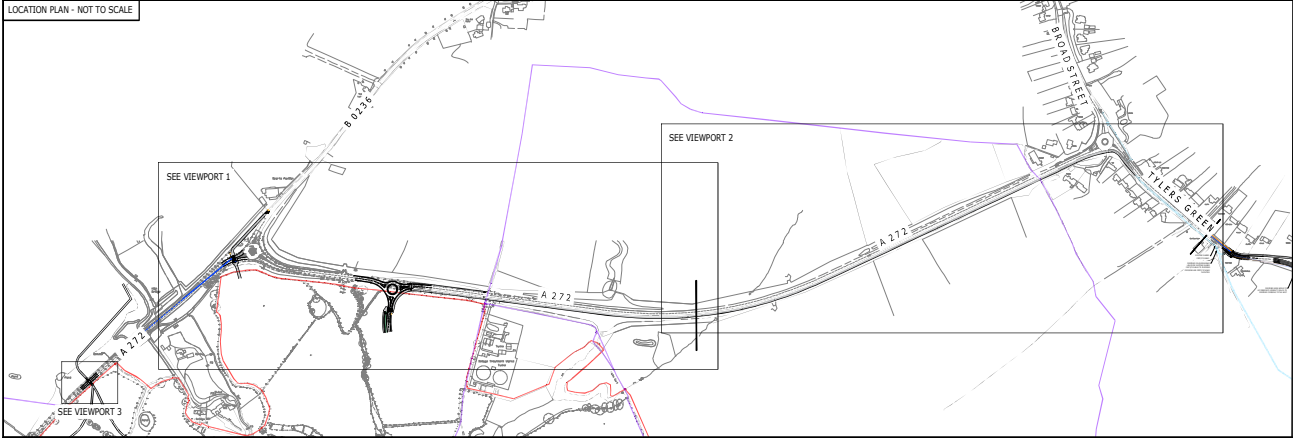
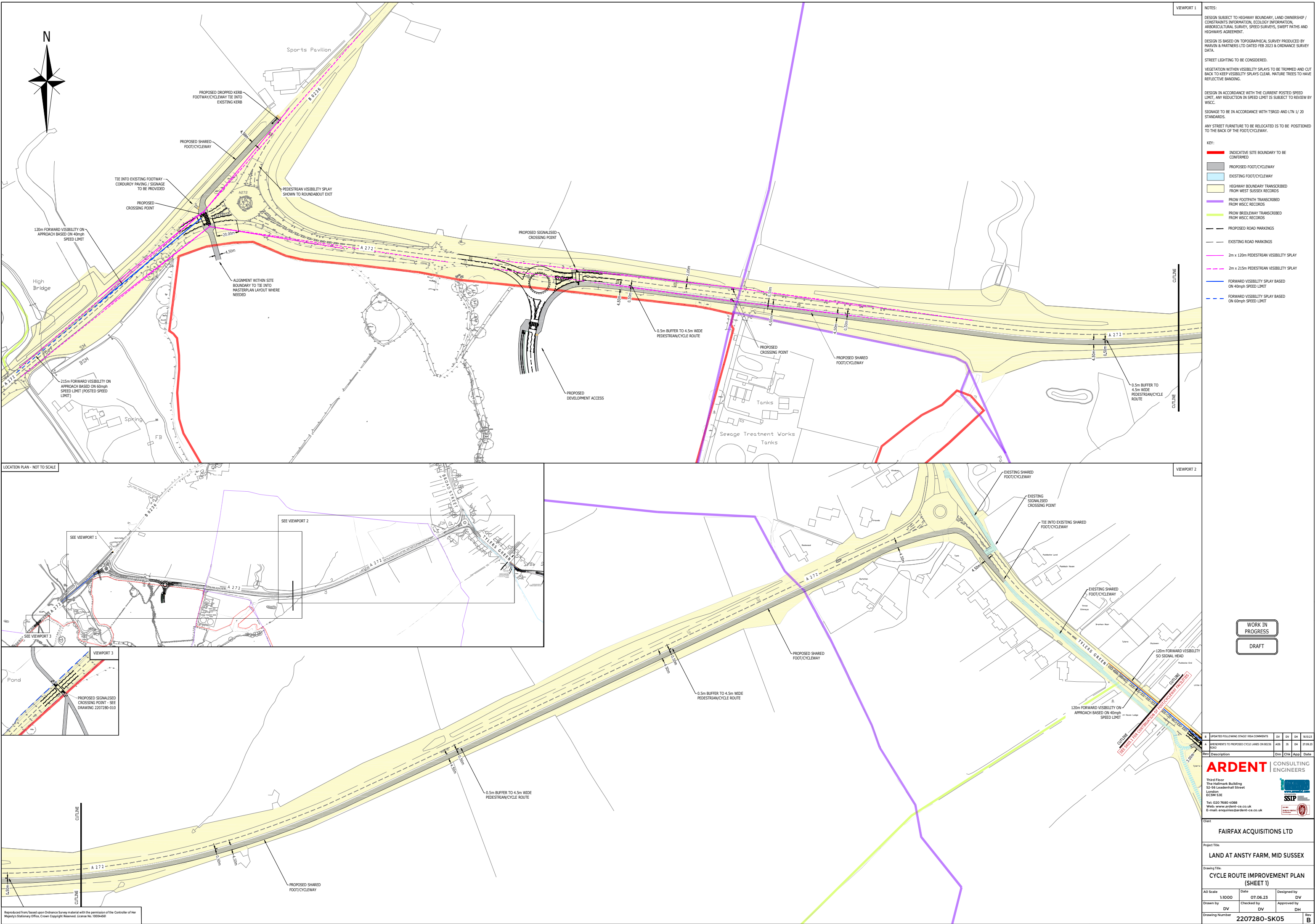


Reproduced from/based upon Ordnance Survey material with the permission of the Controller of Her Majesty's Stationary Office. Crown Copyright Reserved. License No. 10004661

DESIGN SUBJECT TO HIGHWAY BOUNDARY, LAND OWNERSHIP / CONSTRAINTS INFORMATION, ECOLOGY INFORMATION, ARCHAEOLOGICAL SURVEY, SPEED SURVEYS, SWEEP PATHS AND HIGHWAYS AGREEMENT.

DESIGN IS BASED ON TOPOGRAPHICAL SURVEY PRODUCED BY MARVIN & PARTNERS LTD DATED FEB 2023 & ORDINANCE SURVEY DATA.

STREET LIGHTING TO BE CONSIDERED.

VEGETATION WITHIN VISIBILITY SPLAYS TO BE TRIMMED AND CUT BACK TO KEEP VISIBILITY SPLAYS CLEAR. MATURE TREES TO HAVE REFLECTIVE BANDING.

DESIGN IN ACCORDANCE WITH THE CURRENT POSTED SPEED LIMIT, ANY REDUCTION IN SPEED LIMIT IS SUBJECT TO REVIEW BY WSCC.

SIGNAGE TO BE IN ACCORDANCE WITH TSRGD AND LTN 1/20 STANDARDS.

ANY STREET FURNITURE TO BE RELOCATED IS TO BE POSITIONED TO THE BACK OF THE FOOT/CYCLEWAY.

- KEY:
- INDICATIVE SITE BOUNDARY TO BE CONFIRMED
 - PROPOSED FOOT/CYCLEWAY
 - EXISTING FOOT/CYCLEWAY
 - HIGHWAY BOUNDARY TRANSCRIBED FROM WEST SUSSEX RECORDS
 - PROW FOOTPATH TRANSCRIBED FROM WSCC RECORDS
 - PROW BRIDLEWAY TRANSCRIBED FROM WSCC RECORDS
 - PROPOSED ROAD MARKINGS
 - EXISTING ROAD MARKINGS
 - 2m x 120m PEDESTRIAN VISIBILITY SPY
 - 2m x 215m PEDESTRIAN VISIBILITY SPY
 - FORWARD VISIBILITY SPY BASED ON 40mph SPEED LIMIT
 - FORWARD VISIBILITY SPY BASED ON 60mph SPEED LIMIT

WORK IN PROGRESS

DRAFT

REVISED FOLLOWING STAGE 1 RIA COMMENTS				DV	DH	18.02.23
A	AMENDMENTS TO PROPOSED CYCLE LANES ON B2236 ROAD	ADS	JS	DM		27.09.23
Rev	Description	Dim	Chk	App	Date	
1	ISSUED FOR COMMENT ON PROPOSED FACILITIES					

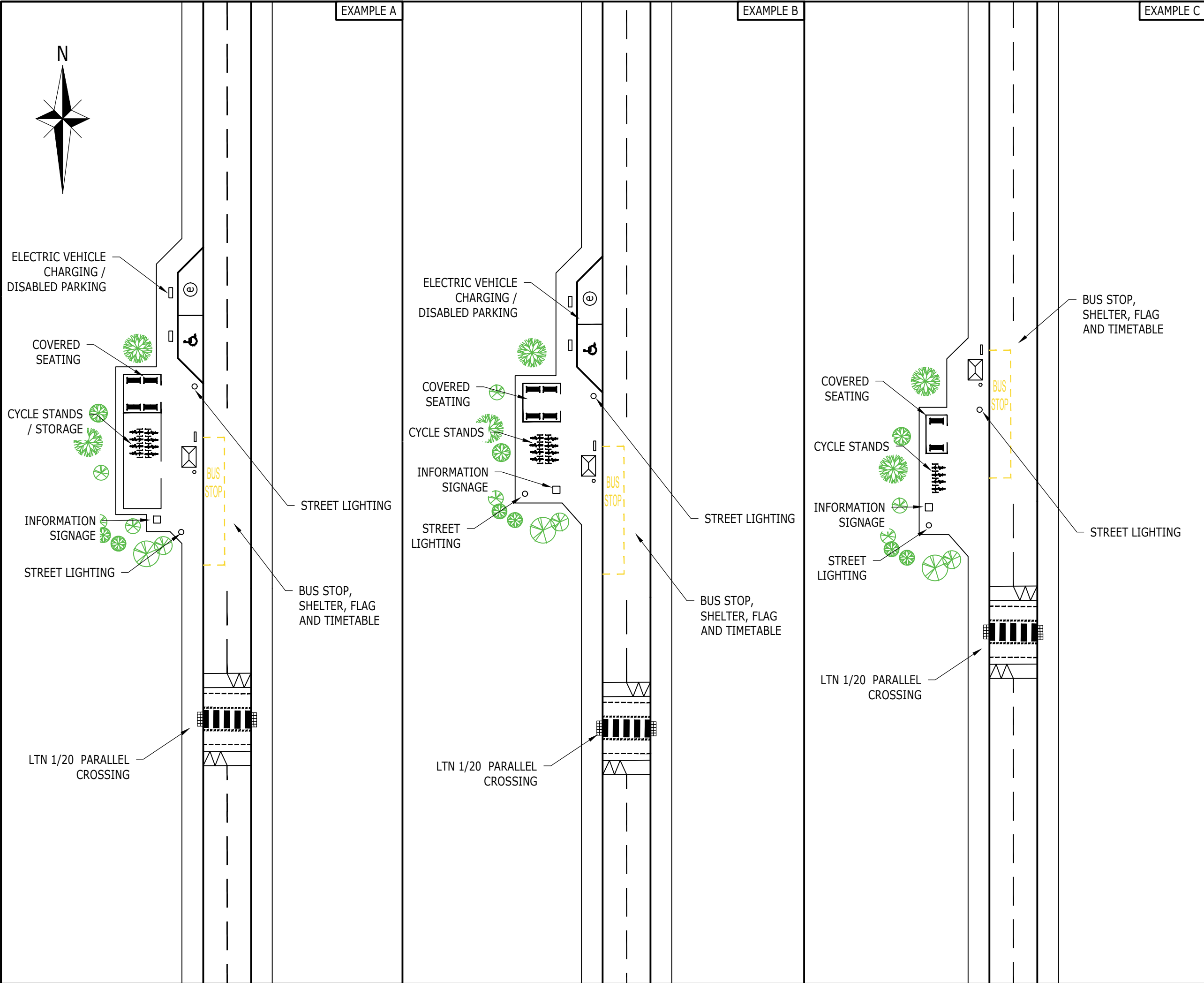
ARDENT CONSULTING ENGINEERS

Third Floor
The Helixmark Building
52-56 Leadenhall Street
London
EC3M 5JE

Tel: 020 7680 4088
Web: www.ardent-ca.co.uk
E-mail: enquiries@ardent-ca.co.uk

SSIP

Client		FAIRFAX ACQUISITIONS LTD	
Project Title:		LAND AT ANSTY FARM, MID SUSSEX	
Drawing Title:		CYCLE ROUTE IMPROVEMENT PLAN (SHEET 1)	
AO Scale	Date	Designed by	DV
1:1000	07.06.23	Checked by	DH
Drawn by	DV	Approved by	DH
Drawing Number	2207280-SK05		Rev B



NOTES:

DESIGNED IN ACCORDANCE WITH LTN 1/20 & COMO UK 'THE DESIGN PROCESS - MOBILITY HUBS REALISED'.

