

# SK TRANSPORT PLANNING

## TRAFFIC TRANSPORT HIGHWAYS



## TECHNICAL NOTE

Date: 23rd July 2020

Project: Ansty Garage – Residential Development Traffic and Transport Summary

### 1. INTRODUCTION

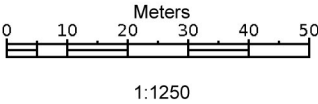
- 1.1 This Technical Note (TN) has been produced by SK Transport Planning Limited on behalf of Fairfax Acquisitions Limited (FAL) to provide a concise summary of traffic and transport matters pertaining to the potential redevelopment of part of the Ansty Garage site. The potential development site is shown within the red line boundary in **appendix a**, and an illustrative layout is provided in **appendix b**.
- 1.2 The site has been identified in the Mid Sussex Development Plan Document (DPD) as having the potential to come forward as a modest 12 residential unit scheme. The site is in single ownership, and already benefits from direct pedestrian and vehicular access from the adjacent adopted highway.
- 1.3 The site has been operational as a car repair garage for many years, expanding and becoming a Suzuki car dealership in 1983. The site comprises of two large single storey buildings which house the car dealership showroom and workshop, as well as the outdoor car showroom/retail space and parking area for visitor parking/servicing parking.
- 1.4 The parking associated with the Ansty Cross Inn residential development, which was approved in 2016 is accessed via the shared route to the garage complex. This access will be retained and access maintained along this established corridor.
- 1.5 Note that any redevelopment of this site would not include the adjacent Petrol Filling Station (PFS), which would retain its existing 'in-out' vehicular access arrangements from the B2036.
- 1.6 This TN provides a concise summary of traffic and transport matters associated with the potential redevelopment of the site, and in particular confirms that the site could come forward in line with District Plan Policy 21: Transport, as well as the objectives of the West Sussex Transport Plan 2011-2026. It also provides commentary on the site promoters decision to reduce the development scale from 12 to 10 units, to deliver an enhanced layout and parking provision.
- 1.7 Further commentary on traffic and transport matters relating to the site are provided below.

