

FAIRFAX ACQUISITIONS LTD

LAND ADJOINING ANSTY

TECHNICAL TRANSPORT NOTE #11 (ACTIVE TRAVEL ENGLAND RESPONSE)

REPORT REF.
2207280-R25A

May 2025

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..... 1
2. ATE Comments 3

Drawings

2207280-003G Northern Access Roundabout
2207280-005E Southern Access Roundabout
2207280-010C A272 Toucan Crossing
2207280-014A Public Rights of Way Improvement Plan
2207280-SK01 Example Mobility Hub Layout
2207280-SK06 Example Mini-Mobility Hub Layout

Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	WIP	JS	DH/KM/KK	WIP	01.03.2024
-	DRAFT	JS	DH/KM/KK	DRAFT	03.07.2024
-	FINAL	JS	DH	KK	10.10.2024
-	FINAL	JS	JS 	DH 	23.05.2025

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, in response to consultation comments made by Active Travel England (ATE) on the proposed development at the Land Adjoining Ansty in Mid Sussex.
- 1.2. The Local Planning Authority (LPA) is Mid Sussex District Council (MSDC) and the Local Highways Authority is West Sussex County Council (WSCC), with National Highways (NH) retaining specific responsibility for the A23 corridor.
- 1.3. As of June 2023, ATE acts as statutory consultee on all planning applications for developments equal to or exceeding 150 housing units, 7,500 m² of floorspace or an area of 5 hectares. Under its terms of reference, the organisation has developed tools to support the development of designs and the assessment of design quality for active travel interventions and schemes.
- 1.4. The location of the proposed development is shown on **Figure 1.1** below.



Figure 1.1: Site Location

- 1.5. An outline planning application for the development was submitted under MSDC planning reference DM/23/2866 on 6th November 2023 and validated on 21st November 2023. ATE provided a consultation response on the application on the 10th January 2024.

- 1.6. Pre-Application advice was sought from ATE, however ATE were unable to provide advice prior to the planning submission as the full extent of its engagement at this stage was still to be formalised.
- 1.7. This Transport Technical Note (TTN) provides the clarification and additional information requested within the ATE response, dated 22nd December 2023 as well as the information requested during the meeting between ACE and ATE on the 15th August 2024.
- 1.8. The proposals themselves have been developed based on a 'Vision' where sustainable travel underpins the form and function of the development, by incorporating within its layout a range of infrastructure which prioritises active modes of travel.
- 1.9. In this respect, the opportunities afforded to the site by its location were provided in the ATE response, with a greater focus of this note being on the "Areas of Concern" set out within Section 5 of the ATE response in order to provide the clarification that ATE are requesting at this stage.
- 1.10. The structure of this TTN replicates the order in which the matters were raised. Our references do not necessarily reflect the numbering in the ATE response since there are multiple comments made by ATE under some common reference numbers, and so some replies have been grouped into key headings in order to assist the review.
- 1.11. A previous version of this note was issued in draft format to ATE and formed the basis of the meeting in August 2024. Following the meeting, ATE have agreed that the submission of this TTN and the work-in-progress design code for the development by ACE would provide sufficient detail for ATE to support the application in principle, subject to conditions.

2. ATE Comments

Comment #1 – Multi-modal trip generation and assignment

"A multi-modal daily trip generation assessment should therefore be provided, based not simply on existing unsustainable travel patterns and behaviours, but the outcomes the applicant has pledged to realise in its DAS. This is necessary to enable ATE to use its 'Route Check Tool' to assess designs in terms of their suitability regarding the identification of any critical issues and scores for Active Travel service and placemaking".

2.1. The full multi-modal daily trip generation figures and mode share are shown in **Table 2.1** below.

Peak	Walking	Cycling	Public Transport	Private Car	Other	Total
AM	222	26	164	700	30	1,142
PM	199	23	147	627	27	1,023
Daily	2,525	291	1,871	7,962	344	12,993
Modeshare	19.4%	2.2%	14.4%	61.3%	2.6%	100.0%

Table 2.1: Multi-Modal Trip Generation

2.2. The above borrows from the modal split in the 2021 Census for the Middle Super Output Area of Haywards Heath 009 (the same area used for the Parking Standards applicable to the site). This was then adjusted to reflect the expected change in mode share which would be exhibited by the development as a result of the proposed improvements to active travel modes, such as:

- A network of off-carriageway commuter and leisure routes within the site for pedestrians and cyclists;
- Means of multi-modal access, including pedestrian / cycle crossings at key off-site locations to secure means of connection with existing infrastructure
- The provision of a network of Mobility Hubs with sustainable travel facilities, as detailed later in this note; and
- The proposed pedestrian and cycle route improvement to Haywards Heath.

- 2.3. The above methodology, including the expected mode shift, have been agreed with WSCC as being representative of the proposed development.
- 2.4. The results were shared with ATE following the August 2024 meeting, where no concerns were raised.

Comment #2 – Access Roundabout Crossings

"The provision of precise and detailed information of the recommended junction design treatments at the proposed roundabouts located on the site's three nominated access points. This is in addition to the drawings submitted as the 'cycle route improvement plan' (Drawing 22072800-SK05 in the attached Travel Plan drawings section). This includes a consideration of potential future collaboration and subsequent contributions to be negotiated. In the submission of these designs ATE will apply the Junction Assessment Tool as included in LTN 1-20 to assess the design's suitability."

- 2.5. The description of the access strategy, along with concept designs for external junctions, were provided within the Transport Assessment that was submitted with the application. ATEs comments appear to only reference the Travel Plan that was submitted with the application, which has more limited information on the scale of off-site infrastructure improvements. Read in conjunction, it is anticipated that many of the comments have been covered proactively.
- 2.6. **ACE Drawing 2207280-003G** and **Drawing 2207280-005E** show the specific detail of the proposed crossing points at the proposed north and south roundabouts, amended as requested by WSCC Highways since submission of the planning application.
- 2.7. **ACE Drawing 2207280-010C** shows the proposed toucan crossing over the A272 to the west of the proposal site, which acts as the effective active travel crossing point for the western access roundabout as well as a connection into the Parkland Reserve to the north and west of the site. As above, this crossing has been amended as requested by WSCC Highways since submission of the planning application.
- 2.8. With regards to the Junction Assessment Tool (JAT), all three crossings are located directly on expected desire lines and fully meets the needs of walkers and wheelers. As such, all three crossing points are classed as being 'green' in accommodating

pedestrian movements, as per the JAT scoring criteria, receiving the maximum 2 points.

- 2.9. Likewise, the proposed north and south access roundabouts provide off-carriageway cycletracks with signalised crossing points, which are considered to warrant 'green' classification (2 points) when assessed on the roundabout specific criteria within the JAT in Appendix B of LTN 1/20. When assessed based on the "Any type of junction" criteria, the north and south roundabouts would be considered to warrant an 'amber' classification (1 point), due to the use of shared use surfaces.
- 2.10. The proposed toucan crossing over the A272 into the Parkland Reserve would also be classified as green (2 points) for pedestrians and amber (1 point) for cyclists for the same reasons as the proposed access roundabouts.
- 2.11. As such, the north and south access roundabouts and the A272 toucan crossing each have a JAT score of 75% due to the incorporation of shared pedestrian / cycle facilities, which have been agreed to be proportionate to the expected usage of the route by WSCC, with the benefit of being able to secure consistency in terms of route provision.
- 2.12. Delivery of the above will be secured through either planning condition(s) attached to any consent or cited as part of the Section 106 legal agreement for the development, to be delivered through a financial contribution or Section 278 agreement.