EXAMPLES SHOWN INDICATIVELY AND SUBJECT TO INTERNAL LAYOUT, FURTHER DESIGN AND HIGHWAYS DISCUSSIONS.

MINI MOBILITY HUB TO INCLUDE:

- 1 HIGH QUALITY TRANSPORT OPTION
- 1 HIGH QUALITY SHARED MOBILITY OPTION
- CLEAR SIGNAGE / INFORMATION BOARD
- SAFE CROSSINGS
- LOCATED IN WELL LIT LOCATION
- EASILY ACCESSIBLE TRANSPORT TIMETABLE
- STREET LIGHTING
- COVERED SEATING
- MODERN CLEAN INFRASTRUCTURE

DRAFT

Rev	Description	Drdn	Chk	App	Date
ARDENT CONSULTING ENGINEERS Third Floor The Hallmark Building 52-56 Leadenhall Street London EC3M 5JE Tel: 020 7680 4088 Web: www.ardent-ce.co.uk E-mail: enquiries@ardent-ce.co.uk worksafe collaboration www.ardentce.com SSIP 100001 BUREAU VERITAS Certification					
Client					
FAIRFAX ACQUISITIONS LTD					
Project Title:					
LAND AT ANTSY FARM, MID SUSSEX					
Drawing Title:					
MINI MOBILITY HUB EXAMPLE					
A3 Scale		Date		Designed by	
1:500		13.07.23		DV	
Drawn by		Checked by		Approved by	
DV		DV		KM	
Drawing Number					Rev
2207280-SK06					-

Transport Assessment Appendix A
Pre-Application Notes

FAIRFAX ACQUISITIONS LTD

LAND ADJOINING ANSTY

TRANSPORT SCOPING REPORT

**REPORT REF.
2207280-R07**

May 2023

HEAD OFFICE: 3rd Floor, The Hallmark Building, 52-56 Leadenhall Street, London, EC3M 5JE **T** | 020 7680 4088

ESSEX: 1 - 2 Crescent Court, Billericay, Essex, CM12 9AQ **T** | 01277 657 677

KENT: Suite 10, Building 40, Churchill Business Centre, Kings Hill, Kent, ME19 4YU **T** | 01732 752 155

MIDLANDS: Office 3, The Garage Studios, 41-43 St Mary's Gate, Nottingham, NG1 1PU **T** | 0115 697 0940

SOUTH WEST: Unit 2.2a, Temple Studios, Temple Gate, Redcliffe, Bristol, BS1 6QA **T** | 0117 456 4994

SUFFOLK: Suite 3.07, Suffolk Enterprise Centre, 44 Felaw Street, Ipswich, IP2 8SJ **T** | 01473 407 321

Contents

1. Introduction	0
2. Masterplanning Design Input	2
3. Parking Strategy & Trip Rates	3
4. Public Transport & Active Travel Strategy	5
5. Local & Strategic Modelling	7
6. National Highways	9
7. Summary and Way Forward	10

Appendices

Appendix 1	Transport Technical Note #2 (Masterplanning Design Input)
Appendix 2	Transport Technical Note #3 (Parking Strategy & Trip Rates)
Appendix 3	Transport Technical Note #4 (Public Transport & Active Travel Strategy)
Appendix 4	Transport Technical Note #5 (Strategic Modelling)
Appendix 5	Transport Technical Note #6 (National Highways)

Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Final	JS	DH <i>DH</i>	KM <i>KM</i>	19/05/2023

Distribution

This report has been prepared for the exclusive use of FAIRFAX ACQUISITIONS LTD. It should not be reproduced in whole or in part, or relied upon by third parties, without the express written authority of Ardent Consulting Engineers.

1. Introduction

- 1.1. This Transport Scoping Report (TSR) has been produced by Ardent Consulting Engineers (ACE) on behalf of Fairfax Acquisitions Limited, to provide highways input into the masterplanning process for the proposed development at the Land Adjoining Ansty in Mid Sussex.
- 1.2. The Local Planning Authority (LPA) is Mid Sussex District Council (MDSC) and the Local Highways Authority is West Sussex County Council (WSCC), with National Highways (NH) retaining specific responsibility for the A23 corridor.
- 1.3. The location of the proposed development is shown on **Figure 1.1** below.



Figure 1.1: Site Location

- 1.4. A summary of the development is as follows:
- New Settlement comprising up to 1600 high quality new homes, including up to 480 new affordable homes;
 - New 2 Form Entry Primary School;
 - New village centre with local facilities;
 - 99 hectare Country Park for wider public use, offering significant opportunities for Biodiversity Net Gain;
 - Enhanced bus services;
 - A low carbon sustainable settlement; and
 - New sports and recreation facilities as well as amenity greenspace embedded within the garden community.

- 1.5. This TSR sets out the approach to the various strands of the Transport study that will be utilised to assess the development proposals and consider the impact and mitigation measures required to support future construction of the scheme in accordance with local policy, and in line with the requirements of the National Planning Policy Framework (NPPF).
- 1.6. The approach set out within this TSR will subsequently form part of the basis for the Transport Assessment (TA) accompanying a planning application for these proposals.
- 1.7. To this end, ACE have undertaken preliminary discussions with WSCC Highways in respect to the development proposals and the scope / approach reflects the outcome of stakeholder consultation to date, building upon those discussions in preparing the details contained within this TSR.
- 1.8. ACE have split the study into key components of the study and they are considered in turn within this TSR. Following this introduction, the remainder of this report is structured as follows:
- **Section 2.0** considers Masterplanning Design;
 - **Section 3.0** considers the Parking Strategy & Trip Rates;
 - **Section 4.0** considers Public Transport & Active Travel Strategy
 - **Section 5.0** considers Local & Strategic Modelling;
 - **Section 6.0** considers National Highways specific Modelling; and
 - **Section 7.0** provides a summary.

2. Masterplanning Design Input

2.1. Transport Technical Note #2 (**ACE Report Reference: 2207280-R02**) has been produced to set out the highway design requirements for the Masterplanning process for the proposed development, including the proposed vehicular access strategy, details of street geometries and the indicative access and movement strategy for the site.

2.2. Transport Technical Note #2 is attached at **Appendix 1**.

Summary

2.3. Transport Technical Note #2 is summarised as follows:

- Access to the site for vehicles will be via 3 roundabouts on the northern, western and southern edges of the site.
- Buses are to access the site by the north and south roundabouts and follows the primary and secondary streets to the 5 bus stops throughout the site.
- A mobility hub is to be provided at the westernmost bus stop within the site.
- A total of 10 access points for active travel modes are provided across the site, with an internal network of cycle and pedestrian routes that generally follow the road network.
- The internal street hierarchy has been divided into primary, secondary, tertiary and shared surface streets, with geometries provided for each road type taking into account the need for buses provision.
- Geometries for each road type are based on a combination of WSCC guidance, Manual for the Streets, Manual for Streets 2 and LTN 1/20 where applicable.

Way Forward

2.4. The proposed way forward is for ACE to progress the masterplanning process based on the parameters set out above. Specific comment from WSCC on the following matters is sought from WSCC:

- The principle of the access and movement strategy for each mode of travel.
- The design of the proposed access roundabouts, including the non-vehicular provision.
- The geometric design of each street type.
- Feedback on application of LTN1/20 parameters.

3. Parking Strategy & Trip Rates

- 3.1. Transport Technical Note #3 (**ACE Report Reference: 2207280-R03**) has been produced to set out high-level information in relation to the parking strategy and trip generation methodology for the proposed development, including details of parking standards, estimated provision and predicted trip rates.
- 3.2. Transport Technical Note #3 is attached at **Appendix 2**.

Summary

- 3.3. Transport Technical Note #3 is summarised as follows:
- The residential car and cycle parking standards applicable to the development are located within the WSCC document 'Guidance in parking at New Developments'.
 - The proposed development currently lies within Parking Behaviour Zone (PBZ) 1, however given the scale, land uses and public and active travel betterments included within the proposals, the standards applicable to PBZ4 are considered more appropriate.
 - The non-residential parking, visitor parking, disabled parking and electric vehicle charging standards are also located within the above WSCC document.
 - Rationalisation of parking provision through the sharing of spaces between complimentary uses will be explored, along with a 10% reduction to promote active and sustainable travel.
 - Trip rates for the proposed development will be based on the trip rates and reductions assumed within Scenario 4Bm1 of the MSSHM.
 - A further scenario set with trip rate reductions will be considered by ACE, to reflect the site specific promotion of sustainable transport, as well as the promotion of sustainable transport within the West Sussex Transport Plan.

Way Forward

- 3.4. The proposed way forward is for ACE to progress the design and traffic assessment on the basis of the strategy outlined above, with specific comment from WSCC requested on the following areas:
- Confirmation on the above proposed approach to applying WSCC parking standards is appropriate and acceptable.
 - Confirmation on the trip rates being accurate and appropriate for use in our analysis (the detail of which is covered in a separate TTN).

- The principle of an additional scenario set using trip rate reductions to reflect the promotion of sustainable transport (the detail of which is covered in a separate TTN).

4. Public Transport & Active Travel Strategy

4.1. Transport Technical Note #4 (**ACE Report Reference: 2207280-R04**) has been produced to set out the public transport and active travel strategy for the proposed development, including details of existing bus services, possible improvements to these services and wider works which could be provided within the local area to aid active travel for future residents and users of the site.

