

IMBERHORNE FARM, EAST GRINSTED

HIGHWAYS TECHNICAL ADDENDUM

REPORT REF.
2206781_C-XX-00-RP-C-0103

May 2026

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REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	DRAFT	JS	DH	DRAFT	23/04/2026
-	2 nd DRAFT	JS	JS	DRAFT	11/05/2026

Distribution

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1. Introduction

- 1.1. This Highways Technical Addendum has been produced by Ardent Consulting Engineers (ACE) on behalf of Vistry Group to provide a response to the highways consultation response to the reserved matters application for the Imberhorne Farm development.
- 1.2. The Local Planning Authority (LPA) is Mid Sussex District Council (MSDC) while the Local Highways Authority (LHA) is West Sussex County Council (WSCC).
- 1.3. The Imberhorne Farm development was permitted under MSDC planning application DM/23/2699 (the 'Hybrid Application'), which was a hybrid application for full planning permission for the development spine road (among other elements) and outline planning permission for 550 general residential dwellings, a care village of up to 150 dwellings, a 2 form entry primary school and a mixed use neighbourhood centre.
- 1.4. A reserved matters application subsequent to the residential aspect of the above outline permission was submitted under MSDC planning reference DM/26/0131, with WSCC Highways providing their consultation response to the submission on the 11th February 2026.
- 1.5. While it is notable that the WSCC Highways consultation response was 'Advice', as opposed to a formal objection or request for additional information, this Addendum has nonetheless been produced to set out how the development layout now incorporates the advice within the WSCC Highways consultation response. The revised site layout is provided at **Appendix A**.
- 1.6. This Addendum is structured to quote the advice from WSCC Highways followed by how this has been incorporated into the proposed development for ease of cross reference by WSCC officers.

2. Response to WSCC Highways Advice

WSCC Highways Advice – Safety Audit

"4. As the Principal Road is to provide access to a school, in accordance with the current WSCC Road Safety Audit Policy, a Stage One Road Safety Audit would be required. The Audit needs to cover only the Principal and Secondary roads relevant to access the school site; the Audit does not need to cover the entire site."

- 2.1. A combined Stage 1 / 2 Road Safety Audit of the spine road has been conducted as part of the S38 approval process. Noting that traffic calming measures have been added to the spine road (see response to WSCC Highways Advice #3) the safety audit process will be revisited as part of the update to the S38 approval process in due course.

WSCC Highways Advice – Shared Footway / Cycleway

"7. The layout includes a shared use foot/cycle way along the Principal Route. Given the anticipated level of use, shared use rather than a fully segregated is considered suitable. There is the anticipation that the majority of confident users will cycle on-carriageway in any case. Whilst the shared foot/cycle way is referred to, there doesn't appear to be any plan that clearly identifies the shared use cycle route along the Principal Route. It would be useful for this to be clearly indicated on the Planning Layout. This comment is more to ensure the route is designed as a shared surface as part of the detailed design/adoption process."

- 2.2. The shared footway / cycleway route along the Principal Road has now been highlighted on the updated site masterplan at **Appendix A**.

WSCC Highways Advice – Traffic Calming

"8. Whilst there are no issues with the widths along the Principle Route, this is indicated to be 6 metres wide with 2 metre wide verges and 3 metre foot/cycle ways on both sides. This results in a visually wide corridor. Given the gentle carriageway alignment, good forward visibility, and overall length, there is a concern as to how this will influence vehicle speeds. WSCC consider that the design will need to incorporate additional measures (e.g. raised tables and changes in surfacing) to calm vehicle speeds. This is especially so around the 'mixed use' and 'primary school' areas."

- 2.3. The Principal Road now incorporates a series of traffic calming measures, including raised table junctions, LTN 1/20 compliant raised pedestrian / cycle crossings, and buildouts which incorporate pedestrian / cycle crossings. Where possible, traffic calming features have been located to help enhance the permeability of the site by providing opportunities for pedestrians and cyclists to cross the Principal Road, particularly in the vicinity of the school & mixed-use areas.
- 2.4. Traffic calming features have been positioned to comply with the maximum distance between features of 100m as set out in the Traffic Signs Regulations and General Directions 2016 and Local Transport Note 1/07.
- 2.5. The updated traffic calming features are shown on **ACE Drawing 2206781-ACE-XX-00-DR-C-0001D** and on the updated masterplan provided at **Appendix A**.

WSCC Highways Advice – Junction Crossings

"9. With further reference to the Principal Route and the foot/cycle ways along it, the Planning Layout indicates a continuation of the foot/cycle way surfacing across the junctions, as indicated in the snip below. From this, it's unclear whether priority is intended for those crossing over vehicular traffic. It's also unclear whether these are intended to be raised crossings. It would be useful to have a section or detail showing what exactly is intended at junctions on the Principal Route."

- 2.6. It can be confirmed that all junctions from the Principal Road will incorporate suitable pedestrian priority and be raised crossings in line with LTN 1/20 requirements. Details of these crossings will be provided as part of the S38 approval process.