Comment #3 – Public Rights of Way (PRoW)

"Design details of the active travel infrastructure to be incorporated into all of the PRoWs. These include, but are not exhaustive to:

- *Details of the proposed upgrades to footpaths (para, 4.12, FTP, P.29) and inclusion of cycling facilities as per LTN 1-20.*
- *Details of the signalised pedestrian/cycle crossing on the eastern arm of the northern access roundabout and the 2m footway and its extent (para, 4.14, FTP, p.29)*
- *The improvements to the bridleway between the proposed site and Tyler Green to the East of the site (via Copyhold Lane) ...This is also needed for external network provision."*

- 2.13. Discussions have been held with the WSCC PRow team to determine the detail of the required upgrades to the local PRow network, which has resulted in the agreed approach. The nature of the planning application is for matters of principle to be agreed relating to the planning 'need' associated with the development, in order to make it acceptable in planning terms. As part of this process, it is likely that a planning condition would require the submission of additional construction detail (for agreement with stakeholders).
- 2.14. It is expected that this could be dealt with through a planning condition, as these are matters that can be dealt in that way, rather than a Section 106 agreement. Given that the condition itself could only be discharged once stakeholders are satisfied, the simple commitment made to improve the route is sufficient to accompany an outline application.
- 2.15. Notwithstanding this, the agreed improvement plans are provided on **ACE Drawing 2207280-014A**.
- 2.16. **ACE Drawing 2207280-003G** shows the pedestrian / cycle provision surrounding the northern access roundabout, amended as requested by WSCC since submission of the planning application.

Comment #4 – Internal Crossing Locations

"Details of all other crossings required internally for the proposed development and confirmation of materials, lighting and other supporting infrastructure such as seating."

- 2.17. The planning application is made in 'outline' form, which means that any details of the internal layout is not fixed, albeit it is guided by Parameter Plans. It is expected that future Reserved Matters (RM) applications would be submitted which would provide the level of detail expected, including design and material palette which is to be used. The RM application will be expected to adhere to the Access and Movement Parameters Plans which sets the 'structure' within which any flexibility of layout can take place.
- 2.18. In addition, proposed Design Code for the development has been developed to add further detail on and guide the level of expectation that would be set by RM application as part of retaining and enhancing the character of the development. This includes details of materials, the treatment of frontage development, including

verges. The design code has been shared with ATE following the August 2024 meeting.

2.19. Detail on the internal lighting design and supporting infrastructure such as seating will be provided at detailed design stage, as this would form part of a later level of detail which is not expected, or can be provided, at the outline planning application stage.

Comment #5 – Internal Permeability

"More precise details of how the applicant will accentuate the permeability and street layout of the site for not only the above major access points but internally. This includes demonstration of where opportunities for paths to link cul-de-sacs exist; technical details of junctions; Active Travel facilities at bus stops; and ensuring recreational routes through the option space are safe, fit for all active purposes and considerate of all road users as per LTN 1-20 and Inclusive Mobility. ATE requests that this (and other opportunities to improve permeability) are forwarded by the applicant for further review."

2.20. The development remains in outline form reflecting the 'outline' status of the planning application, and therefore the proposed development masterplan is not anticipated to yet be fixed and the details will be provided as part of future Reserved Matters (RM) application(s).

2.21. The indicative links between parcels and cul-de-sacs are shown on the emerging masterplan submitted as part of the planning application to reinforce the commitment to a permeable layout.

2.22. The Design Code for the development, which includes details of materials and internal crossings has been provided to ATE.

Comment #6 – Mobility Hubs

"The location of amenities provided and overall design of both the proposed mobility hubs and mini-mobility hubs and ensure that the number of type of cycle parking is in accordance with LTN 1-20. While the reference material of examples the applicant has provided in the FTP are welcomed and likely to be suitable, specific scheme details are necessary for review."

2.23. As stated within the TA for the proposed development, each bus stop within the development will be a mini-mobility hub built to CoMoUK silver accreditation standards, with the bus stop next to the local centre / school to be a large mobility hub built to CoMoUK gold accreditation standards.

2.24. To clarify, the Mini-Mobility Hubs could contain the following features:

- Essential:
 - High Quality Public Transport Option
 - High Quality shared Mobility (Cycle Parking, Car Club)
 - Clear Signage
 - Located in prominent, well-lit location
 - Safe Crossings
 - Compatible with accessibility guidance
 - Information on what the hub is at the site
 - Co-located with linking signage
 - Easily accessible timetables
 - Street lighting
 - Covered Seating

- Desirable:
 - Cycle Parking
 - Safe Cycle Routes
 - Plans for network of Hubs / Real Time Data

2.25. The proposed Mini-Mobility Hubs would therefore meet the 3 desirable elements required for silver CoMo accreditation.

2.26. The Large Mobility Hub could contain the following desirable elements:

- Cycle Parking
- Car Club Bay
- Safe Cycle Routes
- Plans for network of Hubs / Real Time Data
- Package Delivery Lockers

2.27. **ACE Drawing 2207280-SK01** and **ACE Drawing 2207280-SK06** show an example large mobility hub layout and mini-mobility hub layout, respectively.

2.28. The final details of the hubs are subject to agreement with WSCC and as such, the applicant is willing to accept a condition attached to any planning consent granted or a commitment within the Section 106 legal agreement for the development to deliver the above infrastructure.

2.29. This would provide the necessary 'gateway' point to seek stakeholder agreement on the matters raised which, therefore, should not hold up the process of approval associated with this application.

Comment #7 – Active Travel Infrastructure

"Details of the active travel infrastructure at the proposed school, community services and retail sites – also to ensure that the numbers proposed are consistent with the guidance pertained within LTN 1-20 e.g., a space per 8 car parking spaces for shops and retail (FTP p.24) is not consistent with Table 11.1 of LTN 1-20 (p.12).

Details of the other schemes which will support active and sustainable travel such as the scale of both the cycle hire and car hire scheme.

Cycle Parking – While the applicant has suggested that cycle parking will be in accordance with West Sussex County Council (WSCC) guidance for residential cycle (FTP p.23) it states that most parking will be accommodated within properties or internally. Parking for flats/apartments needs to be detailed, including the location of such provision. Also, for active travel to be a prominent way of people making short journeys e.g., to the schools, local shops and services, the applicant is advised to indicate the location of dedicated cycle parking spaces for all components of the proposed site including short-stay visitor cycle parking in accordance with Chapter 11 of LTN 1-20."

2.30. The above comment is noted. While the development remains at outline stage, indicative layouts for the school, community and retail sites, including active travel infrastructure, are shown on the submitted illustrative masterplan and Design Code.

2.31. The scale of the cycle hire and car hire scheme will be determined in consultation with the relevant cycle hire / car club operators during the progression of the scheme towards delivery. The requirement to reach and agreement on a Full Travel Plan provides stakeholders with a further point of agreement on the scope of these facilities.

- 2.32. The applicant is willing to accept a planning condition attached to any consent granted or a commitment in the Section 106 legal agreement for the investigation and delivery of proportionate cycle hire, while the car club will form one of a number of schemes which the Full Travel Plan will cover, following sanction of the document by WSCC.
- 2.33. Additional detail on the provision and location of the cycle parking within the development is provided within the design code for the development.
- 2.34. It is anticipated that detailed design and quantum of cycle parking infrastructure in accordance with the requirements of WSCC/MSDC will be secured via a suitably worded planning condition. This is because the specific layout of the development is not fixed at this stage and, while there is a suggested broad mix of housing types, this is not fixed. Cycle parking standards are also subject to on-going review and the developer will be expected to adhere to the latest standards at the point of each RM application.
- 2.35. Also, as a strategic development, it may be that parcels of the development are later sold off to housebuilders and these will wish to have the flexibility to change housing mix and / or the layout, which will have a direct implication on the level of cycle parking.
- 2.36. There is therefore limited benefit in having this set at this stage, particularly as WSCC's standard could change over time, the interest will be to maintain consistency with emerging guidance. This is considered preferable to presenting additional information in the knowledge that it may need to change.