### 2. TRAFFIC, TRANSPORT & SUSTAINABLE DEVELOPMENT MATTERS

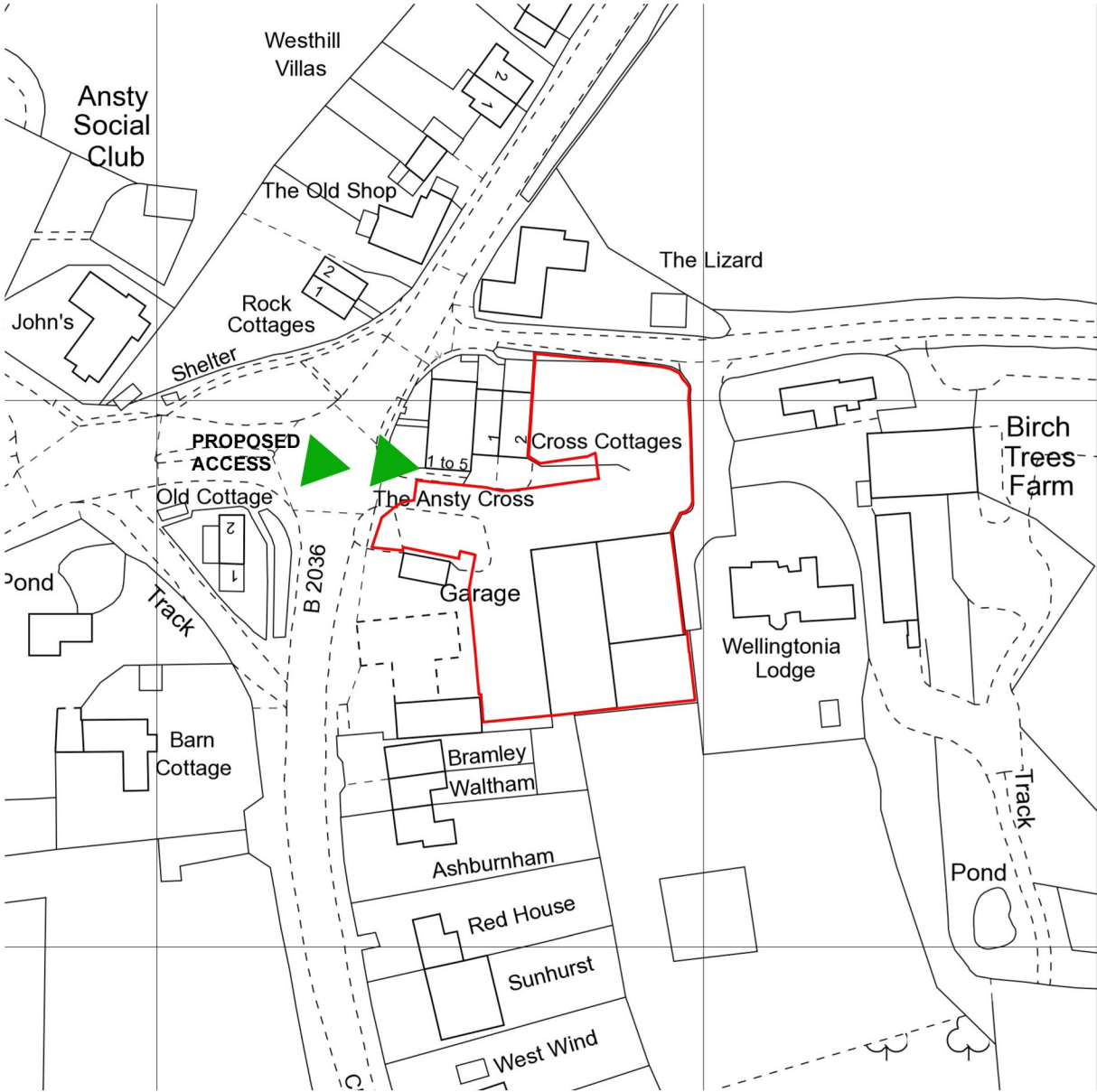
- 2.1 The principle of new residential development in Ansty village has been previously established through the residential development at Ansty Cross Inn adjacent to the proposed development site. This seven residential unit scheme was granted planning permission in 2014 and completed/occupied in 2016. At that time the site promoters confirmed that:
  - the site was accessible by public transport, on foot and by cycle and that a convenience store, as part of the PFS operation is a short walk distance away
  - the surrounding highway network is not subject to any underlying highway safety issues
  - the site access was agreed with WSCC, as highway authority and the access strategy was the subject of a Road Safety Audit
  - an appropriate refuse collection strategy was agreed for the development
- 2.2 WSCC, as Highway Authority raised no objections to this modest residential development coming forward, subject to appropriate Planning Conditions and S106 Contributions being made.

