

FAIRFAX ACQUISITIONS LTD

BEECHY BOTTOM PARKLAND RESERVE

TRANSPORT STATEMENT

**REPORT REF.
2207280-R27**

July 2024

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Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft	JS	DH	DRAFT	24/05/2024
-	Final	JS	JS 	 DH	17/07/2024

Distribution

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1. Introduction

- 1.1. This Transport Statement (TS) has been produced by Ardent Consulting Engineers (ACE) on behalf of Fairfax Acquisitions Limited, to consider the highways and transport conditions resulting from the proposed Beechy Bottom Parkland Reserve to the west of the town of Cuckfield, West Sussex. The proposals were submitted under Mid Sussex District Council (MSDC) planning reference DM/23/2867.
- 1.2. The parkland reserve is provided in combination with the Ansty Garden Community, which is subject to a separate planning application under MSDC planning reference DM/23/2866. The location of the proposed development, as well as the location of the Ansty Garden Community is shown on **Figure 1.1** below.



Figure 1.1: Site Location in Local Context

- 1.3. The Local Planning Authority (LPA) is MSDC and the Local Highways Authority is West Sussex County Council (WSCC), with National Highways (NH) retaining specific responsibility for the A23 corridor. Also relevant to the consideration of the proposals are Active Travel England (ATE), who became a highways-relevant statutory consultee in June of 2023.
- 1.4. WSCC provided consultation comments on the Parkland Reserve application on the 8th January 2024. During a meeting between ACE and WSCC, it was requested that a separate TS be provided for the parkland reserve application and so where relevant, the comments made by WSCC have been addressed within this TS.

1.5. Following this introduction, this report is structured as follows:

- **Section 2.0** sets out the policy context in which the application is submitted, in terms of local, county and national policy.
- **Section 3.0** describes the proposed development in highways terms;
- **Section 4.0** outlines the expected effect of the proposed development on the local highway network; and
- **Section 5.0** provides the summary and conclusions of the report.

2. Policy Context

Introduction

- 2.1. This section of the report reviews the policy context in which the application is made, addressing the policy base of MSDC, WSCC, NH and ATE where applicable.

MSDC Policy Context

Adopted Mid Sussex District Plan 2014 – 2031

- 2.2. The *Mid Sussex District Plan 2014 – 2031* is the current adopted Local Plan position of MSDC, being formally adopted in March of 2018. The plan outlines the vision and policies for development in Mid Sussex. The vision for Mid Sussex centres around four key themes:

- *"Protecting and enhancing the environment;*
- *Promoting economic vitality;*
- *Ensuring cohesive and safe communities; and*
- *Supporting healthy lifestyles."*

- 2.3. *Policy DP22 – Rights of Way and other Recreational Routes* reads as follows:

"Rights of Way, Sustrans national cycle routes and recreational routes will be protected by ensuring development does not result in the loss of or does not adversely affect a right of way or other recreational routes unless a new route is provided which is of at least an equivalent value and which does not sever important routes.

Access to the countryside will be encouraged by:

- *Ensuring that (where appropriate) development provides safe and convenient links to rights of way and other recreational routes;*
- *Supporting the provision of additional routes within and between settlements that contribute to providing a joined up network of routes where possible;*
- *Where appropriate, encouraging making new or existing rights of way multi-functional to allow for benefits for a range of users. (Note 'multi-functional will generally mean able to be used by walkers, cyclists and horse-riders)."*

Draft Mid Sussex District Plan 2021 - 2039

2.4. Per National Policy, MSDC have commenced a District Plan Review, due to be completed in 2023. The draft *Mid Sussex District Plan 2021 – 2039* was published for the Regulation 18 consultation process between the 7th November and the 19th December 2022. The draft *Mid Sussex District Plan 2021 – 2039* was then published for the Regulation 19 consultation process between the 12th January and the 23rd February 2024. The draft Mid Sussex District Plan 2021 – 2039 was then submitted for examination on the 8th July 2024.

2.5. As with the adopted local plan, the draft local plan sets out the vision and objectives for Mid Sussex. The draft local plan sets out three key themes for Mid Sussex:

- *"Environment: Protecting and enhancing the natural, built, and historic environment;*
- *Economy: Promoting economic vitality; and*
- *Social: Ensuring cohesive, safe and healthy communities."*

2.6. *Policy DPT2: Rights of Way and Other Recreational Routes* reads as follows:

"Rights of way, Sustrans national cycle routes and recreational routes will be protected by ensuring development does not result in the loss of or does not adversely affected right of way or other recreational routes unless a new route is provided which is of at least an equivalent value and which does not sever important routes.

Access to the countryside will be encouraged by:

Ensuring that (where appropriate) development provides safe and convenient links to rights of way and other recreational routes;

Supporting the provision of additional routes within and between settlements that contribute to providing a joined up network of routes where possible;

Where appropriate, encouraging making new or existing rights of way multi-functional to allow for benefits for a range of users. (Note: 'Multi-functional will generally mean able to be used by walkers, cyclists and horse-riders)."