Comment #8 – Travel Plans

"A comprehensive and highly ambitious approach towards achieving high is required for the entire application which forecasts the level of active travel trips to be generated. The applicant has clearly considered active travel modes throughout the application, for example, stating its intention to provide a 'comprehensive walking, cycling and public transport network' (DAS p.52). However, the indicative targets of a 3% reduction within the first 3 years of occupation and 5% within 5 years (FTP. P.40) without any baseline data does not suggest a development with active travel movement at its priority. These and targets outlined in a future STP need to be revised"

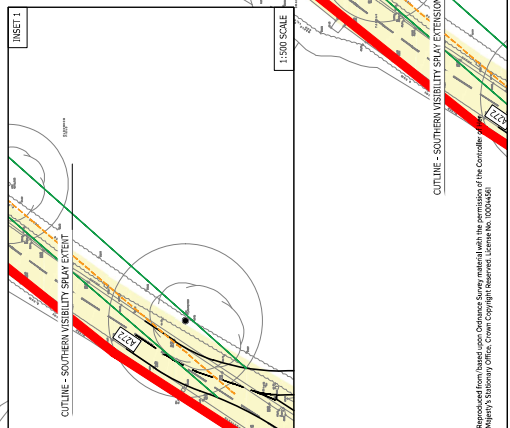
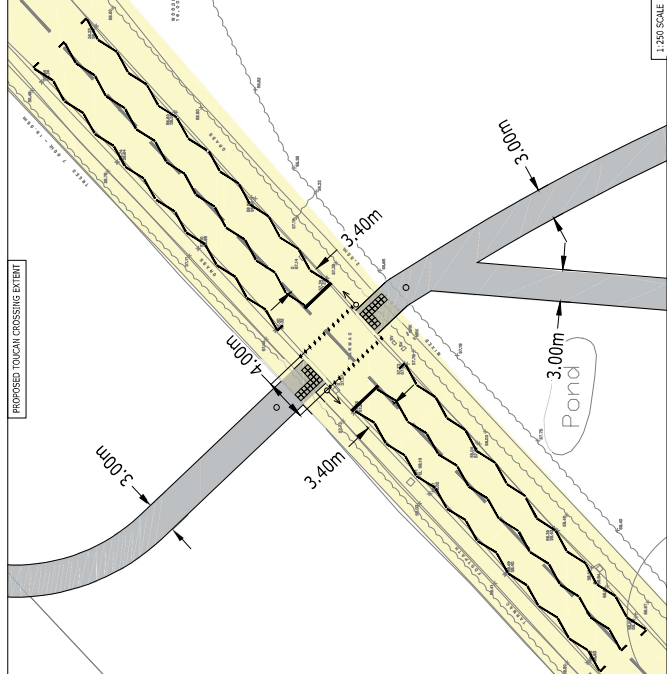
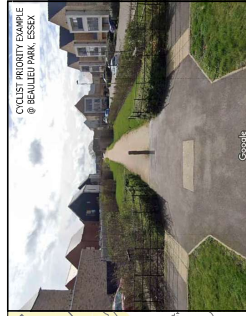
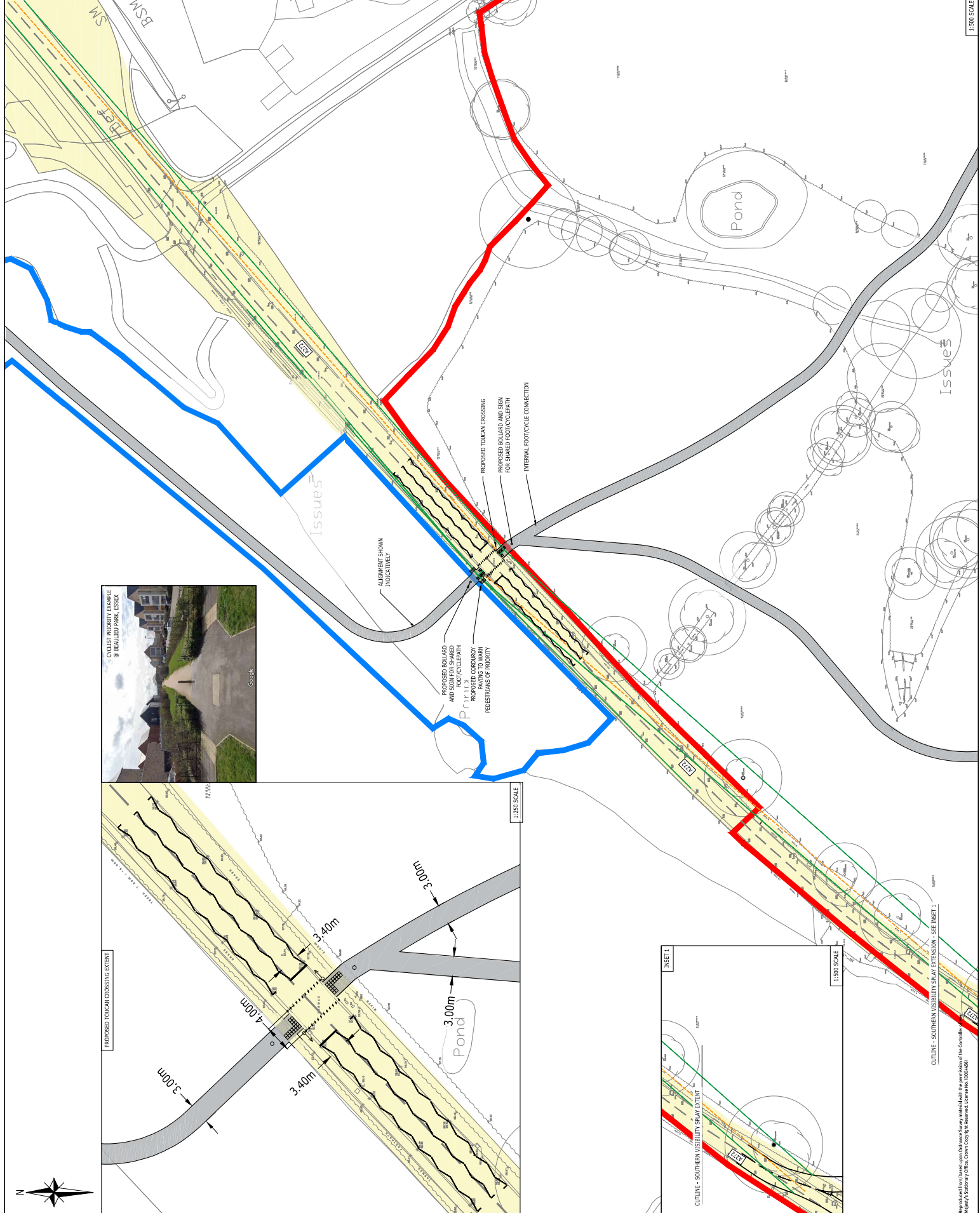
- 2.37. While the comment is noted, there is a risk it simply reflects a traditional view where a smaller development will have been expected to 'fit in' with its surroundings and therefore demonstrate, through a Travel Plan, ways in which modal shift would be secured.
- 2.38. For this development, the baseline is one where most of the inherent sustainability modal shift will have been 'baked into' the masterplan, by virtue of both its scale and the significant investment that will be made in active travel infrastructure. The baseline (for the development) will already have been better secured than most smaller developments.
- 2.39. In this context, it is important to note that the proposed targets contained within the Framework Travel Plan (FTP) are considered in addition and cumulative on that baseline position, which has already reflected the vehicular trip rate reduction factors agreed within the TA. The targets therefore take into account the effect of the (hard) active travel infrastructure inherent to the development and then seek to further increase the degree of active travel through additional (softer) measures and initiatives.
- 2.40. As such, the targets within the FTP are considered suitably ambitious, to be amended subject to a comparison with existing datasets, as well as the results of initial travel surveys.
- 2.41. The achievements of the development against these targets will be reflective of a baseline assessment, which will consider the level of sustainable transport use existing within Ansty, which will further demonstrate how comparably better the modal split is expected to be within the development, compared to an underlying situation in the local area. This will be beneficial to isolate out the benefits arising from the development and could potentially act as a good case study for ATE to engage with as part of its role in supporting the promotion of sustainable transport.
- 2.42. The applicant is willing to accept a condition attached to any planning permission, or a commitment in the Section 106 legal agreement for the proposed development, to provide a full Travel Plan to be agreed in writing with the local authority prior to occupation. This would again provide sufficient gateways through which to sanction targets, as well as set out the institutional framework for stewardship, including the appointment of a Travel Co-ordinator, as well as the Focus Group of Forum who

would be responsible to agreeing how to use and monitor the measures and the use of the funding that would be put into the Travel Plan.