4.2. Transport Technical Note #4 is attached at **Appendix 3**.

4.3. Transport Technical Note #4 is summarised as follows:

- The proposed public transport strategy will involve consideration of the diversion of current services, new services or improving the frequency of services.
- Buses are to access the site by the north and south roundabouts, and follows the primary and secondary streets to the 5 bus stops throughout the site.
- The westernmost mobility hub / bus stop is to be a full mobility hub, with the other mobility hub / bus stops being 'mini-mobility hubs'.
- A total of 10 access points for active travel modes are provided across the site, with an internal network of cycle and pedestrian routes that generally follow the road network.
- Improvements to active travel modes will better connect the site with the surrounding areas, including facilities within Haywards Heath (including the station) and Burgess Hill.
- Improvements to PRow will be explored to offer recreational route options for prospective site users, including the existing population.
- A bridge over the A272 will be considered to connect the site with Ansty through a traffic-free route.
- There are opportunities for improvements to be made to "fill in gaps" within the existing cycle network to and within Haywards Heath. This will ensure connections to existing facilities and opportunities for travel by train using Haywards Heath station.
- The form of cycle infrastructure will be dictated by land ownership constraints and with continuity of route in mind so that a consistent quality of provision is offered.

- Geometries for pedestrian/cycle infrastructure will be based on a combination of WSCC guidance, Manual for the Streets, Manual for Streets 2 and LTN 1/20 where applicable.

Way Forward

4.4. The proposed way forward is for ACE to progress the public transport and active travel strategy based on the parameters/approach set out above. Specific comment from WSCC on the following matters is sought from WSCC:

- Public transport improvement strategy and form that would be recommended to allow discussions to progress.
- The principle of the cycle improvement strategy to reflect land constraints and prioritise consistency of route to ensure wayfinding is easy and that users are not confused by changes in provision.
- The principle of offering PRow improvements is acceptable to better the leisure route offering as part of the proposals.
- The principle of a new bridge and gateway feature on the western boundary to better connect the site with Ansty.
- The geometric design and WSCC application of LTN1/20 parameters in order that we can consider these in developing preliminary designs for further comment.

5. Local & Strategic Modelling

5.1. Transport Technical Note #5 (**ACE Report Reference: 2207280-R05**) has been produced to set out the approach to the strategic and local junction modelling that will underpin the assessment of the residual traffic generated by the proposed development. The scope includes the choice of scenarios to be modelled, the study area, the parameters involved in detailed capacity assessments and the approach to mitigation, where necessary.

5.2. Transport Technical Note #5 is attached at **Appendix 4**.

Summary

5.3. Transport Technical Note #5 is summarised as follows:

- The basis of the traffic assessment of the proposed development will be the latest version of the Mid Sussex Strategic Highways Model (MSSHM), with amendments made to reflect recent changes and to improve the quality of the model.
- The model will provide turning count outputs for the AM and PM peak hours, which will be used within local junction capacity modelling.
- The comprehensive traffic study area for the proposed traffic assessment has been provided in full.
- A total of 5 scenarios will be run, including 2019 Baseline Year, 2039 Do Nothing, 2039 Do Something Isolated, 2039 Do Minimum and 2039 Do Something Cumulative scenarios.
- The scenarios selected allow for an assessment of the development separate from the draft Mid Sussex Local Plan and in the context of the draft Mid Sussex Local Plan coming forward.
- The two-track assessment methodology allows for the identification of junctions where 'Isolated Development' mitigation schemes are required, and where 'Draft Local Plan' mitigation are required.
- 'Isolated Development' mitigation schemes are required for the proposed development to come forward in isolation, whereas 'Draft Local Plan' mitigation schemes are required for the proposed development to come forward in the context of the draft Mid Sussex Local Plan.
- Responsibility for the delivery of the 'Isolated Development' schemes will be with the proposed development in isolation, whereas delivery of the 'Draft Local

Plan' schemes will be shared with all allocated developments within the Mid Sussex Local Plan.

- The mitigation design strategy is to provide two options where mitigation is required; One design that maximises the sustainable transport opportunities, while seeking to retain or minimise any loss in vehicular capacity, and a second design that mitigates for the vehicular traffic effect of the development, with sustainable transport improvements provided where possible.

Way Forward

5.4. The proposed way forward is for ACE to progress the traffic assessment on the basis of the strategy outlined above, with specific comment from WSCC requested on the following areas:

- The principle of using the 2022 version of the MSSHM.
- The principle of amending the MSSHM to more accurately assess the proposed development.
- The proposed scenario set, including the assessment of the development with and without the draft Mid Sussex Local Plan.
- The proposed traffic study area.
- The proposed mitigation strategy, specifically the mitigation design approach.

6. National Highways

- 6.1. Transport Technical Note #6 (**ACE Report Reference: 2207280-R06**) has been produced to set out the approach to the strategic and local junction modelling that will underpin the assessment of the residual traffic generated by the proposed development giving regard to the promotion of sustainable modes of transport, in line with the requirement of the National Planning Policy Framework (NPPF), specifically with regards to the network maintained by National Highways (NH).
- 6.2. Transport Technical Note #6 is attached at **Appendix 5**.
- 6.3. Whilst Transport Technical Note #6 will be submitted to NH, we have also included it within this TSR in order to make clear that a consistency in approach is proposed across the study area.

7. Summary and Way Forward

Summary

- 7.1. This note has considered the key transport aspects of the proposed development the Land Adjoining Ansty in Mid Sussex and sets out a proposed approach to review the impact of the proposed development in transport terms.
- 7.2. ACE have presented within separate chapters each of the key elements of a future study, covering the internal masterplan design, access strategy, parking strategy, public transport & active travel strategy, considered trip rates and junction capacity modelling/assessment methodologies, and also confirmed that consistency in approach will be applied to the National Highways road network as well as the WSCC road network.

Way Forward

- 7.3. The proposed way forward is for ACE to progress preparation of a Transport Assessment on the basis of the approach summarised within this TSR. We would welcome further engagement with WSCC to confirm agreement to the principles set out within this document.

Appendix 1

Transport Technical Note #2 Masterplanning Design Input

FAIRFAX ACQUISITIONS LTD

LAND ADJOINING ANSTY

TECHNICAL TRANSPORT NOTE #2 (MASTERPLANNING HIGHWAY DESIGN)

REPORT REF.
2207280-R02

May 2023

HEAD OFFICE: 3rd Floor, The Hallmark Building, 52-56 Leadenhall Street, London, EC3M 5JE **T** | 020 7680 4088
ESSEX: 1 - 2 Crescent Court, Billericay, Essex, CM12 9AQ **T** | 01277 657 677
KENT: Suite 10, Building 40, Churchill Business Centre, Kings Hill, Kent, ME19 4YU **T** | 01732 752 155
MIDLANDS: Office 3, The Garage Studios, 41-43 St Mary's Gate, Nottingham, NG1 1PU **T** | 0115 697 0940
SOUTH WEST: Unit 2.2a, Temple Studios, Temple Gate, Redcliffe, Bristol, BS1 6QA **T** | 0117 456 4994
SUFFOLK: Suite 3.07, Suffolk Enterprise Centre, 44 Felaw Street, Ipswich, IP2 8SJ **T** | 01473 407 321

Contents	Page
1. Introduction.....	1
2. Access and Movement Strategy.....	3
3. Access Arrangements.....	6
4. Street Geometries	9
5. Summary and Way Forward	16

Drawings

2207280-004B	Proposed Northern Access Roundabout
2207280-005A	Proposed Western Access Roundabout
2207280-006A	Proposed Southern Access Roundabout
2207280-SK01	Mobility Hub Examples

Appendices

Appendix A	Indicative Access and Movement Strategy
Appendix B	Indicative Street Hierarchy Plan

Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft	JS	DH	DRAFT	12/05/2023
-	Final	JS	JS 	DH 	19/05/2023

Distribution

This report has been prepared for the exclusive use of FAIRFAX ACQUISITIONS LTD. It should not be reproduced in whole or in part, or relied upon by third parties, without the express written authority of Ardent Consulting Engineers.

1. Introduction

- 1.1. This Technical Transport Note (TTN) has been produced by Ardent Consulting Engineers (ACE) on behalf of Fairfax Acquisitions Limited, to provide highways design input into the masterplanning process for the proposed development at the Land Adjoining Ansty in Mid Sussex.
- 1.2. The Local Planning Authority (LPA) is Mid Sussex District Council (MDSC) and the Local Highways Authority is West Sussex County Council (WSCC).
- 1.3. The location of the proposed development is shown on **Figure 1.1** below.



Figure 1.1: Site Location

- 1.4. A summary of the development is as follows:
- New Settlement comprising up to 1600 high quality new homes, including up to 480 new affordable homes;
 - New 2 Form Entry Primary School;
 - New village centre with local facilities;
 - 99 hectare Country Park for wider public use, offering significant opportunities for Biodiversity Net Gain;
 - Enhanced bus services;
 - A low carbon sustainable settlement;
 - New sports and recreation facilities as well as amenity greenspace embedded within the garden community.

- 1.5. This Transport Technical Note (TTN) has been produced to set out the highway design requirements for the Masterplanning process for the proposed development, including the proposed vehicular access strategy, details of street geometries and the indicative access and movement strategy for the site.

2. Access and Movement Strategy

Access and Movement Strategy

- 2.1. This section of the note provides a brief outline of the access and movement strategy for the proposed development. Additional detail on the Public Transport and Active Travel strategies is provided within **ACE Report Reference 2207280-R04**.
- 2.2. An indicative Access and Movement Strategy is provided on the plan at **Appendix A**.

Private Vehicle Access and Movement Strategy

- 2.3. Vehicular access to the site is to be at three points: a northern access from the A272 on the northern edge of the site; a western access onto the A272 on the western edge of the site; and a southern access onto the B2036 Harvest Hill.
- 2.4. The primary spine road will connect from the A272 at the north access to the B2036 Harvest Hill and will include two bridges through the site. Secondary and tertiary streets will be provided to connect individual dwellings to the internal street network and the access points, with sufficient parking provision for each dwelling per the parking standards set out in **ACE Report Reference 2207280-R03**.

Public Transport Access and Movement Strategy

- 2.5. Buses are expected to access the site via the northern and southern accesses. The indicative bus route through the site has been made so that the service would operate along the primary spine road initially, before turning into the secondary streets to loop back via the local centre onto the primary spine road. As such, the spine road and secondary streets are divided into "with bus" and "without bus" sections.
- 2.6. A total of 5 mobility hubs will be provided within the site each with a bus stop to maximise the number of dwellings within the catchment area. The catchment area is based on the notional 300m catchment referenced in the Chartered Institution of Highways and Transportation (CIHT) document 'Buses in Urban Developments'. One of these bus stops, specifically the westernmost bus stop, will incorporate a Mobility Hub, with the other 4 comprising 'mini-mobility hubs'.

2.7. The design of the mobility hubs will be based on best guidance from CoMo (a UK-based accessible mobility charity) as well as on successfully implemented examples, including those not within the UK. We also understand that the Department for Transport (DfT) is expected to issue guidance on mobility hub design. Reference will be made to this guidance, if available. A set of example mobility hub designs is provided on **ACE Drawing 2207280-SK01**.

2.8. The Mobility hub will also consider electric scooters, subject to their legal status, as well as lockers for online deliveries., whilst the mini-mobility hubs will provide a mixture of these facilities appropriate for the location within the site.

Active Travel Access and Movement Strategy

2.9. Access to the site via active travel modes (including walking and cycling) will be at a total of 10 locations:

- At the North and South vehicular accesses, via off-carriageway provision;
- At a new crossing point over the A272 into Beechy Bottom Country Park including a bridge over the A272 to connect to the Ansty Cricket and Football club grounds;
- Via Public Right of Way (PRoW) 62CR into Ansty;
- Via PRoWs 103CR, 69CR and 71CR on the eastern boundary of the site; and
- Via 72CR, 73CR and 74CR on the south eastern Boundary of the site.

