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Appendix 8.0  
Highways Technical note on 100 unit scheme for site SA25

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**SAVILLS**

**SOUTH OF ENGLAND SHOWGROUND, ARDINGLY**

**TRANSPORT NOTE**

**REPORT REF. 183051-01  
PROJECT NO. 183051  
FEBRUARY 2019**

**TRANSPORT NOTE**

**February 2019**

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Date : February 2019  
Project : South of England Showground  
Project Ref : 183051  
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**DOCUMENT CONTROL**

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## **1.0 INTRODUCTION**

- 1.1 This Technical Transport Note (TTN) has been prepared by Ardent Consulting Engineers (ACE) to present the findings of an initial high-level review of potential access for the site located within the grounds of the South of England Showground that is being considered for residential development, and henceforth is referenced as the Site.
- 1.2 The Site is located approximately 60m to the north of the centre of Ardingly within the administrative boundaries of Mid Sussex District Council (MSDC, the local planning authority) and West Sussex County Council (WSSCC, the local highway authority).
- 1.3 The site is bound by: the B2028 Selsfield Road to the east; a recreation ground and existing dwellings to the south; and the South of England Showground facilities to the north and east, including an existing access route into the showground that runs along the northern boundary of the site.
- 1.4 B2028 Selsfield Road passes the eastern boundary of the site on a north/south alignment, feeding the centre of Ardingly to the south and extends north through Selsfield Common and Crawley Down to the A264 east of Crawley.
- 1.5 The site location is presented in **Plate 1.1** below.



**Plate 1.1: Site Location**

*Existing Non-Car Access*

- 1.6 There is an established pedestrian network to the south of the site within Ardingly, which includes a footway on the western side of the B2028 that extends along the eastern boundary of the Showground. South of the site there are footways in place on both sides of the road, thereby ensuring there is an existing link with facilities to the south.
- 1.7 Selsfield Road is a bus route with service 272 calling at bus stops in the vicinity of the Selsfield Road/Hett Close junction to the southeast and also at stops near the Showground main entrance to the northeast. Route 272 operates between Crawley and Brighton, calling at Crawley Down, Haywards Heath, and extending through to the Royal Sussex County Hospital. A total of 9 services per day call at these stops in each direction Monday – Friday. Opportunities for wider area mainline rail travel is also available from

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Balcombe station (around 6km to the west) and Horsted Keynes station (around 4km to the east).

- 1.8 A key element of any scheme being progressed would be to incorporate improvements to sustainable modes of transport and seek a reduced reliance on travel by car by future occupiers of the site.

*Highway Network*

- 1.9 Along the site frontages, Selsfield Road is subject to a 40mph speed limit, although to the south of the site the speed limit drops to 30mph as the B2028 extends into the centre of Ardingly.
- 1.10 Selsfield Road incorporates a 7.5m wide carriageway with grassed verges on both sides, and a footway on the western side of the site along the site frontage. The existing site access/Selsfield Road junction (south entrance) incorporates a tapered kerb line on both sides to help diverge/merge turns to/from the site with a wide bellmouth providing access to a gated entrance that is circa 8.8m wide. There is no street lighting in the vicinity of the access junction nor along Selsfield Road.

*Preliminary Development Proposals*

- 1.11 Whilst the development proposals are indicative only at this stage we understand that the site will be utilised in order to provide around 100 residential dwellings (C3 Use Class).

**2.0 PRELIMINARY ACCESS ARRANGEMENTS**

- 2.1 It is anticipated that the main site access junction will be formed by utilising the existing access point provided to serve the Showground. The existing access has been designed to accommodate the movement of larger vehicles associated with Showground activities and so is ample to cater for vehicles

likely to be required to serve the site, including refuse vehicles and the occasional white goods delivery.

- 2.2 It should be noted that the preliminary access designs have been designed in accordance with Manual for Roads and Bridges (DMRB) based upon the speed limit of the roads with which they land, and have not been subject to junction capacity analysis. Further assessment may be required to refine the preliminary design should a scheme be taken forward. Such an assessment may require: traffic surveys; junction capacity modelling; comprehensive swept path analysis; confirmation of land ownership; Highways Authority approval; and Road Safety Audit.