Drawings

- NOTES:
1. THE PROPOSED ROAD CROSSING IS SUBJECT TO DISCRETION WITH REGARD TO THE PROPOSED ROAD CROSSING AND OVERSIGHT POINTS TO BE PROVIDED TO THE ROAD CROSSING AND OVERSIGHT POINTS TO BE PROVIDED TO THE ROAD CROSSING.
 2. THE PROPOSED ROAD CROSSING IS SUBJECT TO DISCRETION WITH REGARD TO THE PROPOSED ROAD CROSSING AND OVERSIGHT POINTS TO BE PROVIDED TO THE ROAD CROSSING.
 3. THE PROPOSED ROAD CROSSING IS SUBJECT TO DISCRETION WITH REGARD TO THE PROPOSED ROAD CROSSING AND OVERSIGHT POINTS TO BE PROVIDED TO THE ROAD CROSSING.
 4. THE PROPOSED ROAD CROSSING IS SUBJECT TO DISCRETION WITH REGARD TO THE PROPOSED ROAD CROSSING AND OVERSIGHT POINTS TO BE PROVIDED TO THE ROAD CROSSING.
 5. THE PROPOSED ROAD CROSSING IS SUBJECT TO DISCRETION WITH REGARD TO THE PROPOSED ROAD CROSSING AND OVERSIGHT POINTS TO BE PROVIDED TO THE ROAD CROSSING.
 6. THE PROPOSED ROAD CROSSING IS SUBJECT TO DISCRETION WITH REGARD TO THE PROPOSED ROAD CROSSING AND OVERSIGHT POINTS TO BE PROVIDED TO THE ROAD CROSSING.
 7. THE PROPOSED ROAD CROSSING IS SUBJECT TO DISCRETION WITH REGARD TO THE PROPOSED ROAD CROSSING AND OVERSIGHT POINTS TO BE PROVIDED TO THE ROAD CROSSING.
 8. THE PROPOSED ROAD CROSSING IS SUBJECT TO DISCRETION WITH REGARD TO THE PROPOSED ROAD CROSSING AND OVERSIGHT POINTS TO BE PROVIDED TO THE ROAD CROSSING.

- KEY:
- INDICATIVE EYE BOUNDARY
 - BOUNDARY (INDICATIVE)
 - PROPOSED FOOTWAY
 - PROPOSED CYCLEWAY
 - PROPOSED ROAD CROSSING
 - EXISTING ROAD CROSSING
 - 25M VISIBILITY SPACES
 - 25M VISIBILITY SPACES TO SLOPE AHEAD



NO	DATE	BY	REVISION
1	10/12/23	DM	ISSUED FOR PERMIT
2	10/12/23	DM	ISSUED FOR PERMIT
3	10/12/23	DM	ISSUED FOR PERMIT
4	10/12/23	DM	ISSUED FOR PERMIT
5	10/12/23	DM	ISSUED FOR PERMIT
6	10/12/23	DM	ISSUED FOR PERMIT
7	10/12/23	DM	ISSUED FOR PERMIT
8	10/12/23	DM	ISSUED FOR PERMIT
9	10/12/23	DM	ISSUED FOR PERMIT
10	10/12/23	DM	ISSUED FOR PERMIT

ARDENT CONSULTING ENGINEERS
 Third Floor
 The Hamble Building
 100% Sustainable
 100% Green
 100% Quality
 100% Client Satisfaction
 100% Innovation
 100% Teamwork
 100% Integrity
 100% Excellence
 100% Commitment
 100% Passion
 100% Dedication
 100% Hard Work
 100% Persistence
 100% Determination
 100% Focus
 100% Energy
 100% Enthusiasm
 100% Motivation
 100% Inspiration
 100% Innovation
 100% Creativity
 100% Originality
 100% Uniqueness
 100% Individuality
 100% Authenticity
 100% Transparency
 100% Accountability
 100% Responsibility
 100% Reliability
 100% Trustworthiness
 100% Honesty
 100% Integrity
 100% Ethics
 100% Values
 100% Principles
 100% Standards
 100% Guidelines
 100% Procedures
 100% Policies
 100% Protocols
 100% Processes
 100% Systems
 100% Frameworks
 100% Structures
 100% Models
 100% Templates
 100% Forms
 100% Documents
 100% Reports
 100% Presentations
 100% Proposals
 100% Contracts
 100% Agreements
 100% Terms & Conditions
 100% Disclaimers
 100% Warranties
 100% Guarantees
 100% Certificates
 100% Licenses
 100% Permits
 100% Approvals
 100% Registrations
 100% Certifications
 100% Accreditations
 100% Memberships
 100% Affiliations
 100% Partnerships
 100% Collaborations
 100% Alliances
 100% Joint Ventures
 100% Mergers & Acquisitions
 100% Takeovers
 100% Buyouts
 100% Spinoffs
 100% Divestitures
 100% Liquidations
 100% Bankruptcies
 100% Reorganizations
 100% Restructurings
 100% Turnarounds
 100% Revitalizations
 100% Rebuilds
 100% Resurrections
 100% Resurrections
 100% Resurrections