2.7. *Policy DTP3: Active Travel* reads as follows:

"Development will be required to help remove barriers to active travel and create a healthy environment in which people chose to walk and wheel; facilitated by:

- a) Where appropriate, providing high quality, fit for purpose active travel infrastructure, within the development which links to existing networks and builds on the schemes identified in the Mid Sussex Local Cycling and Walking Infrastructure Plan (LCWIP).*
- b) Providing appropriate levels of cycle parking facilities (taking account of WSCC Guidance on Parking at New Developments 2020 and subsequent iterations), well designed and laid out to be under cover, secure, conveniently located and easily accessible, close to the main entrance of the premises and in accordance with the guidance in the Mid Sussex Design Guide SPD."*

Ministry of Housing, Communities and Local Government

National Planning Policy Framework

2.8. The *National Planning Policy Framework* (NPPF) is the basis for all planning policy in England. Paragraph 10 states that *"... at the heart of the framework is a **presumption in favour of sustainable development.**"* As such, all following plans and policies, including those of Local Planning Authorities, Local Highways Authorities, National Highways and Active Travel England.

2.9. Paragraph 115 sets the standard against which developments should be assessed in terms of their highways effects:

"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 would be severe."

2.10. Further guidance is given on the highways priorities for development design which are as follows:

- a) "Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

- b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) Allow for the efficiency delivery of goods, and access by service and emergency vehicles; and*
- e) Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

2.11. In doing so, there is a recognition in Paragraph 114 (d) of the importance achieving growth in a manner than is cost effective and delivers improvements capable of mitigating the impact of development to an acceptable degree. This establishes that the outcome of a TA will be relevant within the overall decision-making process, when weighing up the balance of benefits and harm arising from a development.

3. Proposed Development

3.1. The Description of Development for the Parkland Reserve is as follows:

"Change of use of farmland and woodland to parkland reserve to include public access and instigation of long-term management and rewilding regime, including establishment of pedestrian and cycle tracks, with new pedestrian and cycle access points off Cuckfield Road to the south and Staplefield Road to the north. Proposals to include the addition of two wooden viewing platforms and two hides. Sports pitches at Beech Farm Field to remain in sports use."

3.2. The masterplan for the proposed parkland reserve is provided at **Appendix A**.

Access Arrangements

3.3. No vehicular access to the parkland reserve will be provided, with the parking area on the northern edge of the parkland reserve being solely for use by the Haywards Heath Rugby Football Club and Cuckfield Cosmos Football Club.

3.4. The primary pedestrian and cycle access points to the parkland reserve are at the north and south edges, respectively. The north access is onto the B2114 via the arrangements outlined on **ACE Drawing 2207280-015** which includes bollards instead of cycle gates as per previous advice provided by WSCC. The southern access is via a signalised crossing over the A272 into the Ansty Garden Community, as shown on **ACE Drawing 2207280-010C**. As with the northern access, this arrangement includes bollards as opposed to cycle gates based on previous advice provided by WSCC. The existing access to Bridleway 59CR will be retained and remain unchanged from the current arrangements.

3.5. Both of the new access points now employ simple bollard arrangements, as opposed to the cycle gates / cycle styles previously shown, at the request of WSCC.

3.6. Other pedestrian, cycle and equestrian access to the site is provided at various points, including via Public Right of Way (PRoW) Footpaths 49CR and 58CR as well as other non-PRoW access points.

Cycle Route

3.7. The main recreational route through the parkland reserve is to be a 2.5m Hoggin material path, which will provide a leisure route connecting the north and south

access points. The route of this path is shown in Magenta in **Figure 3.1** below, along with the other paths within the parkland reserve for context. A drawing showing the full extent and detail of this route provided at **Appendix A**.

