

**ANSTY GARDEN COMMUNITY,**

**WEST SUSSEX**

**DESIGNERS RESPONSE**

**REPORT REF NO. 2207280-R17A**

**PROJECT NO. 2207280**

**MAY 2025**

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## APPENDICES

- A. Stage 1 Road Safety Audit**
- B. M&S Response to draft Designers Response**

## Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft for M&S Approval	DV	DH/KK	Draft	19/10/2023
-	Draft for M&S Approval	DV	DH/KK	Draft	24/10/2023
-	Final for Submission to WSCC	DV	JS/KK	DH	26/10/2023
A	Draft for WSCC Agreement	DH	KM	DH	29/04/2025
A	Final	DH	KM <i>KM</i>	DH <i>DH</i>	16/05/2025

## Distribution

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## 1.0 INTRODUCTION

- 1.1 Ardent Consulting Engineers (ACE) has been appointed by Fairfax Acquisitions Ltd to advise on the transport aspects of the proposed development at Land Adjoining Ansty, West Sussex.
- 1.2 The proposed development comprises a residential-led, mixed-use development comprising up to 1,450 homes, a local centre, two schools and other community uses such as sports pitches.
- 1.3 This report addresses matters originally raised in the Stage 1 Road Safety Audit (RSA) undertaken by M & S Traffic (M&S), dated October 2023. The Audit is attached at **Appendix A**.
- 1.4 The Audit was undertaken on the proposed A272 toucan crossing, which is located to the north of the western proposed development site access on the A272. The works involve pedestrian/cycle infrastructure improvements to include new crossing facilities.
- 1.5 In advance of submission of this Designers' Response to WSCC as the overseeing organisation, a draft was issued to M&S in order to seek their feedback on the proposed responses and obtain their in-principle approval. The responses incorporated within this Designers Response incorporate M&S recommendations/acceptance as attached at **Appendix B**.
- 1.6 The following drawing have been prepared to incorporate the findings of the RSA:
- **ACE Drawing 2207280-010C** – A272 Proposed Toucan Crossing

## 2.0 DESIGNERS RESPONSE TO STAGE 1 ROAD SAFETY AUDIT

**Table 2.1 Project Details**

<b>Report title:</b>	Designers Response to Stage 1 Road Safety Audit – A272 Proposed Toucan Crossing
<b>Date:</b>	May 2025
<b>Document reference and revision:</b>	2207280-R17A
<b>Prepared by:</b>	Ardent Consulting Engineers
<b>On behalf of:</b>	Fairfax Acquisitions Ltd

**Table 2.2 Authorisation Sheet**

<b>Project:</b>	Ansty Garden Community
<b>Report title:</b>	Designers Response to Stage 1 Road Safety Audit – A272 Proposed Toucan Crossing
<b>Prepared by</b>	
Name:	Dan Vallance
Position:	Principal Transport Planner
Signed:	<i>DV</i>
Organisation:	Ardent Consulting Engineers
Date:	16/05/2025
<b>Approved by</b>	
Name:	David Howson
Position:	Associate Director
Signed:	<i>DH</i>
Organisation:	Ardent Consulting Engineers
Date:	16/05/2025

**Table 2.3 Key Personnel**

<b>Overseeing Organisation:</b>	WSCC Highways– Mr S. Gee
<b>RSA team:</b>	M&S - Mr B. Shawyer & Mr M. Morris
<b>Design organisation:</b>	Ardent – Mr D. Vallance, Mr D. Howson & Mr K. Markey

**Table 2.4 Road Safety Audit Decision Log**


<b>RSA problem</b>	<b>RSA recommendation</b>	<b>Design Organisation response</b>	<b>Overseeing Organisation response</b>	<b>Agreed RSA action</b>
<p>3.1.1 Irregular usage of the crossings could lead to vehicle to pedestrian / cyclist collisions or rear end shunts.</p> <p>From observations on site there appears limited demand for these crossing facilities. Lack of usage of a controlled crossing can lead to drivers continually seeing no one using the crossing, then being surprised when a pedestrian or cyclist uses the crossing. This could lead to vehicle to pedestrian / cyclist collisions, or sudden braking and rear end shunts.</p>	<p>It is recommended that surveys should be undertaken to establish a sufficient degree of usage or future usage, for the proposed crossings. Should there be a lack of usage then alternative crossing facilities should be examined.</p>	<p>Disagree. The proposed crossings have been designed in accordance with relevant guidance and standards to ensure potential pedestrian use of the proposed facilities is clearly visible to other road users.</p> <p>As part of Active Travel Guidance pedestrian and cycle facilities are proposed to encourage other modes of transport in line with WSCC consultation feedback, and are designed in order to encourage increased use compared to current levels.</p> <p>The proposed development when occupied, would lead to an increase in demand compared to current observations.</p>	<p>The proposed crossing would provide a connection between the residential proposals and a country park being proposed as part of another application and as such a sufficient level of pedestrian and cycle activity would be anticipated.</p>	<p>No further action at this stage.</p>