2.10. Consideration of an additional pedestrian/cycle only connection at the northwestern corner of the site near the A272/B2036 roundabout junction is also being explored separately, with access through the residential streets provided in this corner of the site.

2.11. The primary cycle route through the site follows a similar route to the bus routing described above, however the cycle route continues along the full length of the primary road, including the section where buses are not expected to travel.

2.12. The cycle route also continues along the full length of the secondary street, with the exception of the westernmost section onto the A272, where the cycle route will separate from the carriageway to route into Beechy Bottom Country Park.

2.13. On tertiary and lower streets, cyclists will utilise the carriageway or the shared surface, as described in **Section 4.0**.

3. Access Arrangements

Vehicular Access Strategy

- 3.1. Vehicular access to the site is to be at three points: A northern access from the A272 on the northern edge of the site; a western access onto the A272 on the western edge of the site; and a southern access onto the B2036 Harvest Hill.
- 3.2. All three access points are to be three arm roundabouts, with the north and south accesses connecting to the primary spine road and acting as the access points for buses, whilst the western access will connect to a secondary street but is not proposed to accommodate buses.
- 3.3. The proposed roundabout geometries are based on the standards included within the Design Manual for Roads and Bridges (DMRB) documents CD109 – Highway Link Design and CD 116 – Geometric Design of Roundabouts. Visibility splays have been calculated based on the design speed of the road using the desirable minimum visibility from DMRB CD 109 – Highway Link Design. Footway and Cycleway widths have been based on Local Transport Note (LTN) 1/20 – Cycle Infrastructure Design and Manual for the Streets / Manual for Streets 2.

Northern Access

- 3.4. A plan showing the proposed northern access roundabout is provided at **ACE Drawing 2207280-003A**. The proposed roundabout is to have one 4.5m lane on each arm, with an overall diameter of 30m.
- 3.5. The roundabout is also to include a tiger crossing on its southern and eastern arms, as part of the continuation of the cycle route through the site and towards Haywards Heath to the east. The cycle route will be on the west side of the primary spine road into the site, crossing to the east side of the carriageway on the southern arm of the roundabout to become a 4.5m shared footway / cycleway, and then crossing to the north side of the A272 on the eastern arm of the roundabout to extend further east. The final cycle strategy along the A272 extending east is to be confirmed and is for discussion as per **ACE Report Reference 2207280-R04**.
- 3.6. As a change in the speed limit on the A272 in the vicinity of the site from 60mph to 40mph is proposed as part of the access strategy, the proposed roundabout has been designed to achieve forward visibility splays of 120m from the east and west.

- 3.7. The proposed roundabout has been designed to minimise impacts on local trees and vegetation, however this is subject to arboriculture and ecological checks.

Western Access

- 3.8. A plan showing the proposed western access roundabout is provided at **ACE Drawing 2207280-004B**. The proposed roundabout is to have one, 4.5m lane on each arm, with an overall diameter of 30m.
- 3.9. This roundabout is to be for vehicles only, as the proposed footways and cycle route is to separate from the carriageway prior to this roundabout. It is anticipated that a bridge over the A272 south of the western access will be provided to connect through to the Ansty cricket and football club grounds. Levels in the area support a bridge and would help connect the site with the existing built up area of Ansty, but is subject to further discussions/review.
- 3.10. As with the northern access, a change in the speed limit on the A272 in the vicinity of the site from 60mph to 40mph is proposed as part of the access strategy. The proposed roundabout has been designed to achieve forward visibility splays of 120m from the east and west.
- 3.11. As with the northern access, the proposed roundabout has been designed to minimise impacts on local trees and vegetation, however this is subject to arboriculture and ecological checks.

Southern Access

- 3.12. A plan showing the proposed southern access roundabout is provided at **ACE Drawing 2207280-005A**. The proposed roundabout is to have one 4.5m lane on each arm, with an overall diameter of 30m.
- 3.13. The roundabout is to be the terminus of the cycle route through the site, with onward connections to Ansty to the north, where sufficient space is available within adopted highway land. A pedestrian crossing will be provided on the eastern arm of the roundabout, to provide connectivity within the site. A suitable connection to Cuckfield Road is also being explored and is discussed further within **ACE Report Reference 2207280-R04**.

3.14. The proposed roundabout has been designed to achieve forward visibility splays of 120m from the east and west, in line with the existing 40mph speed limit of the B2036 Harvest Hill.

3.15. As with the other accesses, the proposed roundabout has been designed to minimise impacts on local trees and vegetation, however this is subject to arboriculture and ecological checks.

4. Street Geometries

Street Makeup

4.1. To determine the geometric requirements for the various streets within the development, a hierarchy of five street-types been designed. The street-type hierarchy is as follows:

1. Primary Spine Road (with Bus);
2. Primary Spine Road (Without Bus);
3. Secondary Routes (With Bus);
4. Secondary Routes (Without Bus);
5. Tertiary Routes (Individual Parcel Access); and
6. Shared Streets (Individual Dwelling Access).

4.2. The design for each street type consists of four elements:

- Carriageway;
- Verge(s);
- Cycle Path(s); and
- Footway(s).

4.3. Due to the recent national adoption of Local Transport Note (LTN) 1/20 – Cycle Infrastructure Design, there is considerable uncertainty about the accessibility infrastructure requirements within new strategic developments.

4.4. As such, this TTN explores latest guidance and practice by providing a range of geometries for comment by WSCC, and seeks feedback from officers on their requirements for pedestrian/cycle improvements.

4.5. Carriageway widths, verges and segregated footways are based on WSCC guidance as well as Manual for Streets / Manual for Streets 2, while footway widths and cycleway widths are based on LTN 1/20.

4.6. A plan showing the indicative street hierarchy across the site is provided on the drawing provided at **Appendix B**.

Primary Spine Road

4.7. The primary spine road for the site is to follow a broadly north / south orientation connecting the A272 on the northern edge of the site to the B2036 Harvest Hill on the southern edge of the site.

4.8. The primary spine road is split into three sections, with the north and south sections being bus routes and a short section between that will not be a bus route. As such, the geometries for the primary spine road are divided into the section of the road with buses and the section without buses:

- Primary Spine Road (With Bus):
 - Carriageway Width = 6m – 6.75m;
 - Verge Width = 2m – 3m (both sides of the carriageway);
 - Cycle Path = 3m (two-way on one side of the carriageway, including light segregation);
 - Footway = 1.8m – 2m (both sides of the carriageway, including light segregation and pinch points);
 - Total Width = 18m – 22.75m.
- Primary Spine Road (Without Bus):
 - Carriageway Width = 5.5m;
 - Verge Width = 2m – 3m (both sides of the carriageway);
 - Cycle Path = 3m (two-way on one side of the carriageway, including light segregation);
 - Footway = 1.8m – 2m (both sides of the carriageway, including light segregation and pinch points);
 - Total Width = 17.5m – 21.5m.

4.9. An indicative cross-section of the section of the primary spine road with buses is shown in **Figure 4.1**, below.

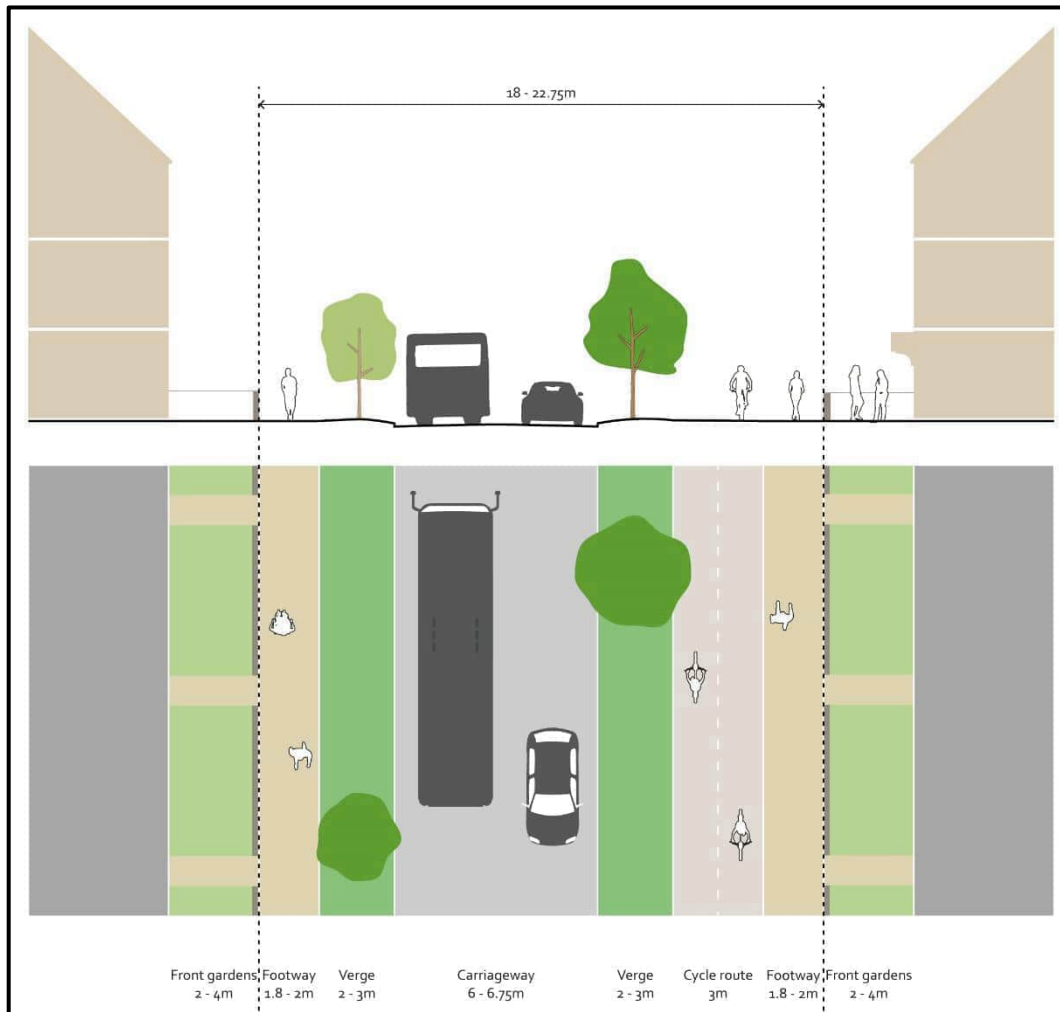


Figure 4.1: Indicative Primary Spine Road With Bus

Secondary Street

4.10. The secondary streets within the site are broadly concentrated within the central and western sections of the site, serving to connect parcels to the primary spine road and to continue the cycle route and footpaths throughout the site.

4.11. As with the primary spine road, sections of the secondary streets will be expected to accommodate buses and other sections will not be expected to accommodate buses. To encourage sustainable travel towards the school and local centre, the section of secondary street through the centre of the site will be made bus-only with appropriate signage and traffic controls included within the design.

4.12. In addition to the with / without and bus-only sections, the westernmost section of the cycle route through the site is expected to separate from the carriageway, being

route through the open space within the site. At this point, only a footway will be provided on both sides of the carriageway.