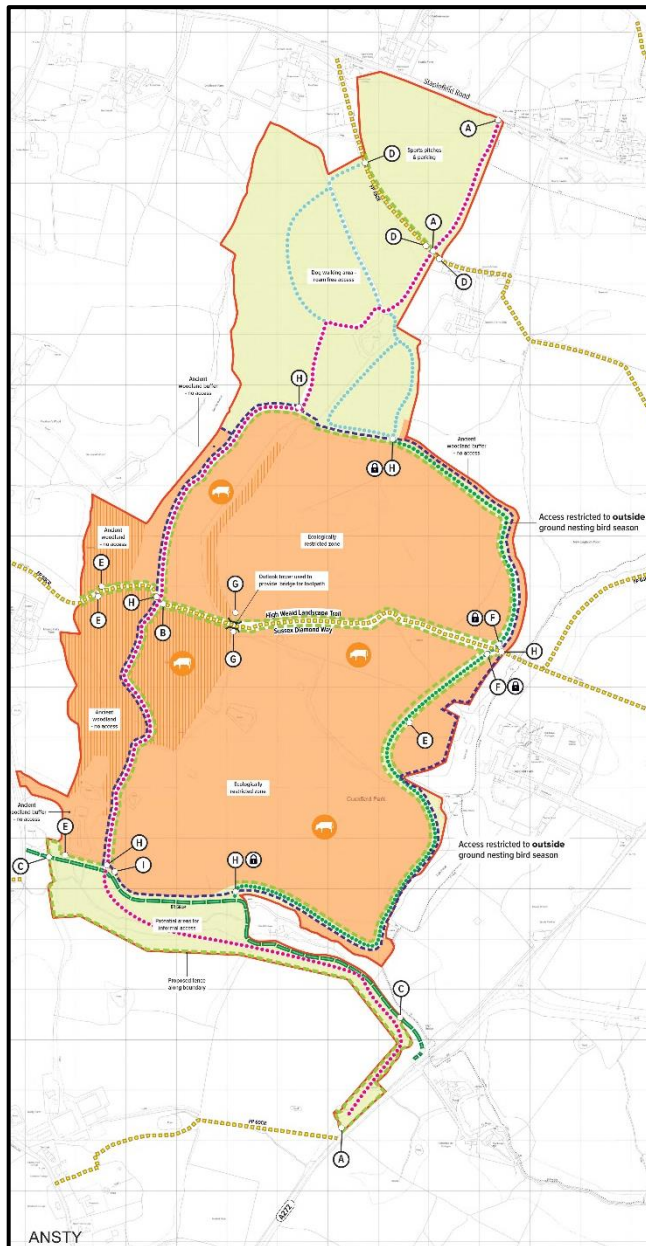


Figure 3.1: Main Leisure Route

3.8. The proposed design of the path is to provide a leisure route for pedestrians and cyclists spanning the length of the parkland reserve. The route would consist of a 2.5m hoggin material path, as shown in **Figure 3.2**. The path would be constructed using a suitable method, such as a sub-base confinement system, to prevent the need for excavation in sensitive areas, such as areas of ancient woodland.

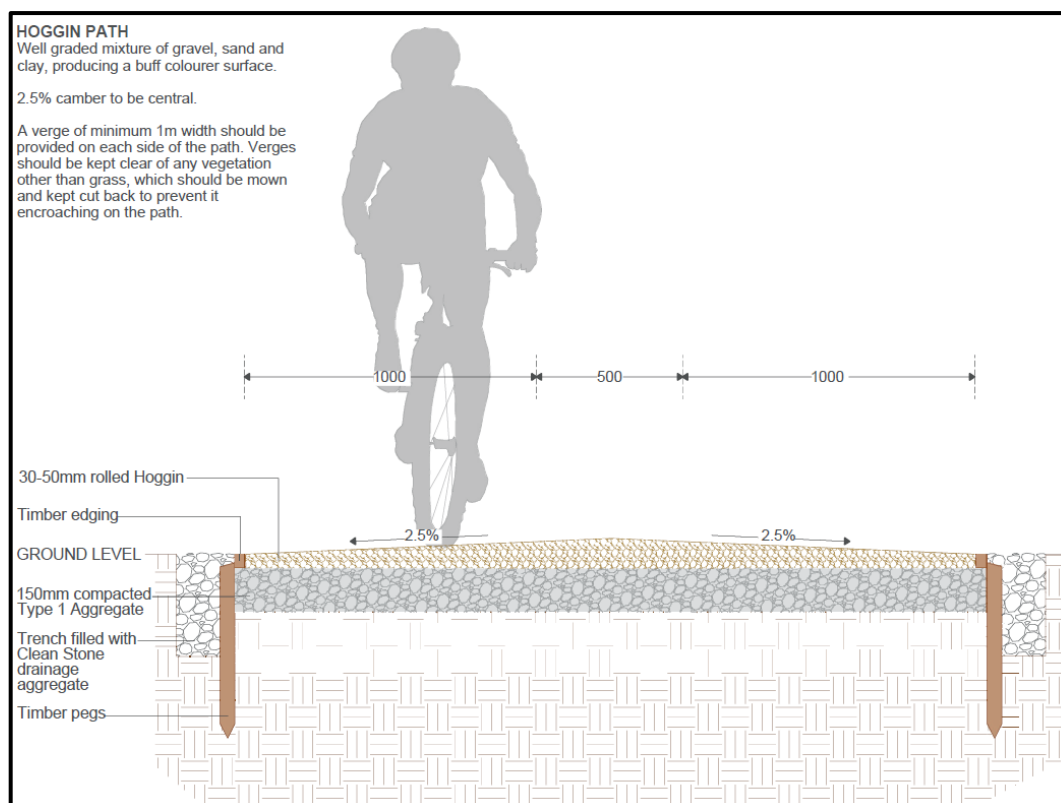


Figure 3.2: Leisure Route Design

- 3.9. This design is in line with the requirements for the dynamic kinetic envelope of two passing cyclists per figure 5.1 of LTN 1/20. In addition, a 1m verge will be provided on both sides of the path which will be kept free of any vegetation other than grass, such as that the verge could be used by pedestrians and cyclists should the need arise.

Car and Cycle Parking

- 3.10. 40 car parking spaces are located at the northern end of the site, on the area known as Beech Farm Field. It is understood that these parking spaces are not available for public use, and the parking area is instead used solely as overflow parking for the Haywards Heath Rugby Football Club and Cuckfield Cosmos Football Club.
- 3.11. These parking spaces will be retained as existing, however following the granting of planning permission for the Ansty Garden Community the freehold of Beech Farm Field, including the parking spaces, will be gifted to Cuckfield Cosmos Football Club.
- 3.12. No cycle parking is provided within the site, as there are no destinations within the reserve that would require an extended stay, such as a café.