<p>3.1.2 Inappropriate surfacing could lead to vehicle to pedestrian / cyclist collisions or rear end shunts.</p> <p>The proposals do not include the introduction of anti-skid surfacing or a surface with a high polished stone value (PSV) on the approaches to the crossings. Surfacing with an inadequate PSV could lead to vehicles not being able to stop, leading to possible rear end shunt or vehicle to pedestrian / cyclist collisions.</p>	<p>It is recommended that antiskid surfacing or surfacing with a high PSV should be used on the approaches to the crossings.</p>	<p>Agree. Details of PSV values and surfacing materials will be provided for Stage 2 Audit.</p>	<p>High friction surfacing should be provided and details of PSV values to be provided at detailed design stage.</p>	<p>High friction surfacing to be provided and details of PSV values to be provided at detailed design stage.</p>
<p>3.1.3 Excessive speed on approaches to signals could lead to vehicle to pedestrian / cyclist collisions or rear end shunts.</p> <p>No traffic survey information was provided for assessment, where a National speed limit applies on the A272 at this location. Excessive speeds on the approaches to the Toucan crossing may affect the safe operation of the crossings and could lead to vehicles not being able to stop, leading to possible rear end shunts, or vehicle to pedestrian / cyclist collisions.</p>	<p>It is recommended that the 85th percentile speeds should be checked to see if speed discrimination equipment is required, further with the associated development taking place in the surrounding area that the nature of the area is changing, and a reduced speed limit should be installed.</p>	<p>Disagree. The proposed roundabout will significantly change the nature of speeds approaching the proposed crossing location, resulting in lower than compared to the current speeds</p> <p>Visibility splays for the current posted speed has been shown and noted to be kept clear to be robust at this stage.</p> <p>A change in speed limit is at the discretion of WSCC but as presented, the design incorporates suitable visibility splays based on the current posted speed limit.</p>	<p>A speed limit reduction is essential for the acceptability of the signalised crossing and would be support by officers including the head of road safety.</p> <p>The need for discrimination equipment to be considered at detailed design</p>	<p>TRO change to be progressed in liaison with WSCC and speed discrimination equipment to be considered for RSA2.</p>


		As per recommendations it has been noted on <b>ACE Drawing 2207280-010C</b> that speed discrimination equipment to be considered if required (to be presented for RSA2).		
<p>3.4.1 Restricted visibility could lead to side impact or rear end shunt collisions.</p> <p>No intervisibility splays for pedestrians or forward visibility splays to signal heads has been supplied for assessment. Intervisibility splays for pedestrians and forward visibility to signal heads pass through areas of vegetation. Visibility could be restricted and this could lead to vehicle to pedestrian or rear end shunt collisions.</p>	<p>It is recommended that vegetation should be removed from the intervisibility splays, and forward visibility splays, and that a regular maintenance programme to retain the visibility splays should be employed. It is also recommended that the SSD should be supplied for assessment at Stage 2 Safety Audit</p>	<p>Agree. Visibility splays based on current posted speed limit have been shown to signal heads and from the proposed toucan crossing as shown on <b>ACE Drawing 2207280-010C</b>. Vegetation to be trimmed and cut back to keep visibility splays clear has also been noted on the drawing. Further details will also be provided for Stage 2 Audit.</p>	<p>Vegetation to be removed/trimmed back from visibility splays. Splays are shown on the latest drawings.</p>	<p>Visibility splays to be suitably maintained and kept clear.</p>
<p>3.5.1 A lack of luminance could lead to rear end shunts or vehicle to pedestrian / cyclist collisions.</p> <p>No street lighting is proposed at the crossing, where the carriageway is currently unlit. Pedestrians and cyclists could attempt to cross and suddenly appear from dark areas without operating the signalised crossing. This</p>	<p>It is recommended that there should be adequate levels of luminance where a check should be undertaken with Local Authority Street Lighting Team.</p>	<p>Agree. It has been noted on <b>ACE Drawing 2207280-010C</b> that street lighting is to be considered in liaison with WSCC as per the recommendation. Lighting details to be provided for Stage 2 Audit.</p>	<p>Details of street lighting to be provided at detailed design.</p>	<p>Details of street lighting to be provided at detailed design.</p>