WSCC Highways Advice – Parking Restrictions

"10. Again, relating to the Principal Route, it's appreciated that neither the 'mixed use' or 'primary school' areas form part of the current application. However, the roads, foot and cycle ways are within the current proposals, and as such these must be designed with these two areas in mind. With the primary school in particular, consideration will be required as to how parking associated with the school will be managed. Whilst WSCC would not wish to see 'School – Keep Clear' type markings included within the current application (these can form part of any details proposals with the school), the proposals should still include no waiting at any time restrictions for junctions in the immediate vicinity. Installing enforceable parking controls at an

early stage and ahead of dwellings and the school being occupied would be more straightforward than to wait for issues at a later stage."

- 2.7. Double yellow lines have been shown indicatively at junctions local to the school, and along the principal route within the vicinity of the school. As noted above, the expectation is for these restrictions to be amended/confirmed as part of the reserved matters application for the school.

WSCC Highways Advice – Connectivity to Care Home

"1. It's not clear what connectivity is proposed to the care community. Again, its accepted that this lies beyond the red edge but foot/cycle links to this will seemingly form part of the current application. It's not unreasonable to expect some foot/cycle trips from the care community northwards to the proposed mixed use area or to continue through the development northwards.

- 2.8. Connectivity to the care home is provided via the crossing points located on proposed access roundabout as shown in **Figure 2.1** below. **TBC**

Figure 2.1: Pedestrian / Cycle connection to Care Home Parcel

- 2.9. As noted above, further connectivity enhancements can be included as part of the application for the care home.

WSCC Highways Advice – Visitor Parking

"2. As an overarching comment, there are no general issues with the proposed level of parking with these complying with the WSCC Parking Guidance. With more detailed matters, there are no visitor parking spaces along the Principal Route. The route is though of adequate width to accommodate on-street parking, which would be no different from any other residential area. As already suggested, the Applicant may still wish to consider no waiting at any-time restrictions to control how and where parking can take place."

- 2.10. Space has been identified for a total of six visitor parking spaces on the Principal Route, which are envisioned to be primarily used for pick-up / drop-off for the school area. These spaces are shown on the updated masterplan at **Appendix A** and on **ACE Drawing 2206781-ACE-XX-00-DR-C-0001D**.

WSCC Highways Advice – Overrun Areas

"3. There appear to be a number of locations where over-run areas are intended for larger vehicles (e.g. adjacent to plots 246, 250, and 388). The material/construction of these isn't indicated on the submitted Planning Layout drawings. This aside, these are considered unnecessary. Where widening is needed, this should be constructed from the material used for the nearby carriageway. This is especially so in shared use areas."

- 2.11. All overrun / widened areas within the development have been amended to be the same material as the nearby carriageway, as requested.

WSCC Highways Advice - Bellmouths

"4. There are several tertiary streets on the edges of the development that join the secondary roads via bellmouths. Given the very low number of dwellings served from the tertiary streets, the junctions with the secondary streets could be constructed as crossovers rather than bellmouths. This would then provide a continuous footway and prioritise pedestrian movements. There are several bellmouths along the Principal Route that could also be constructed as crossovers."

- 2.12. For consistency across the site and to maintain suitable kerb radii for refuse collection, junctions between secondary and tertiary streets have been converted to Copenhagen crossings. This enables the desired continuous footway and pedestrian prioritisation across the site.

WSCC Highways Advice – Pedestrian Connections at Tertiary / Private Drives

"5. There seems no reason why the permeability between tertiary/private drives on the periphery of the site couldn't be improved through the provision of footpath connections between these. It's appreciated that a footpath runs around the perimeter of the site. Access to this isn't particularly convenient compared with the very short distances between the ends of the private drives. The justification for such improvements would be with respects to access for servicing as set out within paragraph 117d of the National Planning Policy Framework and paragraph 88 of the National Design Guide."

- 2.13. Connections between private drives would have a limited effect on permeability, particularly considering the footpaths already provided within the site, and would

negatively affect the provision of greenspace within the site. On this basis, additional footpaths have not been included within the proposed masterplan.

WSCC Highways Advice – Cycle Connections to PRow

"6. Bridleway 44bEG runs outside the red edge along the southern edge of the development. The bridleway will permit access for those on foot, cycle, and equestrians (which is less relevant for the development). The Planning Layout drawings indicate that only pedestrian links are intended onto the bridleway. Connections onto the bridleway should be such that these permit pedestrians and cyclists. There seems no reason why the perimeter route could not in its entirety accommodate cyclists albeit the surfacing would be in a self-binding gravel.

- 2.14. Cyclists can informally connect into the PRow via the pedestrian footpaths, noting that LTN 1/20 suggests that the typical space profile of a cyclist measures 1m in width, meaning that occasional cycle use could be accommodated for the short distance between shared spaces and the PRow.

WSCC Highways Advice – Swept Path of Coach

"7. Has tracking been undertaken to ensure the proposed junction leading to the approved area of car parking associated with the school to the north is adequate to accommodate a bus/coach? This is highlighted as the car parking area includes two oversized spaces."

- 2.15. Swept path analysis of the junction to the area of car parking associated with the school to the north has been conducted using a 13m long Temsa coach. As shown on **ACE Drawing 2206781-ACE-XX-00-DR-C-0001D**, a coach can enter and exit the junction suitably.

3. Summary

Summary

- 3.1. This note has been produced to detail how the advice provided by WSCC Highways in their consultation response have been incorporated into the development where appropriate.
- 3.2. The layouts and designs have been suitably updated to reflect the comments provided and it is therefore considered that the designs should be acceptable to WSCC Highways.