Signposting

3.13. Fingerposts will be provided at key points throughout the parkland reserve to guide both pedestrians and cyclists. An indicative fingerpost design is shown in **Figure 3.2**, with a map showing indicative fingerpost locations is provided at **Figure 3.3**.

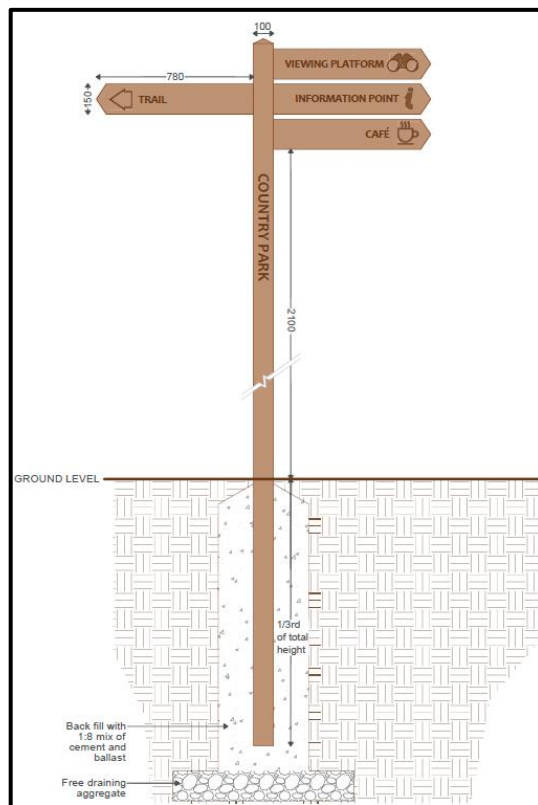


Figure 3.2: Indicative Fingerpost Design



Figure 3.4: Indicative Fingerpost Locations

4. Traffic Assessment

- 4.1. Within the consultation comments provided by WSCC, the potential trip attraction of the Parkland Reserve, specifically with regards to the need for a stage 1 Road Safety Audit (RSA1) for the site access.
- 4.2. As above, it is understood that the existing car park is not available for public use and therefore the current vehicular usage of the parkland area is considered inconsistent and negligible.
- 4.3. As referenced within the planning statement for the submission, the Parkland Reserve is designed to primarily act as a local facility, with significantly greater provision for pedestrians and cyclists than car drivers.
- 4.4. It is expected that the majority of visitors to the parkland reserve will be existing residents from Cuckfield or Ansty villages, or from new residents living in the Ansty Garden Community.
- 4.5. Considering that no additional facilities are provided within the parkland reserve that would cause a significant increase in the number of vehicular trips, no additional analysis of the traffic effect of the parkland reserve is necessary.

5. Summary and Conclusion

Summary

5.1. This report is summarised as follows:

- The proposed Parkland Reserve is provided in combination with the Ansty Garden Community.
- The proposed development is to improve pedestrian and cycle access at both the north and south ends of the reserve.
- The pedestrian and cycle accesses have been amended to remove the cycle gate / style, as requested by WSCC.
- Car parking on the site is for the sole use of the existing football club and will be retained as existing, but gifted to Cuckfield Cosmos Football Club.
- Signposting will be provided throughout the development.
- The proposals are not expected to generate a significant increase in the number of vehicular trips.

Conclusion

5.2. This TS provides the justification necessary to ensure that the proposed development can be considered in a favourable light and secure a positive determination of the planning application.

Appendices

Appendix A



DAVIES LANDSCAPE
ARCHITECTS

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0m 50m 250m

- Parkland Reserve
- Existing footpaths
- Existing bridleways
- Proposed footpath
- Proposed 3m hoggin cycle path (see technical detail)
- Proposed dog walking path
- Viewing platform (see technical detail)
- Hides (see technical detail)
- Potential wayfinding signs/information boards (see technical detail)
- Stock Fencing
- Deer Fencing

- (A) Pedestrian/cycle stile (see technical detail)
- (B) Pedestrian stile (see technical detail)
- (C) Bridleway gate (see technical detail)
- (D) Dog/pedestrian gate (see technical detail)
- (E) Field gate (see technical detail)
- (F) Pedestrian gate
- (G) Gate system and step access
- (H) Deer proof pedestrian/cycle gate
- (I) Deer proof field gate
- Lockable gate