FAIRFAX ACQUISITIONS LTD

Project Title: **LAND AT ANTISY FARM, MID SUSSEX**

Drawing Title: **A272 PROPOSED TOUCAN CROSSING**

Client: **FAIRFAX ACQUISITIONS LTD**

Scale: **1:500 SCALE**

Drawn by: **DV**
 Checked by: **DV**
 Approved by: **KM**

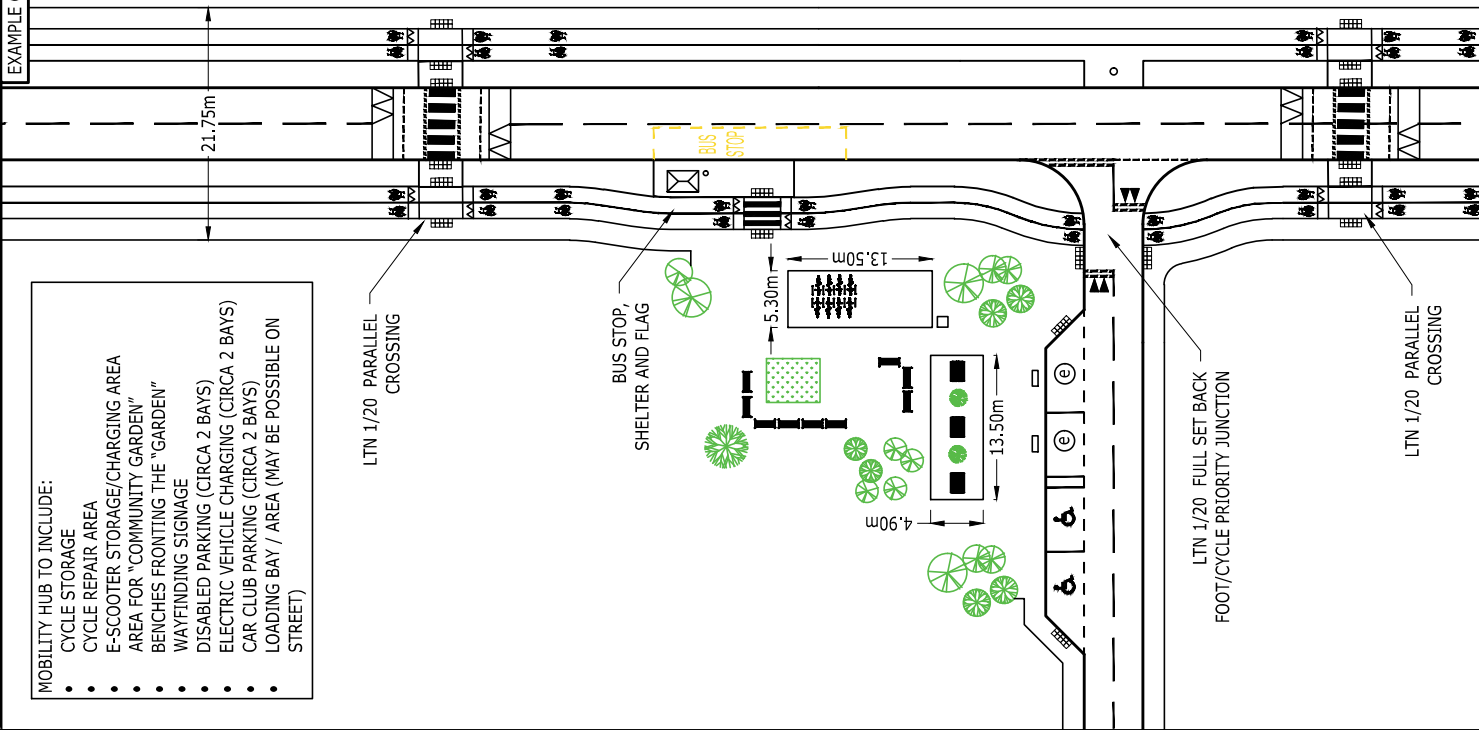
Date: **08.09.23**
 AS SHOWN

Designed by: **DV**
 Approved by: **KM**

Drawing Number: **2207280-010**

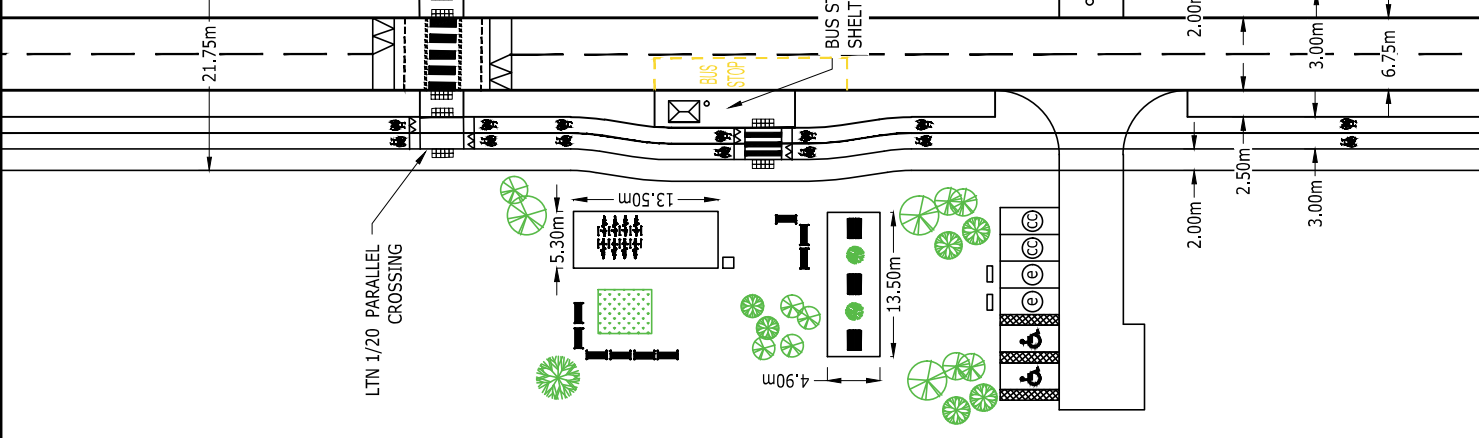
Sheet: **C**

EXAMPLE C

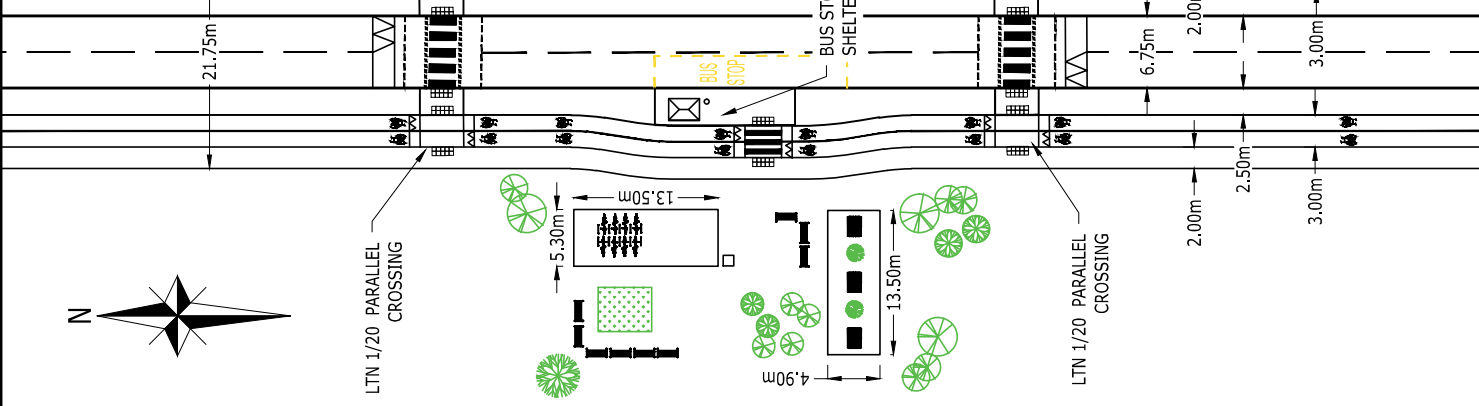


- MOBILITY HUB TO INCLUDE:
- CYCLE STORAGE
 - CYCLE REPAIR AREA
 - E-SCOOTER STORAGE/CHARGING AREA
 - AREA FOR "COMMUNITY GARDEN"
 - BENCHES FRONTING THE "GARDEN"
 - WAYFINDING SIGNAGE
 - DISABLED PARKING (CIRCA 2 BAYS)
 - ELECTRIC VEHICLE CHARGING (CIRCA 2 BAYS)
 - CAR CLUB PARKING (CIRCA 2 BAYS)
 - LOADING BAY / AREA (MAY BE POSSIBLE ON STREET)

EXAMPLE B



EXAMPLE A



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.

DRAFT

Rev	Description	Dim	Chk	Appr	Date
<p>ARDENT CONSULTING ENGINEERS</p> <p>Third Floor The Hallmark Building Leedsenshall Street Leeds LS2M 5JE Tel: 020 7689 4888 Web: www.ardent-ee.co.uk E-mail: enquiries@ardent-ee.co.uk</p>					
<p>Client: FAIRFAX ACQUISITIONS LTD</p>					
<p>Project Title: LAND AT ANTSY FARM, MID SUSSEX</p>					
<p>Drawing Title: MOBILITY HUB EXAMPLES</p>					
As Scale	1:500	Date	27.02.23	Designed By	DV
Drawn By	DV	Checked By	DV	Approved By	KM
Drawing Number	2207280-SK01				

EXAMPLE C

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
- INFORMATION BOARD
- SAFE CROSSINGS
- LOCATED IN WELL LIT LOCATION
- EASILY ACCESSIBLE
- TRANSPORT TIMETABLE
- STREET LIGHTING
- COVERED SEATING
- MODERN CLEAN INFRASTRUCTURE