#### *Site Access*

- 2.3 In order to serve the site we have considered retention of the existing priority "T" junction arrangement, as shown within **ACE Drawing 183051-002**.
- 2.4 Since the existing access junction can accommodate much larger vehicles than would typically be required to serve the site, no widening of the junction has been proposed but it has been proposed to implement tactile paving on both side in order to assist pedestrian movements across the access arm.
- 2.5 We have proposed the relocation of the access gates currently used to regulate access to the Showground as part of the proposals. This has moved the gates around 57m west of their currently location in order that if they are closed they would not impact on access to the residential dwellings. The existing gates to the fields on the northern side of the existing access will be retained.
- 2.6 From the modified Showground access we have provided access to the residential scheme through provision of a priority junction, with the minor arm extending into the site. The junction is proposed around 60m west of Selsfield Road which allows ample turning space from vehicles entering from Selsfield Road and turning into the site.

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- 2.7 The site access arm incorporates a 5.5m wide carriageway and 6m kerb radii, whilst we have also incorporated a 2m wide footway into the site from Selsfield Road. The access design is preliminary only at this stage but a single 2m footway has been proposed to suitably accommodate pedestrian footfall and these extend to tie into existing footways on Selsfield Road.
- 2.8 Visibility at the junction is very good with very wide verges and tapers available either side of the Selsfield Road junction. Owing to this there is a large area of adoptable highway available in the vicinity and visibility splays well in excess of those required for a 40mph speed limit are available in each direction (Design Manual for Roads and Bridges desirable minimum stopping sight distance of 90m for a design speed of 60kph / 37mph).

**3.0 SUMMARY NOTES**

- 3.1 The Site is located approximately 60m to the north of the centre of Ardingly within the administrative boundaries of Mid Sussex District Council (MSDC, the local planning authority) and West Sussex County Council (WSCC, the local highway authority).
- 3.2 In terms of achieving vehicular access, we consider that utilising the existing Showground access (South Gate) with Selsfield Road would be suitable to cater for the level of development proposed.
- 3.3 The junction would adopt the same simple priority "T" junction arrangement but incorporate new footways to link the site with existing footways on Selsfield Road. It would also involve reconfiguration of the gates that serve the Showground in order to ensure access to the proposed residential site can be achieved whilst still allowing management of the Showground access point.
- 3.4 Due to the existing geometry of the junction, which can cater for a number of large vehicles in association with the Showground activities, it is considered ample to cater for vehicles serving the residential proposals, including movements by refuse collection and service/delivery vehicles.