4.13. The total three types of secondary street will follow the below geometries:

- Secondary Street (Cycle Route, With Bus & Bus-Only):
 - Carriageway Width = 6m – 6.75m;
 - Verge Width = 2m – 2.5m (both sides of the carriageway, potential for inset parking and tree planting);
 - Cycle Path = 3m (two-way on one side of the carriageway, including light segregation);
 - Footway = 1.8m – 2m (including light segregation and pinch points);
 - Total Width = 17m – 18.75m.
- Secondary Street (Cycle Route, Without Bus):
 - Carriageway Width = 4.8m;
 - Verge Width = 2m – 2.5m (both sides of the carriageway);
 - Cycle Path = 3m (two-way on one side of the carriageway, including light segregation);
 - Footway = 1.8m – 2m (both sides of the carriageway, including light segregation and pinch points);
 - Total Width = 15.8m – 16.8m.
- Secondary Street (Without Cycle Route, Without Bus):
 - Carriageway Width = 4.8m;
 - Verge Width = 2m – 2.5m (both sides of the carriageway);
 - Footway = 2m (both sides of the carriageway, including light segregation and pinch points);
 - Total Width = 12.8m – 13.8m.

4.14. An indicative cross-section of a section of secondary street with buses is shown in **Figure 4.2**, below.

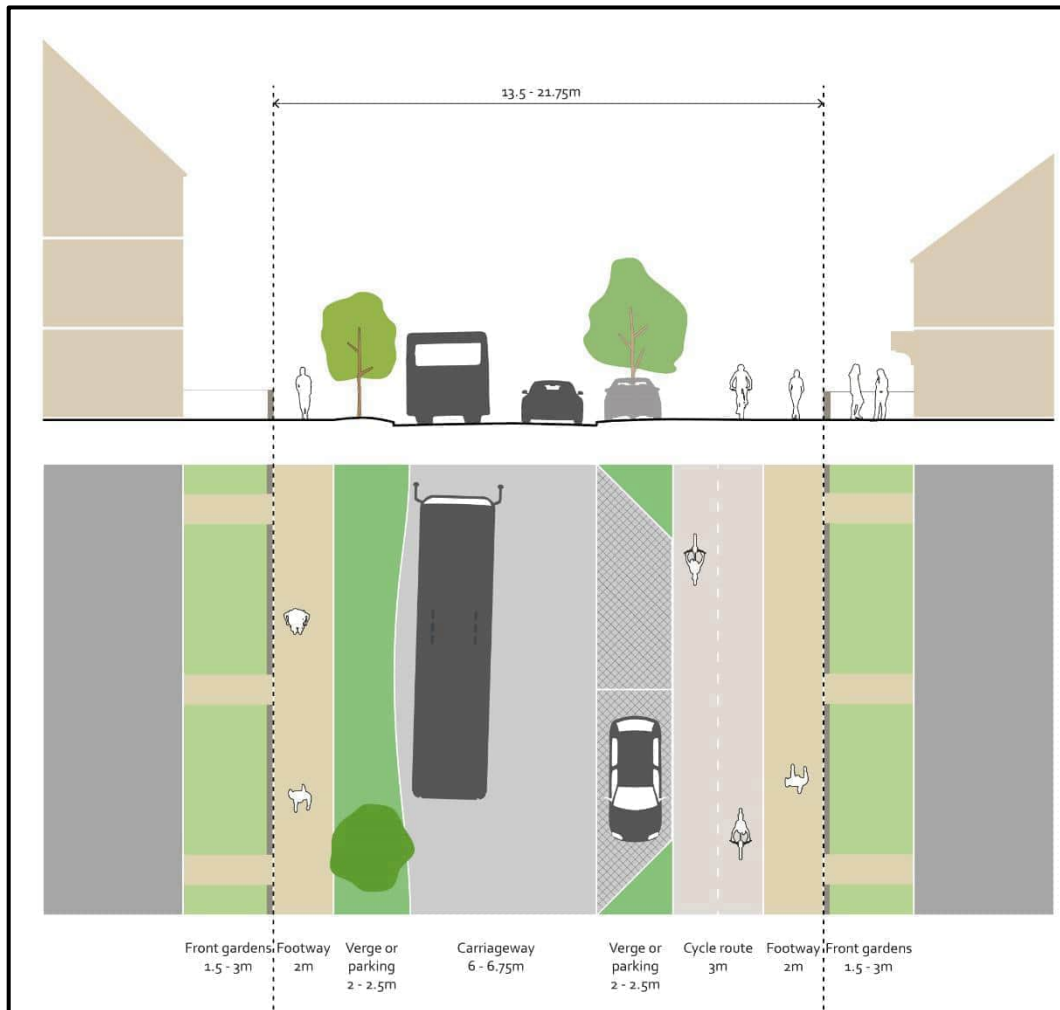


Figure 4.2: Indicative Secondary Street With Bus

Tertiary Streets

4.15. Short sections of tertiary street have been included in areas of the site where the primary road is sufficiently close and where a section of secondary street is not suitable for the level of development in the area of the site. At present, only three sections of tertiary street are included within the development in the north, central-east and south-east sections of the site.

4.16. To maintain a cohesive and direct cycle route throughout the site, cyclists are indeed to travel on the carriageway on the tertiary streets before joining the main cycle route on the secondary streets / primary spine road, and so no cycle route is provided alongside the tertiary street carriageway.

4.17. The geometries of the tertiary streets are as follows:

- Carriageway Width = 4.1m – 4.8m;
- Verge Width = 2m – 2.5m (one side of the carriageway);
- Footway = 2m (both sides of the carriageway including pinch points);
- Total Width = 10.1m – 11.3m

4.18. An indicative cross-section of the section of the tertiary street is shown in **Figure 4.3**, below.

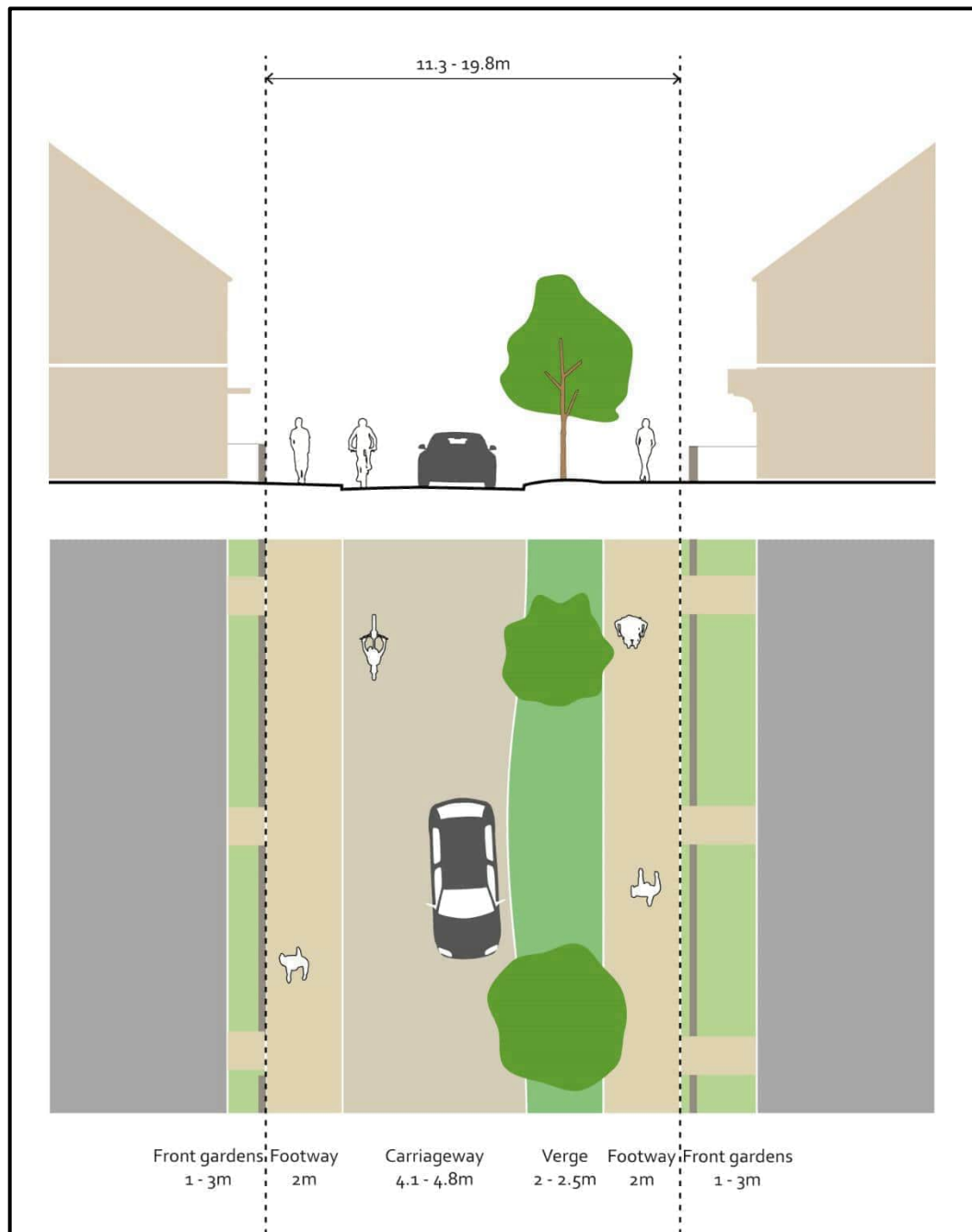


Figure 4.3: Indicative Tertiary Street

Shared Surface

4.19. Finally, connections to cul-de-sacs, mews or individual dwellings will be via shared surface streets. Pedestrians, cyclists and vehicles will share the carriageway, with a change in surface finish of the carriageway denoting the transition from separated traffic to a shared surface.

4.20. Shared streets will be comprised of a shared 6m carriageway, at level to dwellings. Traffic calming features, including build-outs and planting, will be used to reduce vehicle speeds. An indicative cross section of a shared surface is shown in **Figure 4.4**.