DRAFT

EXAMPLE B

EXAMPLE A

EXAMPLE C

EXAMPLE B

EXAMPLE A

EXAMPLE B

EXAMPLE A

EXAMPLE B

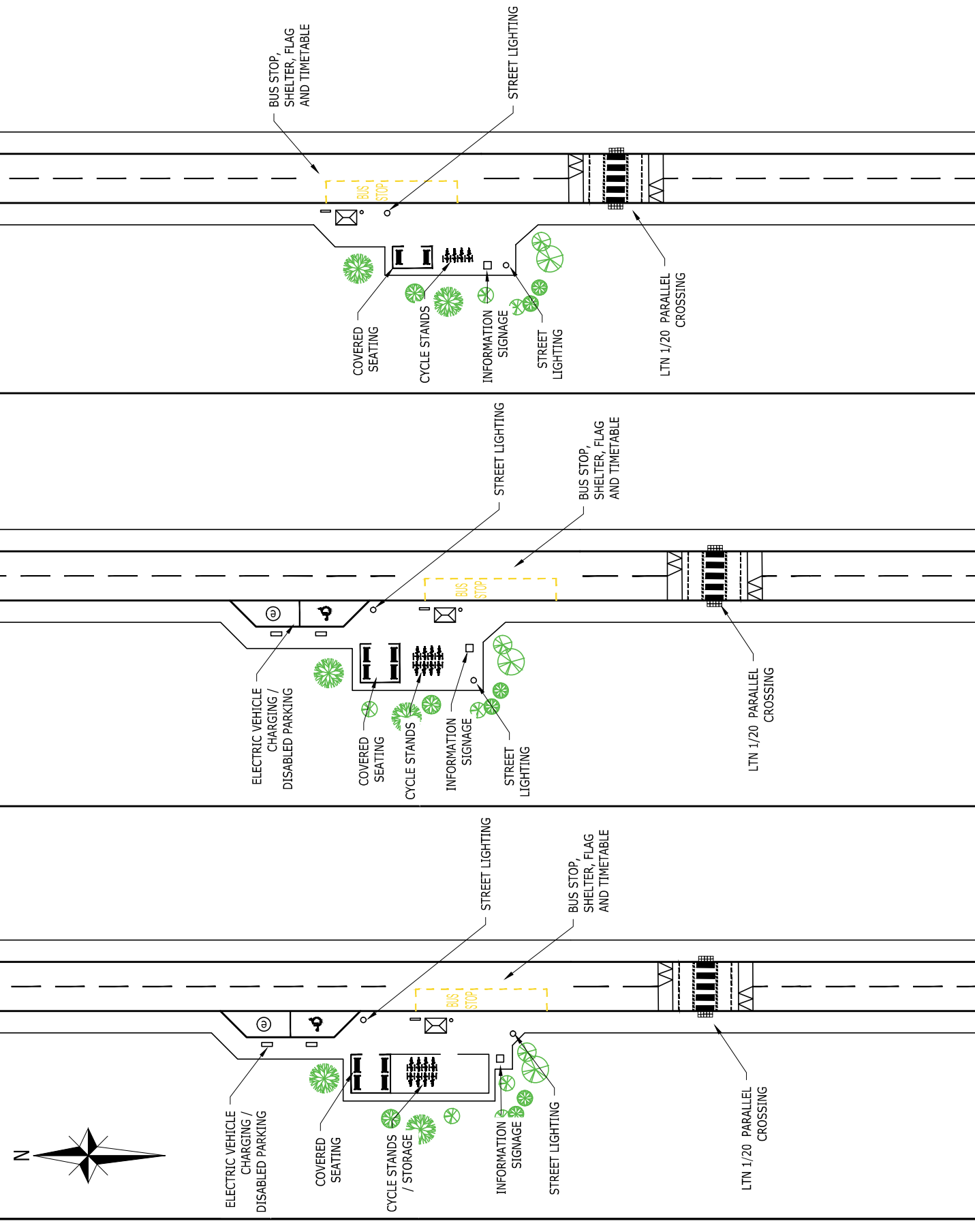
EXAMPLE A

EXAMPLE B

EXAMPLE A

EXAMPLE B

EXAMPLE A



Rev	Description	Dim	Chk	App	Date
<p>ARDENT CONSULTING ENGINEERS</p> <p>The Hallmark Building 3rd Floor, Leasemhall Street London EC3M 5JE Tel: 020 7689 4088 Web: www.ardent-uce.co.uk E-mail: enquiries@ardent-uce.co.uk</p>					
<p>Client: FAIRFAX ACQUISITIONS LTD</p>					
<p>Project Title: LAND AT ANTASY FARM, MID SUSSEX</p>					
<p>Drawing Title: MINI MOBILITY HUB EXAMPLE</p>					
A3 Scale	1:500	Date	13.07.23	Designed By	DV
Drawn By	DV	Checked By	DV	Approved By	KM
Drawing Number	2207280-SK06				Rev

Drawings

- NOTES:
1. THE PRESENTATION COLLAS APPEARS TO BE SUBJECT TO DISCREPANCIES WITH THE SURVEY DATA. THE PRESENTATION IS SUBJECT TO BE RE-AMENDED AND CHANGES MAY BE MADE TO THE PRESENTATION. THE PRESENTATION IS SUBJECT TO BE RE-AMENDED AND CHANGES MAY BE MADE TO THE PRESENTATION.
 2. THE PRESENTATION IS SUBJECT TO BE RE-AMENDED AND CHANGES MAY BE MADE TO THE PRESENTATION.
 3. THE PRESENTATION IS SUBJECT TO BE RE-AMENDED AND CHANGES MAY BE MADE TO THE PRESENTATION.
 4. THE PRESENTATION IS SUBJECT TO BE RE-AMENDED AND CHANGES MAY BE MADE TO THE PRESENTATION.
 5. THE PRESENTATION IS SUBJECT TO BE RE-AMENDED AND CHANGES MAY BE MADE TO THE PRESENTATION.
 6. THE PRESENTATION IS SUBJECT TO BE RE-AMENDED AND CHANGES MAY BE MADE TO THE PRESENTATION.
 7. THE PRESENTATION IS SUBJECT TO BE RE-AMENDED AND CHANGES MAY BE MADE TO THE PRESENTATION.
 8. THE PRESENTATION IS SUBJECT TO BE RE-AMENDED AND CHANGES MAY BE MADE TO THE PRESENTATION.

- KEY:
- INDICATIVE EYE BOUNDARY
 - BOUNDARY (INDICATED BY SHOWN)
 - PROPOSED FOOT CYCLEWAY
 - PROPOSED BIKEWAY
 - PROPOSED BIKEWAY
 - EXISTING ROAD MARKINGS
 - 25M VISIBILITY STRIPS
 - 25M VISIBILITY STRIPS TO SHOWN ROAD

DRAFT

REV	DESCRIPTION	DATE	BY	CHKD	APPD	STATUS
1	ISSUED FOR COMMENT	08.09.23	DV			ISSUED
2	ISSUED FOR COMMENT	08.09.23	DV			ISSUED
3	ISSUED FOR COMMENT	08.09.23	DV			ISSUED
4	ISSUED FOR COMMENT	08.09.23	DV			ISSUED
5	ISSUED FOR COMMENT	08.09.23	DV			ISSUED
6	ISSUED FOR COMMENT	08.09.23	DV			ISSUED
7	ISSUED FOR COMMENT	08.09.23	DV			ISSUED
8	ISSUED FOR COMMENT	08.09.23	DV			ISSUED
9	ISSUED FOR COMMENT	08.09.23	DV			ISSUED
10	ISSUED FOR COMMENT	08.09.23	DV			ISSUED

ARDENT CONSULTING ENGINEERS
 Third Floor
 The Hamble Building
 100% Sustainable
 London
 EC2M 2JE
 Tel: 020 7461 4000
 Web: www.ardent-engineers.co.uk
 Email: enquiries@ardent-engineers.co.uk