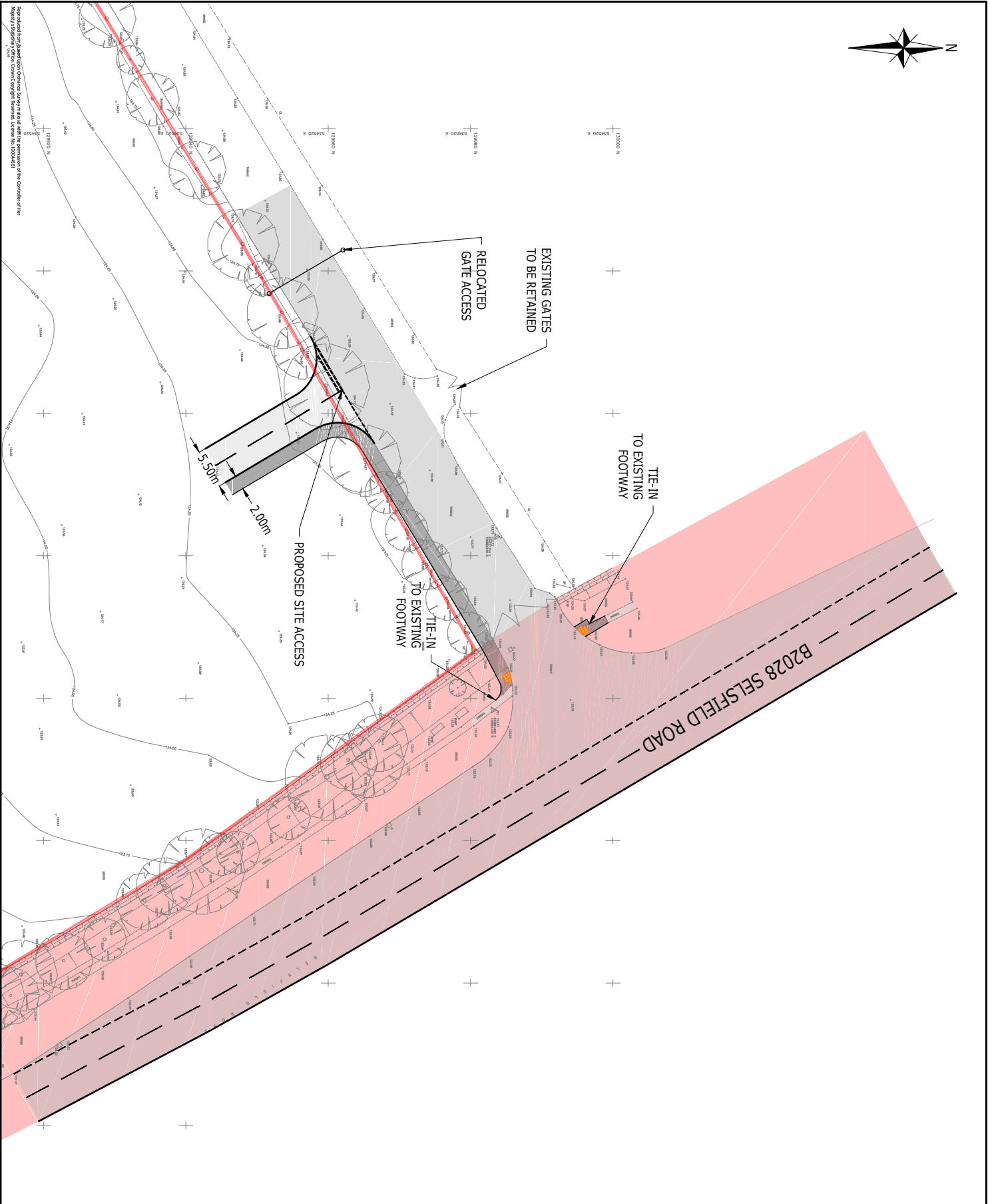
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- 3.5 There are existing opportunities for non-car travel in the vicinity with pedestrian routes and bus services available to the east. The preliminary site access arrangements incorporate a new footway connection to link the site with these existing facilities.
- 3.6 Whilst this preliminary review does not incorporate the findings of any junction capacity modelling, based on the information available it appears that satisfactory access to the site could be achieved by improving the existing priority junction, with improvements to pedestrian connections also incorporated. Given the operation of the existing junction and the level of development proposed, it is anticipated that the development would have a negligible impact on the operation of the junction and is suitable to serve the site should the scheme be pursued.

**Drawings**



**KEY:**

	SITE BOUNDARY
	EXISTING CARRIAGEWAY
	PROPOSED CARRIAGEWAY
	EXISTING FOOTWAY
	PROPOSED FOOTWAY
	HIGHWAY BOUNDARY

Rev	Description	Chk	App	Date

**WORK IN PROGRESS**

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Client: **SAVILLS**

Project Title: **SOUTH OF ENGLAND SHOWGROUND**

Drawing Title: **PRELIMINARY SITE ACCESS ARRANGEMENTS**

AS Scale	Date	Designed by
1:500	JAN 2019	KI
Drawn by	Checked by	Approved by
ADS	DH	KM
Drawing Number	<b>183051-002</b>	

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