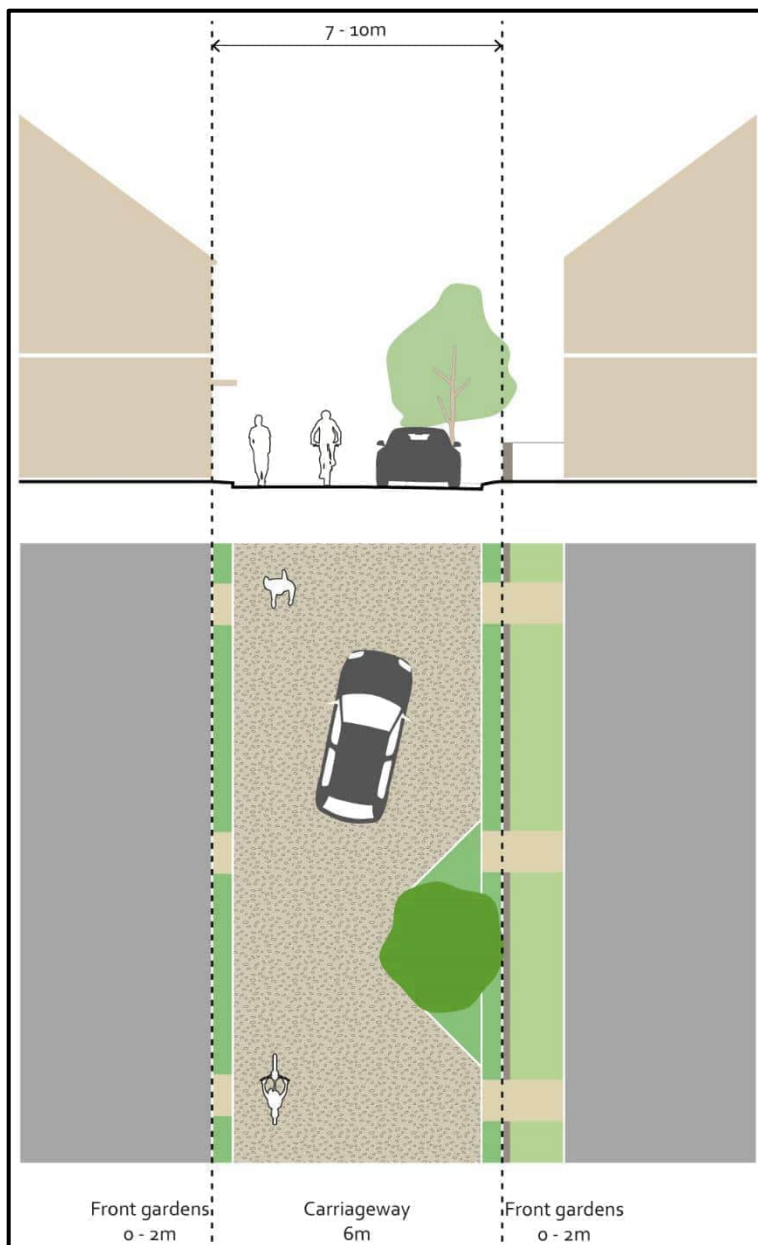


Figure 4.4: Indicative Shared Surface Street

5. Summary and Way Forward

Summary

5.1. This note is summarised as follows:

- Access to the site for vehicles will be via 3 roundabouts on the northern, western and southern edges of the site.
- Buses are to access the site by the north and south roundabouts, and follows the primary and secondary streets to the mobility hubs throughout the site.
- The westernmost mobility hub / bus stop is to be a full mobility hub, with the other mobility hub / bus stops being 'mini-mobility hubs'.
- A total of 10 access points for active travel modes are provided across the site, with an internal network of cycle and pedestrian routes that generally follow the road network.
- The internal street hierarchy has been divided into Primary, Secondary, Tertiary and shared surface streets, with geometries provided for each road type taking into account the need for buses provision.
- Geometries for each road type are based on a combination of WSCC guidance, Manual for the Streets, Manual for Streets 2 and LTN 1/20 where applicable.

Way Forward

5.2. The proposed way forward is for ACE to progress the masterplanning process based on the parameters set out above. Specific comment from WSCC on the following matters is sought from WSCC:

- The principle of the access and movement strategy for each mode of travel.
- The design of the proposed access roundabouts, including the non-vehicular provision.
- The geometric design of each street type.
- Feedback on application of LTN1/20 parameters.

Drawings



NOTES:

ROUNDABOUT DESIGNED BY CD 116
GEOMETRIC DESIGN OF ROUNDABOUTS
(FORMERLY TO 14/07, TO 50/04, TO 51/17, TO 54/07, TA 23/81,
TA 78/97, TA 86/03, TO 70/08)

ROUNDABOUT DESIGNED ON TOPOGRAPHICAL SURVEY
PRODUCED BY MARVIN & PARTNERS LTD DATED FEB 2023

ROUNDABOUT SUBJECT TO CAPACITY ANALYSIS, FURTHER
DESIGN REFINEMENT OF NON-VEHICULAR WORKS, FURTHER
ROUTING CROSSING LOCATIONS HAVE BEEN SHOWN SUBJECT
TO REVIEW AGAINST LAND OWNERSHIP/CONSTRAINTS
INFORMATION, ECOLOGY INFORMATION AND ARBORICULTURAL
SURVEY.

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.

VISIBILITY SPLAYS SUBJECT TO SPEED LIMIT CHANGE AND
DISCUSSIONS WITH HIGHWAYS.

KEY:

- INDICATIVE SITE BOUNDARY TO BE
CONFIRMED
- INDICATIVE APPLICATION WORKS
BOUNDARY TO BE CONFIRMED
- DEFLECTION ANGLE
- HIGHWAY BOUNDARY TRANSCRIBED
FROM MID SUSSEX RECORDS

VEHICLE SPECIFICATION:

Vehicle	Max Legal	Overall Length	Overall Width	Overall Height	Min Body Ground Clearance	Min Track Width	Lock to Lock Time	Kerb to Kerb Turning Radius
Articulated Vehicle (18.5m)	18.5m	16.500m	2.500m	3.92m	0.30m	2.50m	8.00m	8.80m
Truck	12.5m	12.500m	2.500m	3.92m	0.30m	2.50m	8.00m	8.80m
Tram	18.5m	18.500m	2.500m	3.92m	0.30m	2.50m	8.00m	8.80m
Bus	12.5m	12.500m	2.500m	3.92m	0.30m	2.50m	8.00m	8.80m
Coach	12.5m	12.500m	2.500m	3.92m	0.30m	2.50m	8.00m	8.80m
Motorcycle	2.1m	2.100m	0.600m	1.400m	0.10m	0.600m	0.10m	0.600m
Car	4.5m	4.500m	1.800m	1.400m	0.10m	1.800m	0.10m	1.800m
Van	6.0m	6.000m	2.000m	1.400m	0.10m	2.000m	0.10m	2.000m
Tractor	12.5m	12.500m	2.500m	3.92m	0.30m	2.50m	8.00m	8.80m
Trailer	12.5m	12.500m	2.500m	3.92m	0.30m	2.50m	8.00m	8.80m
Motorhome	12.5m	12.500m	2.500m	3.92m	0.30m	2.50m	8.00m	8.80m
Caravan	12.5m	12.500m	2.500m	3.92m	0.30m	2.50m	8.00m	8.80m
Motorcycle	2.1m	2.100m	0.600m	1.400m	0.10m	0.600m	0.10m	0.600m
Car	4.5m	4.500m	1.800m	1.400m	0.10m	1.800m	0.10m	1.800m
Van	6.0m	6.000m	2.000m	1.400m	0.10m	2.000m	0.10m	2.000m
Tractor	12.5m	12.500m	2.500m	3.92m	0.30m	2.50m	8.00m	8.80m
Trailer	12.5m	12.500m	2.500m	3.92m	0.30m	2.50m	8.00m	8.80m
Motorhome	12.5m	12.500m	2.500m	3.92m	0.30m	2.50m	8.00m	8.80m
Caravan	12.5m	12.500m	2.500m	3.92m	0.30m	2.50m	8.00m	8.80m

DRAFT

Rev	Description	Rev	Description	Rev	Description	Rev	Description	Rev	Description
A	TREES SURVEY ADDED / REDLINE UPDATED	DV	DH	KM	15/01/23				

ARDENT CONSULTING ENGINEERS

Third Floor
The Helmark Building
52-56 Leadenhall Street
London
EC3M 5JE

Tel: 020 7680 4088
Web: www.ardent-ce.co.uk
E-mail: enquiries@ardent-ce.co.uk

Client:

FAIRFAX ACQUISITIONS LTD

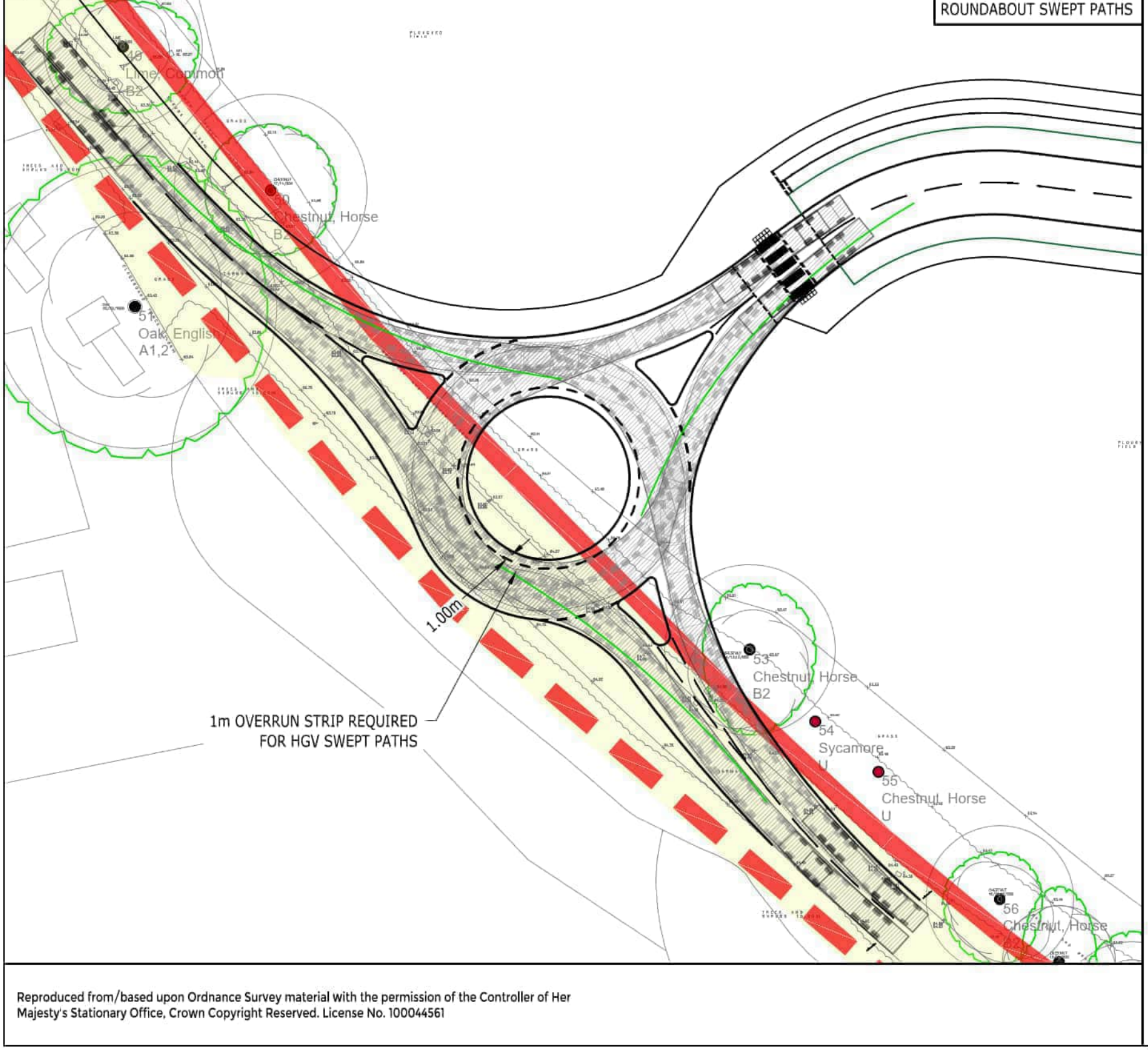
Project Title:

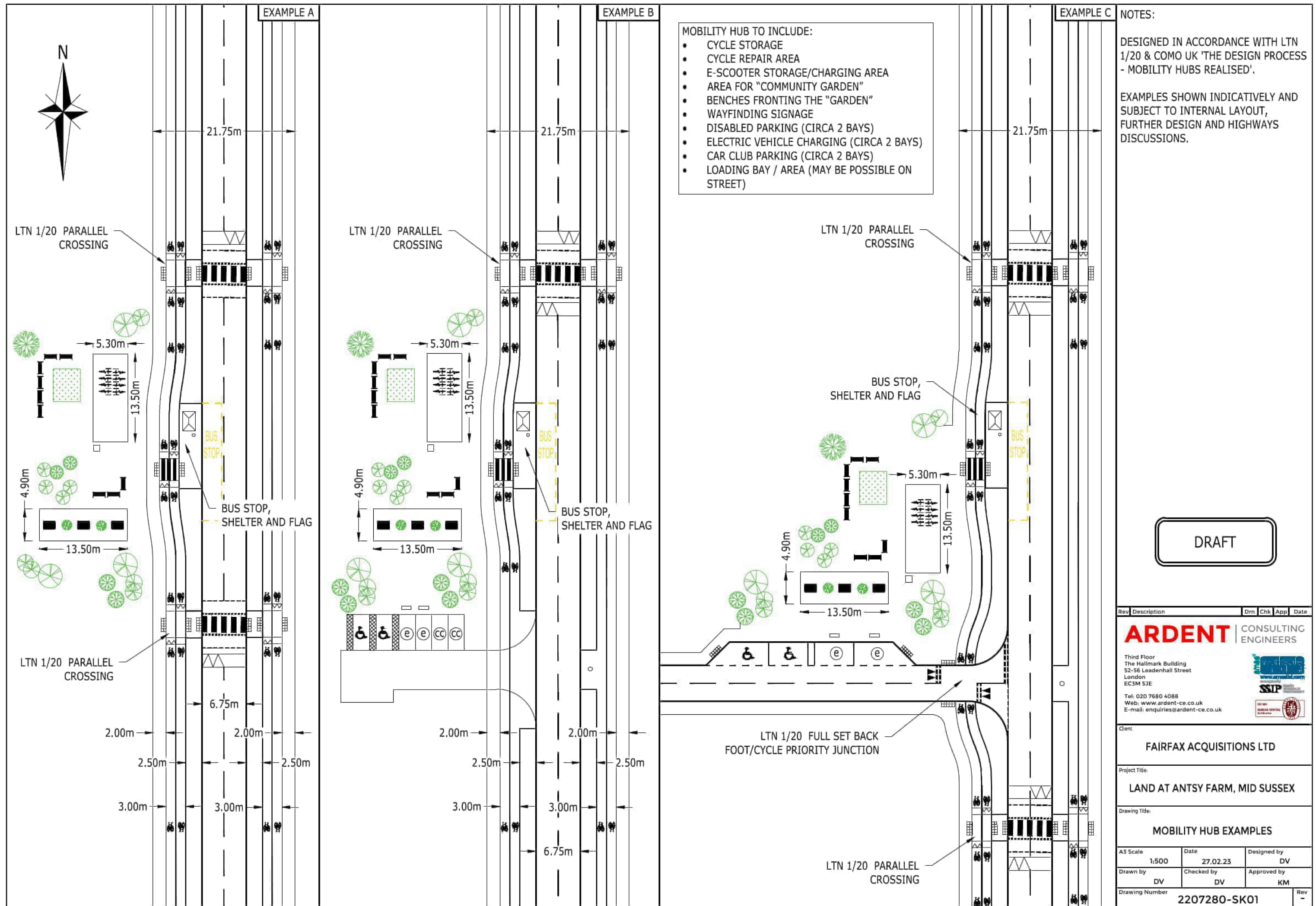
LAND AT ANTSEY FARM, MID SUSSEX

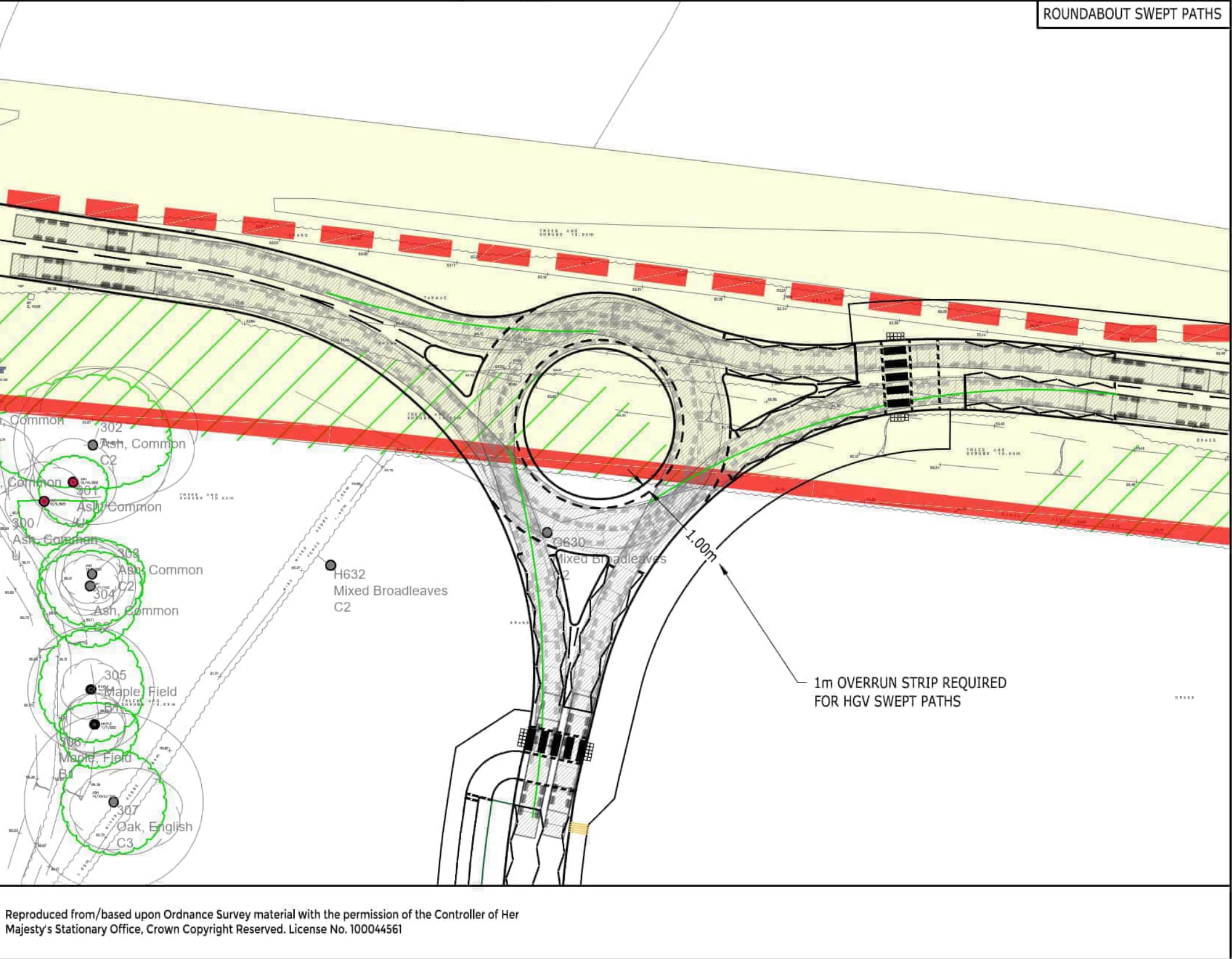
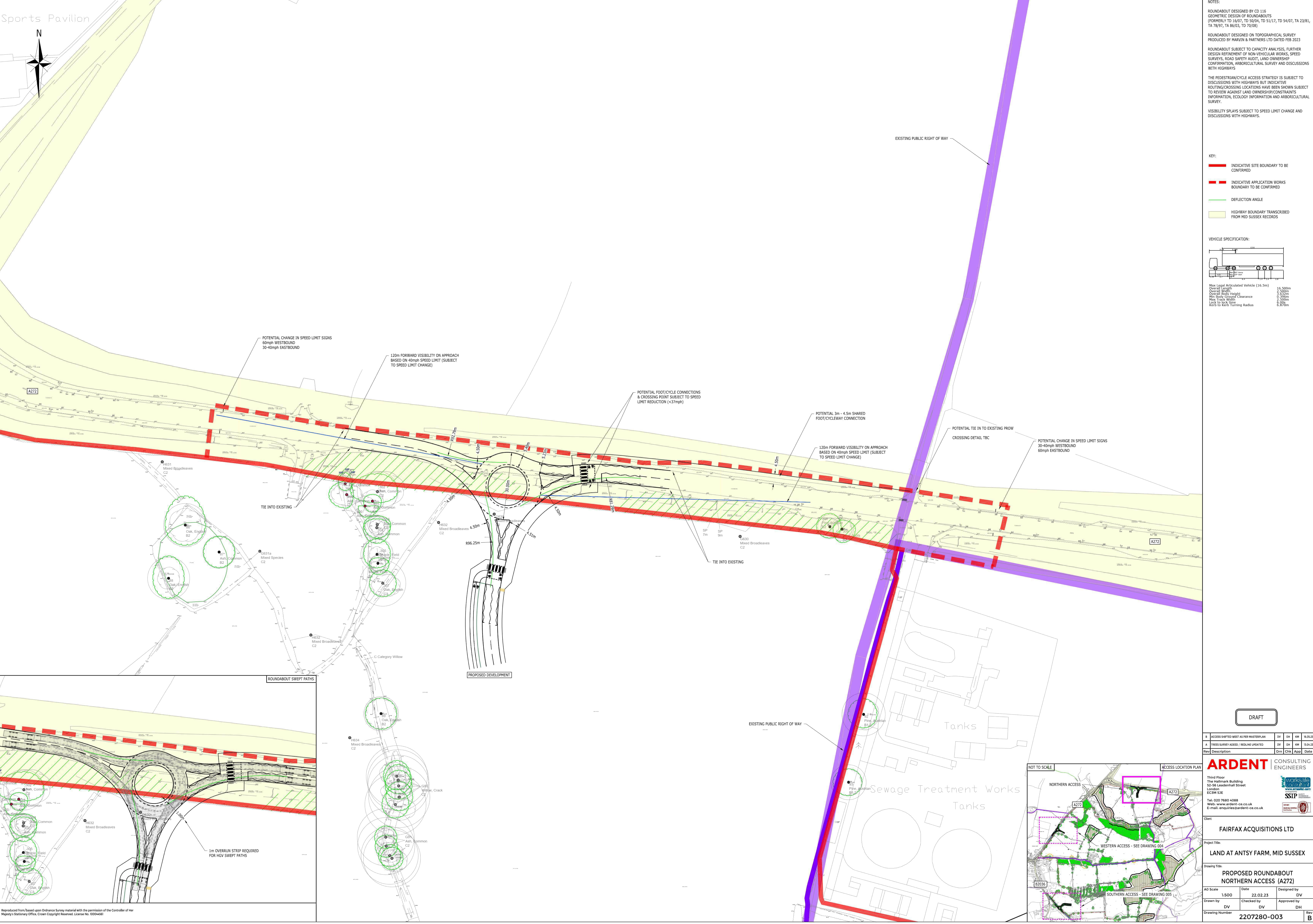
Drawing Title:

**PROPOSED ROUNDABOUT
SOUTHERN ACCESS (B2036)**

AO Scale: 1:500 Date: 22.02.23 Designed by: DV
Drawn by: DV Checked by: DV Approved by: DH
Drawing Number: 2207280-005 Rev: A







NOTES:

ROUNDAABOUT DESIGNED BY CD 116
GEOMETRIC DESIGN OF ROUNDAABOUTS
(FORMERLY TO 14/07, TO 50/04, TO 51/17, TO 54/07, TA 23/81,
TA 78/97, TA 86/03, TO 70/08)

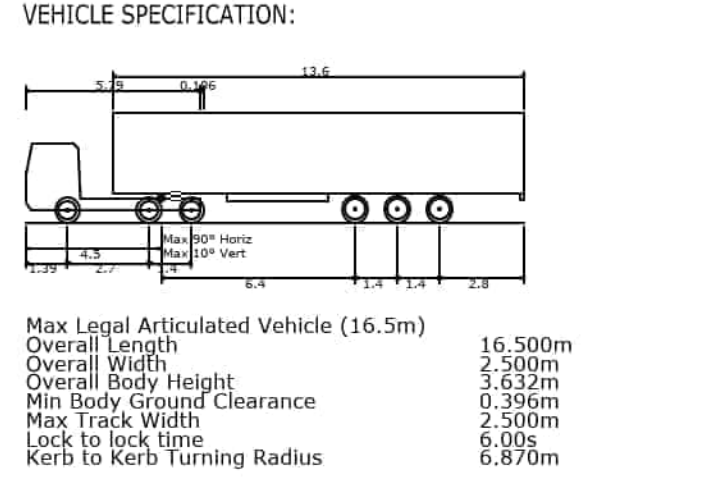
ROUNDAABOUT DESIGNED ON TOPOGRAPHICAL SURVEY
PRODUCED BY MARVIN & PARTNERS LTD DATED FEB 2023

ROUNDAABOUT SUBJECT TO CAPACITY ANALYSIS, FURTHER
DESIGN REFINEMENT OF NON-VEHICULAR WORKS, SPEED
SURVEYS, ROAD SAFETY AUDIT, LAND OWNERSHIP
CONFIRMATION, ARBORICULTURAL SURVEY AND DISCUSSIONS
WITH HIGHWAYS

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.