FAIRFAX ACQUISITIONS LTD

Project Title: **LAND AT ANTISY FARM, MID SUSSEX**

Drawing Title: **A272 PROPOSED TOUCAN CROSSING**

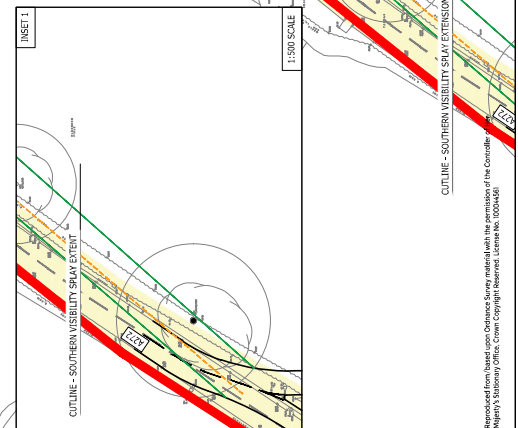
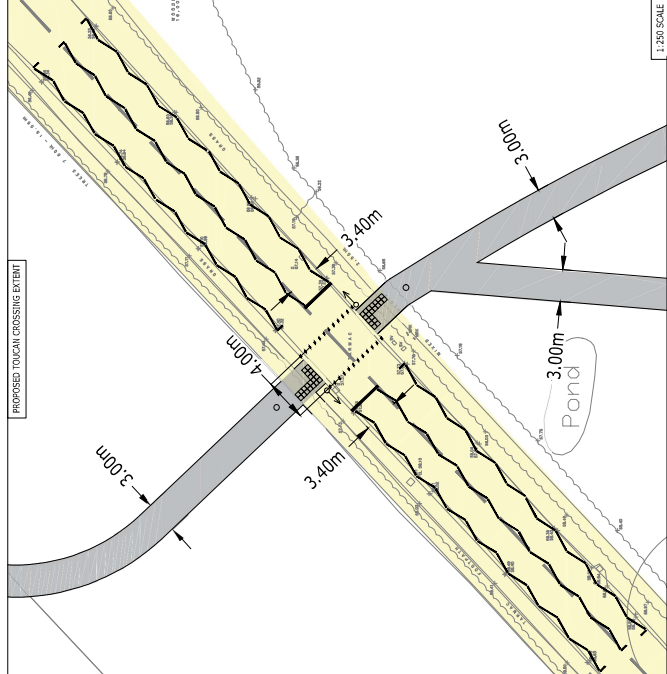
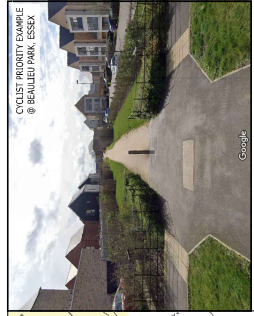
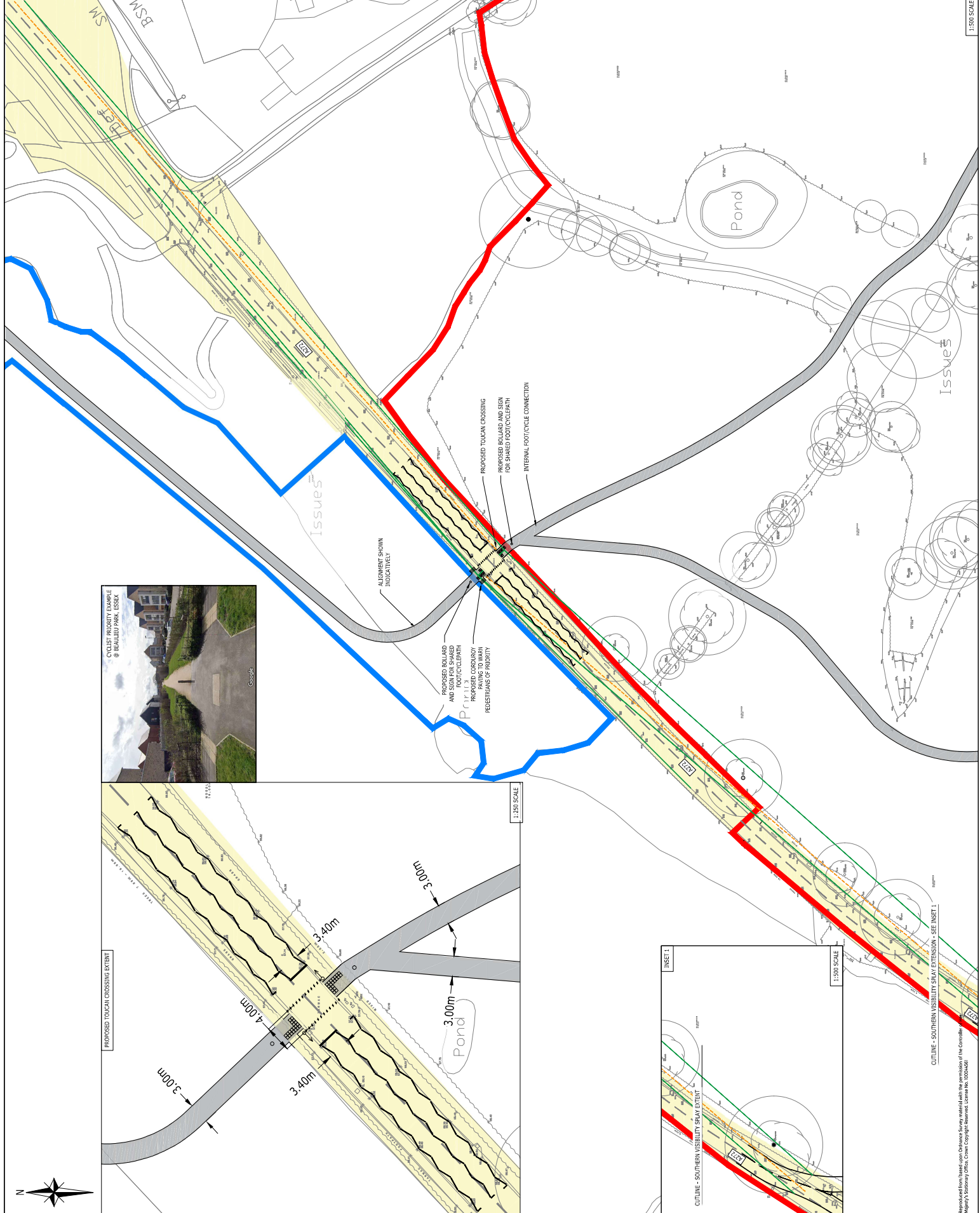
Scale: 1:500 SCALE

Drawn by: DV
 Checked by: DV
 Approved by: KM

Date: 08.09.23
 AS SHOWN

Designed by: DV
 Approved by: KM

Drawing Number: **2207280-010**



- KEY:
- INDICATING SITE BOUNDARY
 - DEVELOPMENT CYCLE ROUTE
 - EXISTING HIGHWAYS
 - EXISTING FOOTPATHS
 - NEW HIGHWAY

PROJECT NUMBER	2207280-014
DATE	15/06/2024
SCALE	1:500
PROJECT NAME	LAND AT ANSTY FARM, MID SUSSEX
CLIENT	FAIRFAX ACQUISITIONS LTD
DESIGNER	ARDENT CONSULTING ENGINEERS
APPROVED BY	[Signature]
DATE	15/06/2024

ARDENT CONSULTING ENGINEERS
 12, 13 & 14, LINDSEY ROAD, ANSTY, MID SUSSEX, BN1 1JG
 01424 834000
 www.ardent-engineers.co.uk

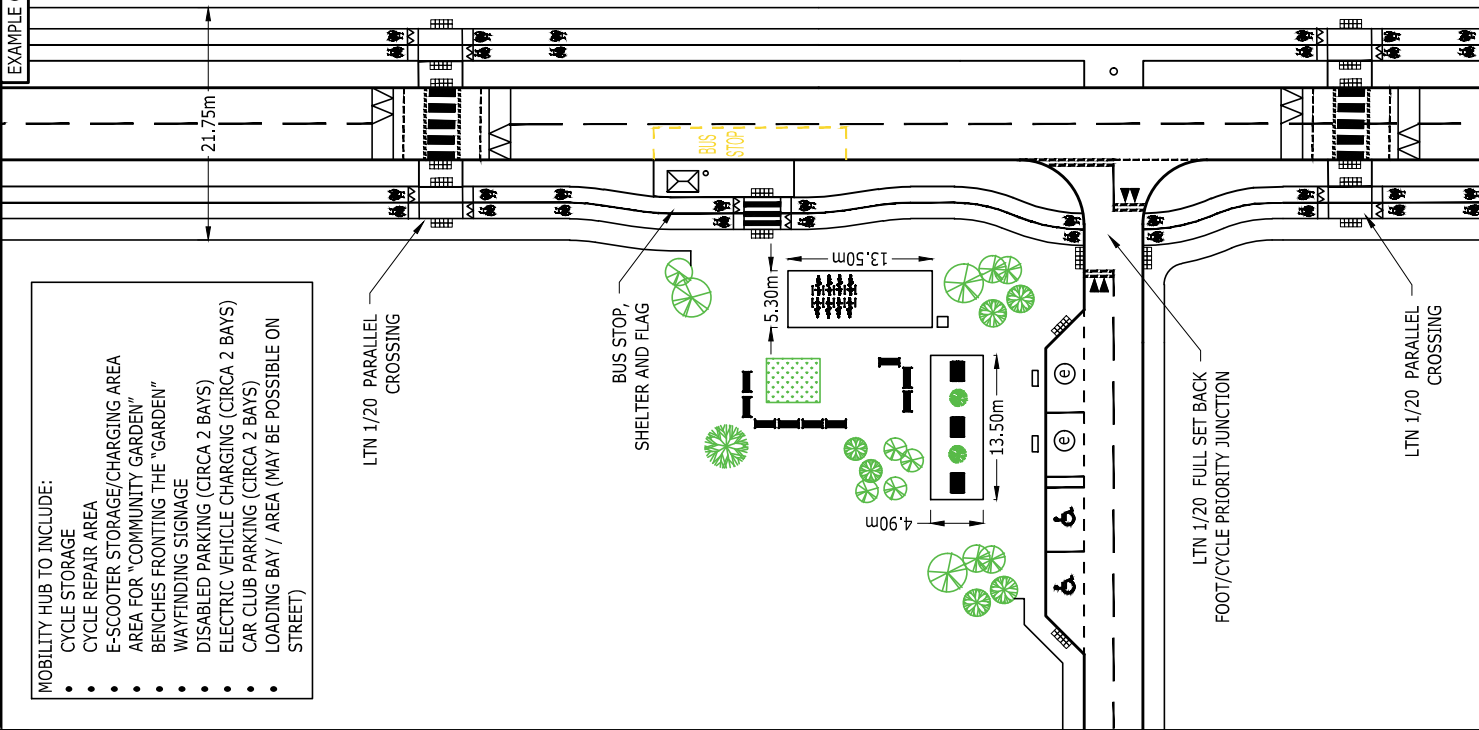
FAIRFAX ACQUISITIONS LTD
 10, THE PLAZA, ANSTY, MID SUSSEX, BN1 1JG
 01424 834000
 www.fairfaxacquisitions.co.uk