- 2.3 In addition to the Ansty Cross Inn scheme MSDC has more recently granted planning permission for 20 residential units at land south of Bolney Road in 2017. This development is under construction and end occupiers of the proposed development will utilise the same highway infrastructure to walk to local facilities. This site is less than a 200m crow-fly distance from the Ansty Garage site.
- 2.4 Pedestrian and vehicular access to the proposed development site is already provided directly via the B2036 which runs through the centre of Ansty Village, meeting the A272 at a mini-roundabout junction. A fourth arm on this junction provides access to Ansty Garage and the parking to the aforementioned residential properties.
- 2.5 A review of the Personal Injury Collision (PIC) data from the Crashmap website confirms there has been a low collision rate at this roundabout junction in the last five years (2015 to 2019 data). Only two 'slight' collisions have been recorded in this location, one on the roundabout junction and one on the western arm approach. Neither collision would preclude the existing Ansty Garage access being used to serve an additional 10 residential units, replacing the existing garage operation.
- 2.6 Site visits have confirmed that the residents in Ansty village already benefit from established pedestrian footways, which provide access within the village and also northwards along a continuous footway on the western side of the A272 towards Cuckfield. As with all development proposals opportunities exist for the development to make improvements to this pedestrian corridor to enhance access on foot to Cuckfield village.
- 2.7 Returning to the development site the access strategy would retain the existing 6m wide pedestrian and vehicular access from the B2036 to serve the existing residential properties and the proposed 10 residential units. This access has been previously upgraded to accommodate traffic from the garage and recent residential development, and as such this access route, which benefits from an existing segregated footway on its northern side is appropriate to accommodate traffic associated with a modest 10 residential development scheme.
- 2.8 With this access already serving the seven residential properties plus all the vehicular traffic associated with Ansty Garage (excluding the PFS element) the proposals will be expected to see a net reduction in vehicle movements to and from the site should the garage be replaced by a 10 residential unit scheme.
- 2.9 A residential development of this scale would be expected to generate circa 5 two-way vehicle movements in the network peak periods, a level of traffic materially lower than the extant garage operation, which will generate a materially higher number of movements through staff and visitor arrivals and departures.
- 2.10 Confirmation that any residential development proposals will utilise the established pedestrian and vehicular access arrangements will ensure that no additional mitigation measures are required to deliver appropriate access arrangements to the site.
- 2.11 In addition, there is no requirement to connect into the lane immediately to the north of the site, as access on foot, cycle and by vehicular traffic can be achieved via the existing access arrangements. No Public Rights of Way (PROWs) require alteration, diversion or extinguishment for the development to come forward.
- 2.12 The site promoter is also able to confirm that cycle and vehicular parking for the proposed 10 residential units will be delivered on the site in accordance with District Plan Policy DP21: Transport. Electric vehicle charging points can also be provided within the site, in line with the Council's requirements.
- 2.13 In terms of future site assessment a development of this scale would not normally attract the need for a Transport Statement (TS)/Transport Assessment (TA) to be produced. However, the site promoter is content to produce a supporting Statement and Sustainable Transport Strategy to demonstrate the site's sustainable credentials, the immaterial impact (in traffic terms) and that an appropriate, existing pedestrian and vehicular access to the site will be maintained in perpetuity.
- 2.14 In summary, the proposed allocation of the site for a modest 10 residential unit scheme, as shown in **appendix b** has been shown to accord with the requirements of the District Plan Policy DP21: Transport and also the objectives of the West Sussex Transport Plan.

## **APPENDIX A**



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Reference: Ol1135950  
Centre coordinates: 529172 123273



FAIRFAX ACQUISITIONS LTD

project:

SUZUKI GARAGE,  
ANSTY

title:

BOUNDARY PLAN

date: Oct'17 scale: 1:1250 @ A3

drawing number:	Rev.
SG/CFL/01	

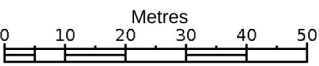
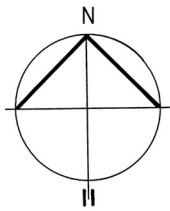
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## **APPENDIX B**





1:1250

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Reference: OI1126121  
Centre coordinates: 532144 123639

#### SCHEDULE OF ACCOMMODATION

Plot 1	- 82 m2 (@ 2 Storeys)
Plot 2	- 82 m2 (@ 2 Storeys)
Plot 3	- 82 m2 (@ 2 Storeys)
Plot 4	- 82 m2 (@ 2 Storeys)
Plot 5	- 82 m2 (@ 2 Storeys)
Plot 6	- 110 m2 (@ 2.5 Storeys)
Plot 7	- 110 m2 (@ 2.5 Storeys)
Plot 8	- 125 m2 (@ 2.5 Storeys)
Plot 9	- 120 m2 (@ 2.5 Storeys)
Plot 10	- 120 m2 (@ 2.5 Storeys)

*Fairfax*

FAIRFAX ACQUISITIONS LTD

project:

ANSTY GARAGE  
ANSTY

title:

SKETCH SITE LAYOUT

date: July '20

scale: 1:500 @ A3

drawing number:

2026/SK.04

Rev.

B

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