VISIBILITY SPLAYS SUBJECT TO SPEED LIMIT CHANGE AND
DISCUSSIONS WITH HIGHWAYS.

- KEY:
- INDICATIVE SITE BOUNDARY TO BE CONFIRMED
 - INDICATIVE APPLICATION WORKS BOUNDARY TO BE CONFIRMED
 - DEFLECTION ANGLE
 - HIGHWAY BOUNDARY TRANSCRIBED FROM MID SUSSEX RECORDS



DRAFT

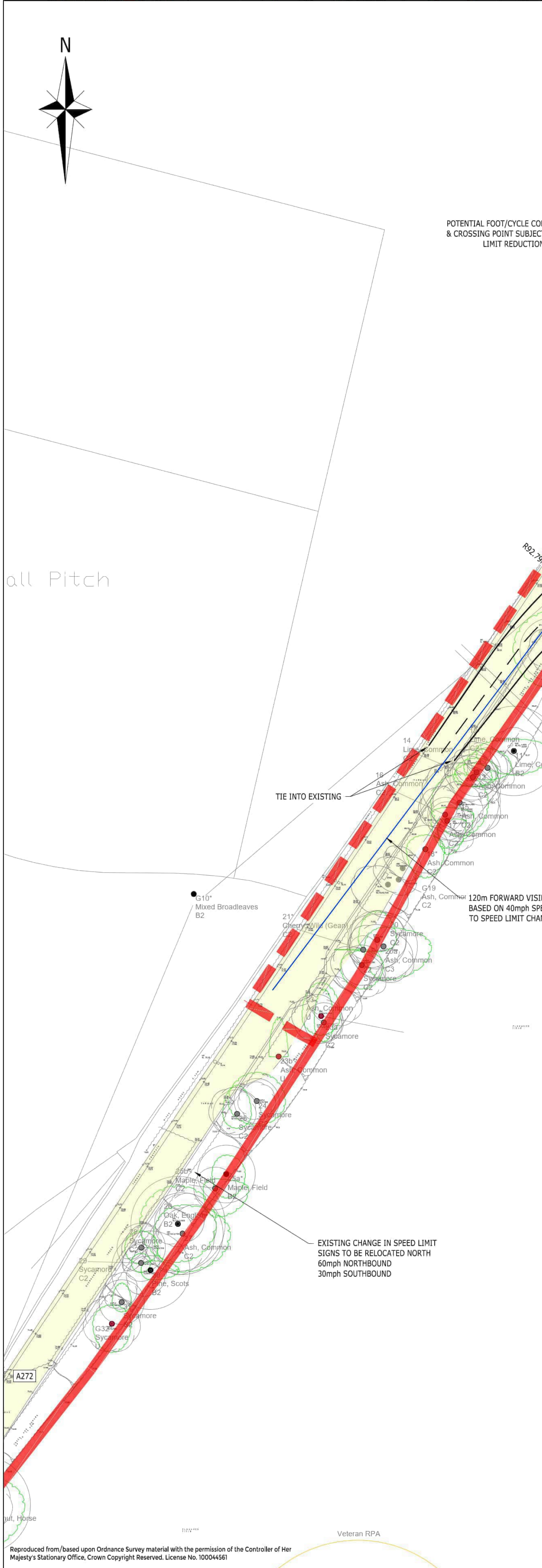
B	ACCESS SHIFTED WEST AS PER MASTERPLAN	DV	DH	KM	16.05.23
A	TREES SURVEY ADDED / REDLINE UPDATED	DV	DH	KM	15.04.23
Rev	Description	Dm	Chk	App	Date

ARDENT

CONSULTING ENGINEERS

Third Floor
The Halkmark Building
52-56 Leadenhall Street
London
EC3M 5JE
Tel: 020 7680 4088
Web: www.ardent-ce.co.uk
E-mail: enquiries@ardent-ce.co.uk

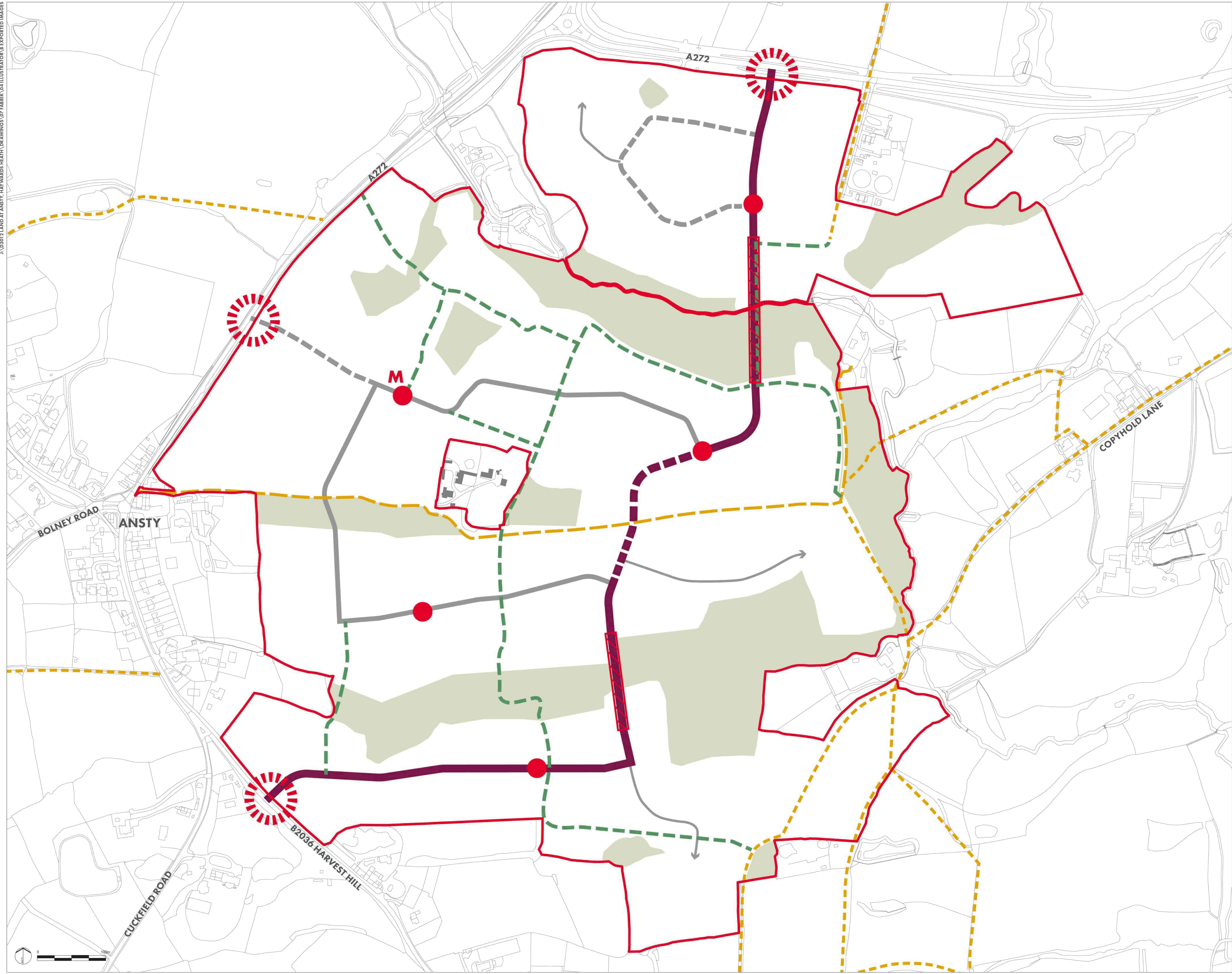
Client:
FAIRFAX ACQUISITIONS LTD
Project Title:
LAND AT ANTSY FARM, MID SUSSEX
Drawing Title:
**PROPOSED ROUNDAABOUT
NORTHERN ACCESS (A272)**
AO Scale: 1:500 Date: 22.02.23 Designed by: DV
Drawn by: DV Checked by: DV Approved by: DH
Drawing Number: 2207280-003 Rev: B



Appendix A

Indicative Access & Movement Strategy

J:\00071 LAND AT ANSTY, HAYWARDS HEATH DRAWINGS OF FABRIK\041 ILLUSTRATION\8 EXPORTED IMAGES



LEGEND

SITE BOUNDARY

WOODLAND

BRIDGE

PRIMARY STREET

PRIMARY STREET (NO BUS)

SECONDARY STREET

SECONDARY STREET (NO BUS)

TERTIARY STREET

EXISTING PUBLIC RIGHT OF WAY RETAINED

EXISTING VEHICULAR ACCESS TO MACKERELL'S RETAINED

PROPOSED FOOT/CYCLE PATH

M

MOBILITY HUB LOCATION

SITE ACCESS

NODES/BUS STOPS

NOTE: RED LINE BOUNDARY WILL NEED TO BE AMENDED TO INCLUDE THE NEW ACCESSSES, ONCE DESIGNS ARE FINALISED

01	Updated site boundary and bus stop locations	BS	12.04.23
REV.	DESCRIPTION	BS	APP. DATE



PROJECT TITLE
ANSTY GARDEN COMMUNITY

DRAWING TITLE
ACCESS & MOVEMENT PARAMETER PLAN

ISSUED BY	London	T: 020 7620 1453
DATE	APR 2023	DRAWN ID
SCALE@A1	1:2,500	CHECKED ID
STATUS	DRAFT	APPROVED BS
DWG. NO.	D3012-FAB-00-XX-DR-Y-036	

Notes:
1. This drawing is the property of fabrik ltd. It must not be copied or reproduced without written consent.
2. Only figured dimensions are to be taken from this drawing. All contractors must visit site and be responsible for taking and checking all dimensions related to the works shown on this drawing.

Appendix B
Indicative Street Hierarchy Plan