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Rev Date Details By QA

CLIENT
PROJECT
TITLE
STATUS
NUMBER

Fairfax

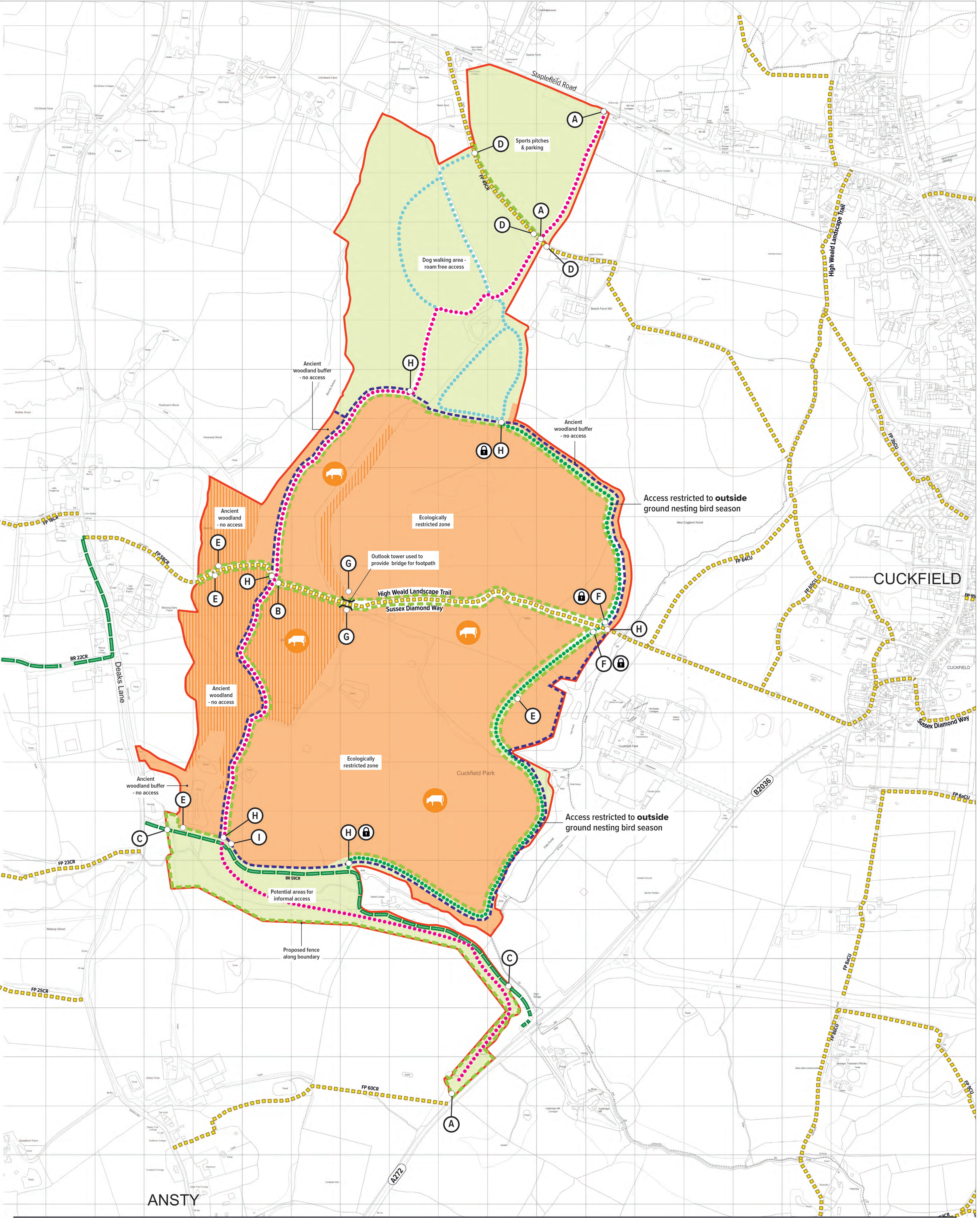
Beechy Bottom Parkland Reserve

Detailed Masterplan

Planning

Project	Origin	Volume	Level	Type	Discip	Number	Rev
2131	DLA	XXX	XXX	DR	L	21	P06
Job Number	2131	Scale	1:2500	Size	AO		

Appendix B



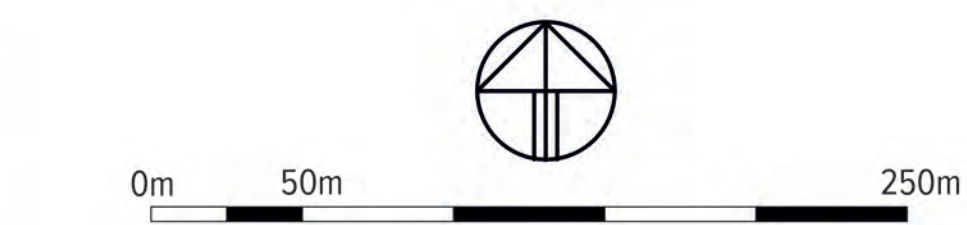
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- Parkland Reserve
- Existing footpaths
- Existing bridleways
- Proposed footpath
- Proposed hoggin cycle path (see technical detail)
- Proposed dog walking path
- Publically accessible areas 33.5ha
- Areas with no public access 65.52ha
- Ancient Woodland

- Constrained re-wilding with cattle grazing area
- Stock Fencing
- Deer Fencing
- Pedestrian/cycle stile (see technical detail)
- Pedestrian stile (see technical detail)
- Bridleway gate (see technical detail)
- Dog/pedestrian gate (see technical detail)
- Field gate (see technical detail)
- Pedestrian gate

- Gate system and step access
- Deer proof pedestrian/cycle gate
- Deer proof field gate
- Lockable gate



