Mercedes Benz Econic 2629 LL 2012

Width	: 2.52
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 24.9

P5	20.03.26	Base updated	NM
P4	09.03.26	Roundabout modified	NM
P3	19.02.26	Layout updated	NM
P2	03.12.25	Large refuse vehicle	NM
P1	06.02.25	First Issue	NM
Rev	Date	Description	By

Revision History

Client

Project

Land north of Balcombe Road, Haywards Heath

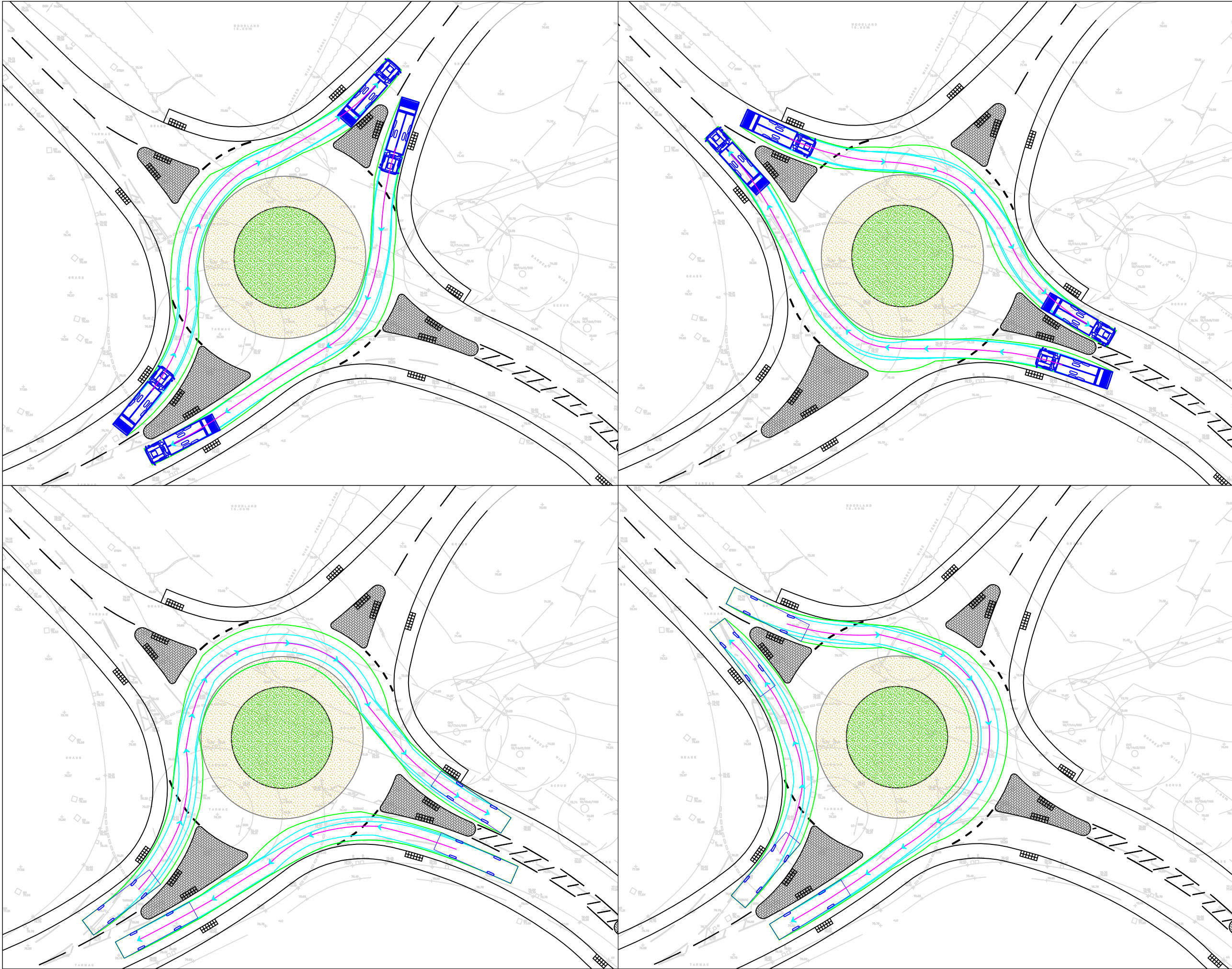
Title

Swept Path Analysis 2

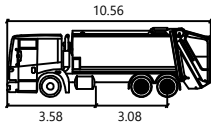
SDP

Bunton Barn, Bunton Lane
Bolney, West Sussex, RH17 5RE

Date	06.02.25	Scale	1:500	Drawn	NM
Drawing No.	SDP-XX-XX-DR-D-354			Revision	P5



- Notes
1. Do not scale from this drawing.
 2. Dimensions in metres unless noted otherwise.
 3. Central island R7m. Roundabout ICD 33.2m.
 4. Entry widths 4.5m.
 5. Maximum access road gradient 1:50 for 20m from the give way line.
 6. Road markings to comply with TSRGD Traffic Signs Regulations.
 7. Road signage, road markings and street lighting to be confirmed at detailed design stage.
 8. Provision of embankments / retaining structures to form part of detailed design of the access road.