PROPOSED PUBLIC RIGHT OF WAY IMPROVEMENTS PLAN

DATE: 15/06/2024
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT NO: 2207280-014

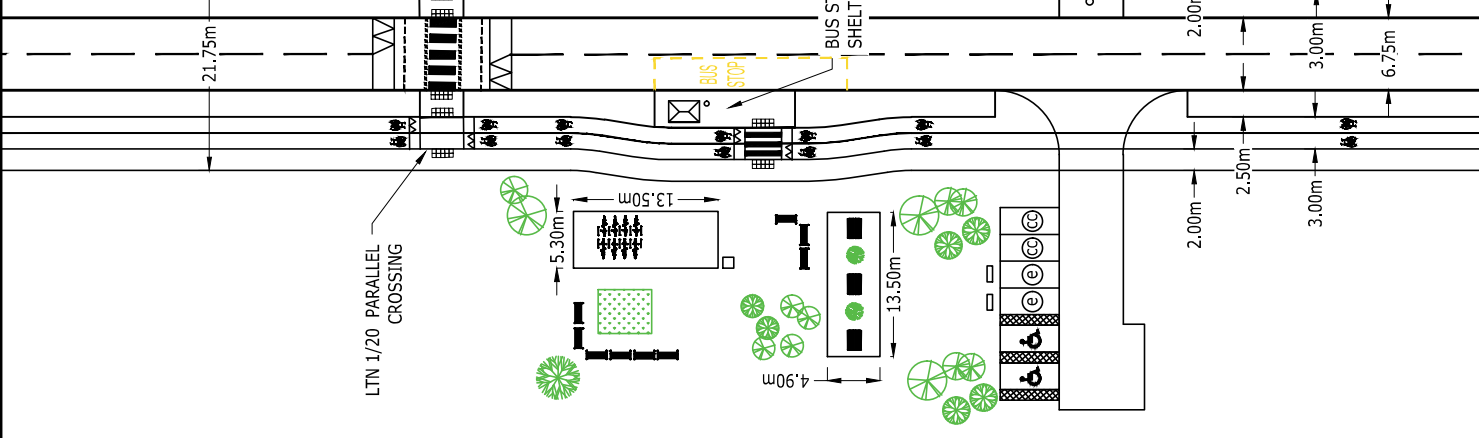


EXAMPLE C

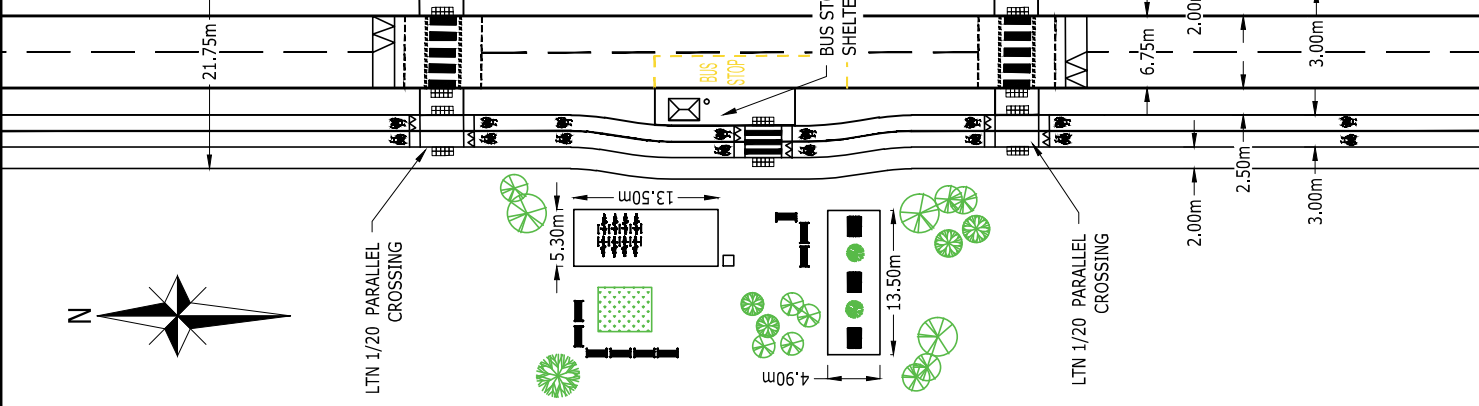


- MOBILITY HUB TO INCLUDE:
- CYCLE STORAGE
 - CYCLE REPAIR AREA
 - E-SCOOTER STORAGE/CHARGING AREA
 - AREA FOR "COMMUNITY GARDEN"
 - BENCHES FRONTING THE "GARDEN"
 - WAYFINDING SIGNAGE
 - DISABLED PARKING (CIRCA 2 BAYS)
 - ELECTRIC VEHICLE CHARGING (CIRCA 2 BAYS)
 - CAR CLUB PARKING (CIRCA 2 BAYS)
 - LOADING BAY / AREA (MAY BE POSSIBLE ON STREET)

EXAMPLE B



EXAMPLE A



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.

DRAFT

Rev	Description	Dim	Chk	Appr	Date
<p>ARDENT CONSULTING ENGINEERS</p> <p>Third Floor The Hallmark Building Leedsenshall Street Leeds LS10 2JH EC3M 5JE Tel: 020 7689 4888 Web: www.ardent-ee.co.uk E-mail: enquiries@ardent-ee.co.uk</p>					
Client: FAIRFAX ACQUISITIONS LTD					
Project Title: LAND AT ANTISY FARM, MID SUSSEX					
Drawing Title: MOBILITY HUB EXAMPLES					
As Scale	1:500	Date	27.02.23	Designed By	DV
Drawn By	DV	Checked By	DV	Approved By	KM
Drawing Number	2207280-SK01				

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
- INFORMATION BOARD
- SAFE CROSSINGS
- LOCATED IN WELL LIT LOCATION
- EASILY ACCESSIBLE
- TRANSPORT TIMETABLE
- STREET LIGHTING
- COVERED SEATING
- MODERN CLEAN INFRASTRUCTURE

DRAFT

ARDENT CONSULTING ENGINEERS

Third Floor
The Hallmark Building
100, Leazes Road
Leeds LS2 9PL
EC3M 5JE

Tel: 020 7689 4088
Web: www.ardent-ee.co.uk
E-mail: enquiries@ardent-ee.co.uk

Client

FAIRFAX ACQUISITIONS LTD

Project Title		LAND AT ANTASY FARM, MID SUSSEX	
Drawing Title		MINI MOBILITY HUB EXAMPLE	
A3 Scale	Date	Designed By	DV
1:500	13.07.23	Checked By	DV
Drawn By	DV	Approved By	KM
Drawing Number		2207280-SK06	