08	14.06.2024	Fencing/gates amended	HB	SH
07	10.06.2024	Fencing/gates amended	PF	SH
06	07.06.2024	Issued for comment	AT	SH
05	06.06.2024	Revised Issue	AT	SH
Rev	Date	Details	By	QA

V:\Server DATA\Project FILES\2131 Cuckfield Country Park\Landscapes\Drawings\Sketch\DLA.2131.L.23.05
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CLIENT
PROJECT
TITLE
NUMBER STATUS

Fairfax

Beechy Bottom Parkland Reserve

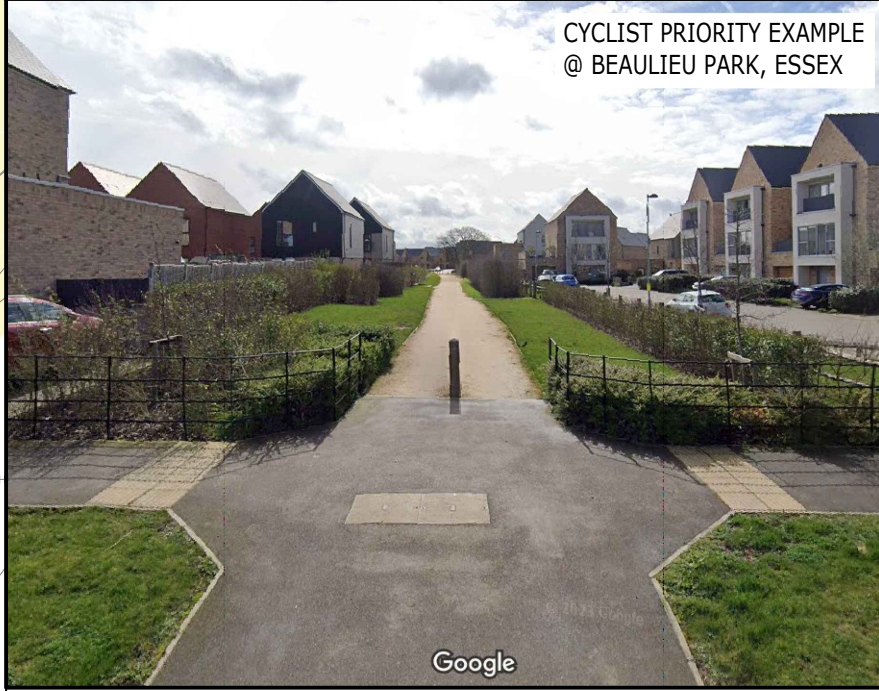
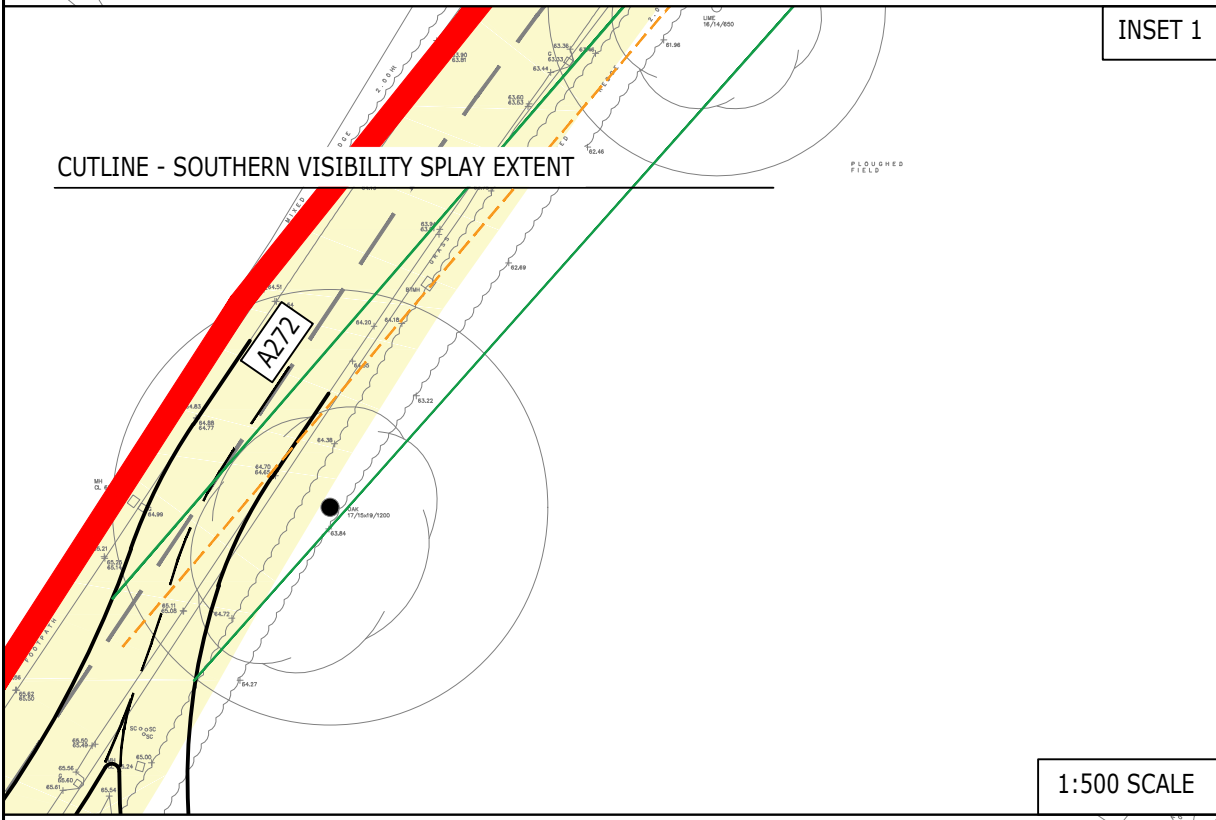
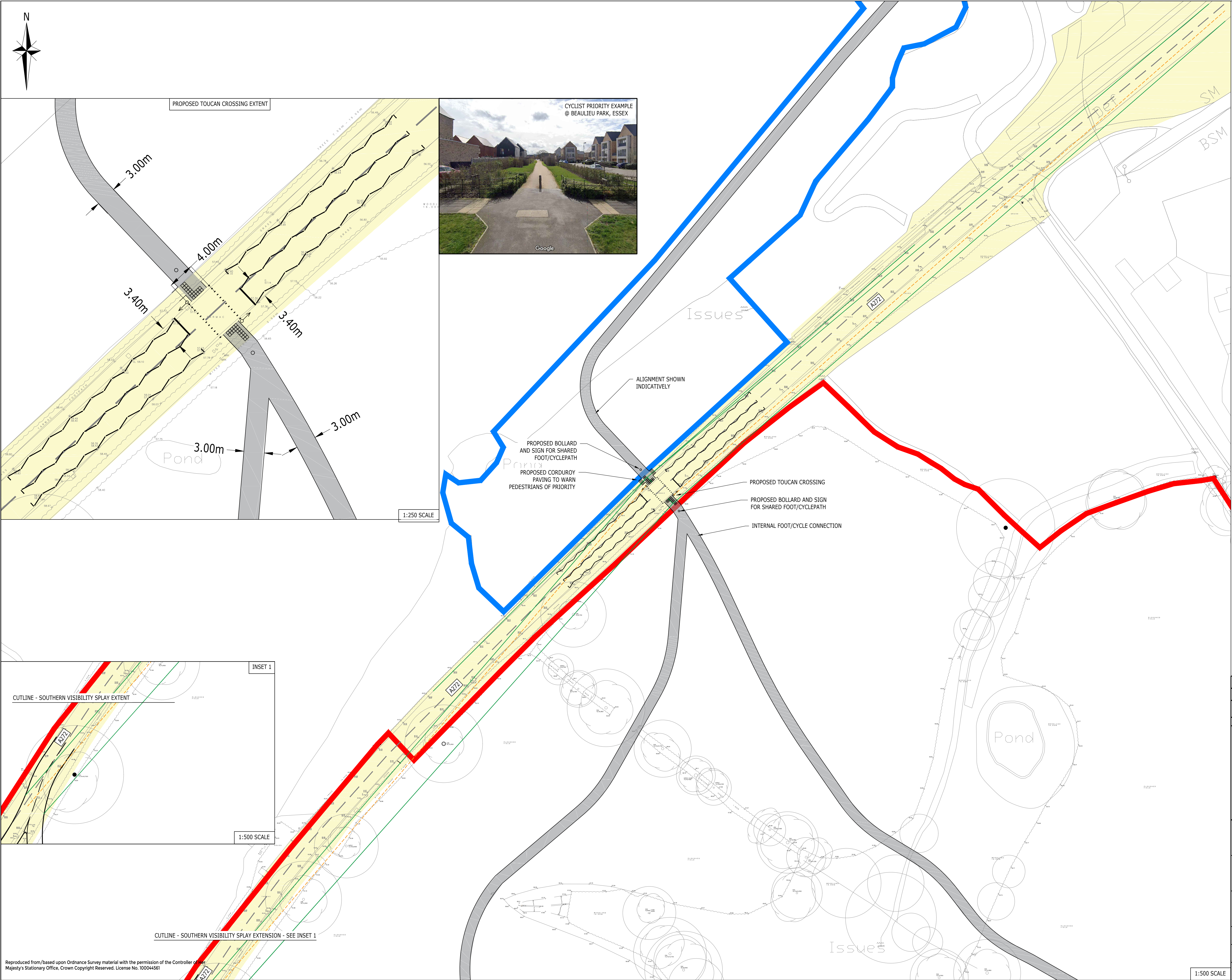
Access & Framework Plan