Mercedes Benz Econic 2629 LL 2012

Width : 2.52
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 24.9



SINGLE BUS

Width : 2.55
Track : 2.55
Lock to Lock Time : 6.0
Steering Angle : 41.9

P5	20.03.26	Base updated	NM
P4	09.03.26	Roundabout modified	NM
P3	19.02.26	Layout updated	NM
P2	03.12.25	Large refuse vehicle	NM
P1	06.02.25	First Issue	NM
Rev	Date	Description	By

Revision History

Client



Project

Land north of
Balcombe Road,
Haywards Heath

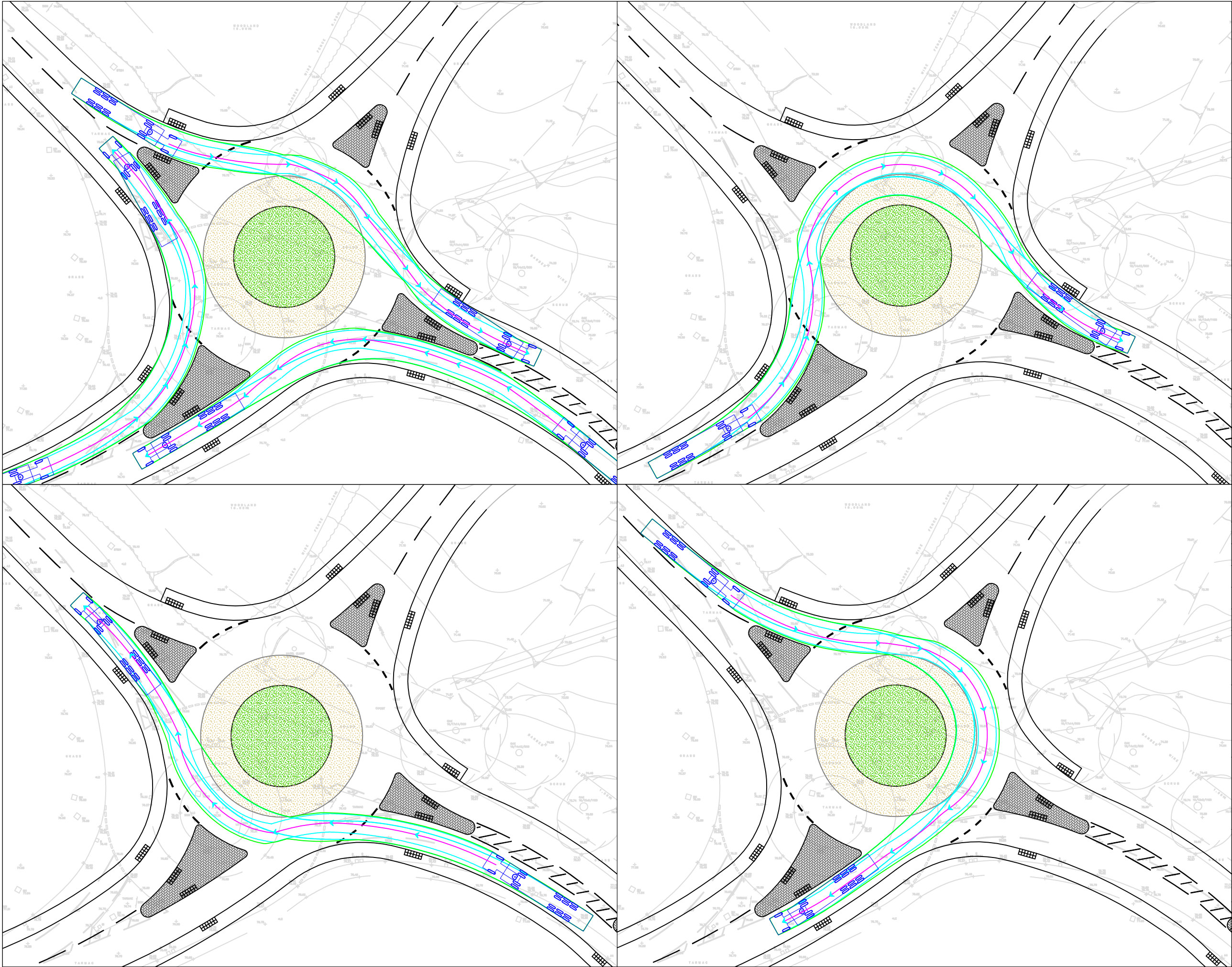
Title

Swept Path
Analysis 3

SDP

Bunton Barn, Bunton Lane
Bolney, West Sussex, RH17 5RE

Date	06.02.25	Scale	1:500	Drawn	NM
Drawing No.	SDP-XX-XX-DR-D-355			Revision	P5



Notes

1. Do not scale from this drawing.
2. Dimensions in metres unless noted otherwise.
3. Central island R7m. Roundabout ICD 33.2m.
4. Entry widths 4.5m.
5. Maximum access road gradient 1:20 for 10m from the give way line.
6. Road markings to comply with TSRGD Traffic Signs Regulations.
7. Road signage, road markings and street lighting to be confirmed at detailed design stage.
8. Provision of embankments / retaining structures to form part of detailed design of the access road.

Artic

Tractor Width	: 2.55	metres
Trailer Width	: 2.55	
Tractor Track	: 2.55	
Trailer Track	: 2.55	
Lock to Lock Time	: 6.0	
Steering Angle	: 42.7	
Articulating Angle	: 70.0	

P3	20.03.26	Base updated	NM
P2	09.03.26	Roundabout modified	NM
P1	19.02.26	First Issue	NM
Rev	Date	Description	By
Revision History			
Client			
Project			
Land north of Balcombe Road, Haywards Heath			
Title			
Swept Path Analysis 4/4			
SDP			
Bunton Barn, Bunton Lane Bolney, West Sussex, RH17 5RE			
Date	19.02.26	Scale	1:500
Drawn	NM		
Drawing No.	SDP-XX-XX-DR-D-356	Revision	P3