Planning

Project	Origin	Volume	Level	Type	Discip	Number	Rev
2131	DLA		DR	L		23	P10

Job Number 2131 Scale 1:2500 Size AO

Drawings



- NOTES:
1. THE PEDESTRIAN/CYCLE ACCESS STRATEGY IS SUBJECT TO DISCUSSIONS WITH HIGHWAYS BUT INDICATIVE ROUTING/CROSSING LOCATIONS HAVE BEEN SHOWN SUBJECT TO REVIEW AGAINST LAND OWNERSHIP CONSTRAINTS INFORMATION, ECOLOGY INFORMATION AND ARBORICULTURAL SURVEY.
 2. DESIGN IS BASED ON TOPOGRAPHICAL SURVEY PRODUCED BY MARVIN & PARTNERS LTD DATED FEB 2023
 3. INTERNAL FOOTPATH CONNECTION ALIGNMENT FROM DRAWING D3012-FAB-00-KX-M2-Y-1012-D102_Concept masterplan (08-09-23)
 4. STREET LIGHTING TO BE CONSIDERED.
 5. SPEED DISCRIMINATION EQUIPMENT TO BE CONSIDERED IF REQUIRED.
 6. VEGETATION WITHIN VISIBILITY SPLAYS TO BE TRIMMED AND CUT BACK TO KEEP VISIBILITY SPLAYS CLEAR.
 7. SIGNAGE TO BE IN ACCORDANCE WITH TSRGD AND LTN 1/20 STANDARDS.
 8. DESIGN IN ACCORDANCE WITH THE CURRENT POSTED SPEED LIMIT, ANY REDUCTION SPEED LIMIT IS SUBJECT TO REVIEW BY WSCC.

- KEY:
- INDICATIVE SITE BOUNDARY
 - BEECHY BOTTOM RESERVE BOUNDARY (INDICATIVELY SHOWN)
 - PROPOSED FOOT/CYCLEWAY
 - HIGHWAY BOUNDARY TRANSCRIBED FROM WEST SUSSEX RECORDS
 - PROPOSED ROAD MARKINGS
 - EXISTING ROAD MARKINGS
 - 215m VISIBILITY SPLAYS
 - 215m VISIBILITY SPLAY TO SIGNAL HEAD

DRAFT

C	UPDATED FOLLOWING WSCC HIGHWAY COMMENTS	DV	DV	DH	26.02.24
B	UPDATED FOLLOWING STAGE 1 RSA COMMENTS	DV	DV	DH	17.10.23
A	PROPOSED CYCLE/PEDESTRIAN ROUTE SHOWN NORTHERN SIDE OF THE A272 TO BEECHY BOTTOM RESERVE	ADS	DH	KM	28.09.23
Rev	Description	Dn	Chk	App	Date

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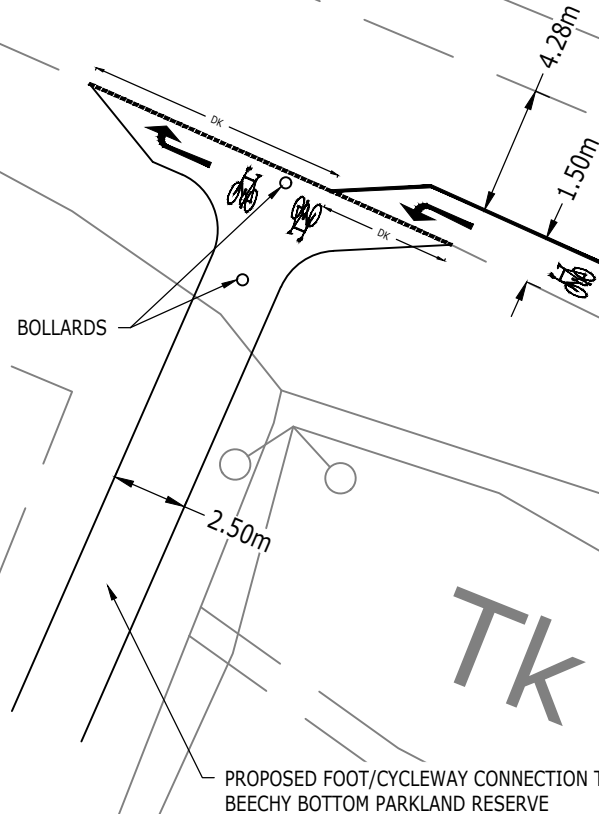
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worksafe consultant
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SSIP
SAFETY
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PROFESSIONAL
ENGINEERS

Client				
FAIRFAX ACQUISITIONS LTD				
Project Title:				
LAND AT ANTSY FARM, MID SUSSEX				
Drawing Title:				
A272 PROPOSED TOUCAN CROSSING				
A1 Scale	Date		Designed by	
AS SHOWN	08.09.23		DV	
Drawn by	Checked by		Approved by	
DV	DV		KM	
Drawing Number			Rev C	
2207280-010				

0.91m RH



NOTES:
DRAWING IS SUBJECT TO TOPOGRAPHICAL SURVEY AND
HIGHWAY BOUNDARY CONFIRMATION

Rev	Description	Drn	Chk	App	Date
A	ADDITION OF BOLLARDS' NOTE	HP	JS	DH	17.07.2024

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Client				
FAIRFAX ACQUISITIONS LTD				
Project Title:				
LAND AT ANTSY FARM, MID SUSSEX				
Drawing Title:				
BEECHY BOTTOM PARKLAND RESERVE CYCLE ACCESS PLAN				
A4 Scale	Date	Designed by		
1:250	21.05.24	BT		
Drawn by	Checked by	Approved by		
BT	JS	DH		
Drawing Number		Rev		
2207280-015		A		