<p>could lead to sudden braking and rear end shunt collisions or vehicle to pedestrian collisions.</p>				
<p>3.5.2 Length of zig zag controlled area could lead to vehicle to pedestrian/cycle collisions.</p> <p>The zig-zag controlled area is the standard 8 zig zags. This length of zig-zags may provide insufficient warning of the crossing on a high speed road and could lead to failure to stop and vehicle to pedestrian collisions.</p>	<p>It is recommended that the zig-zags should be extended on the approaches.</p>	<p>Agree. The proposed road markings for the toucan crossing have been updated as per safety audit recommendations and TSRGD standards. These are shown on <b>ACE Drawing 2207280-010C</b>.</p>	<p>Length of zig zags have been extended on the drawing.</p>	<p>No further action at this stage.</p>
<p>3.5.3 Positioning of stop lines could lead to vehicle to pedestrian collisions.</p> <p>The stop lines could be too close to the pedestrian crossings. This may cause a vehicle to stop at inappropriate locations and may also reduce the intervisibility with pedestrians who are crossing, particularly children, which could lead to vehicle to pedestrian collisions.</p>	<p>It is recommended that the stop line markings should be set back a minimum of 2.5m from the stud lines.</p>	<p>Agree. The proposed road markings for the toucan crossing have been updated as per safety audit recommendations and TSRGD standards. These are shown on <b>ACE Drawing 2207280-010C</b>.</p>	<p>Road markings have been updated on the drawing.</p>	<p>No further action at this stage.</p>

**Table 2.6 Design Organisation Statement**

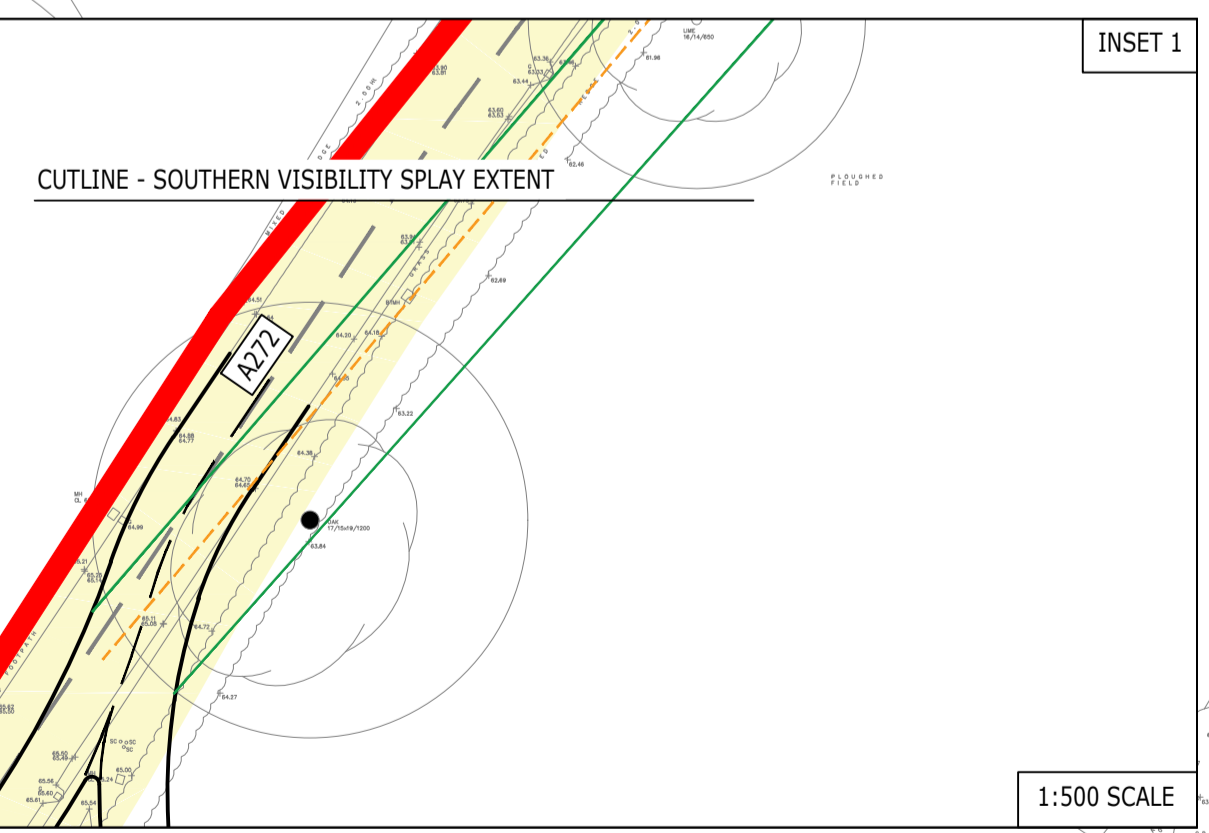
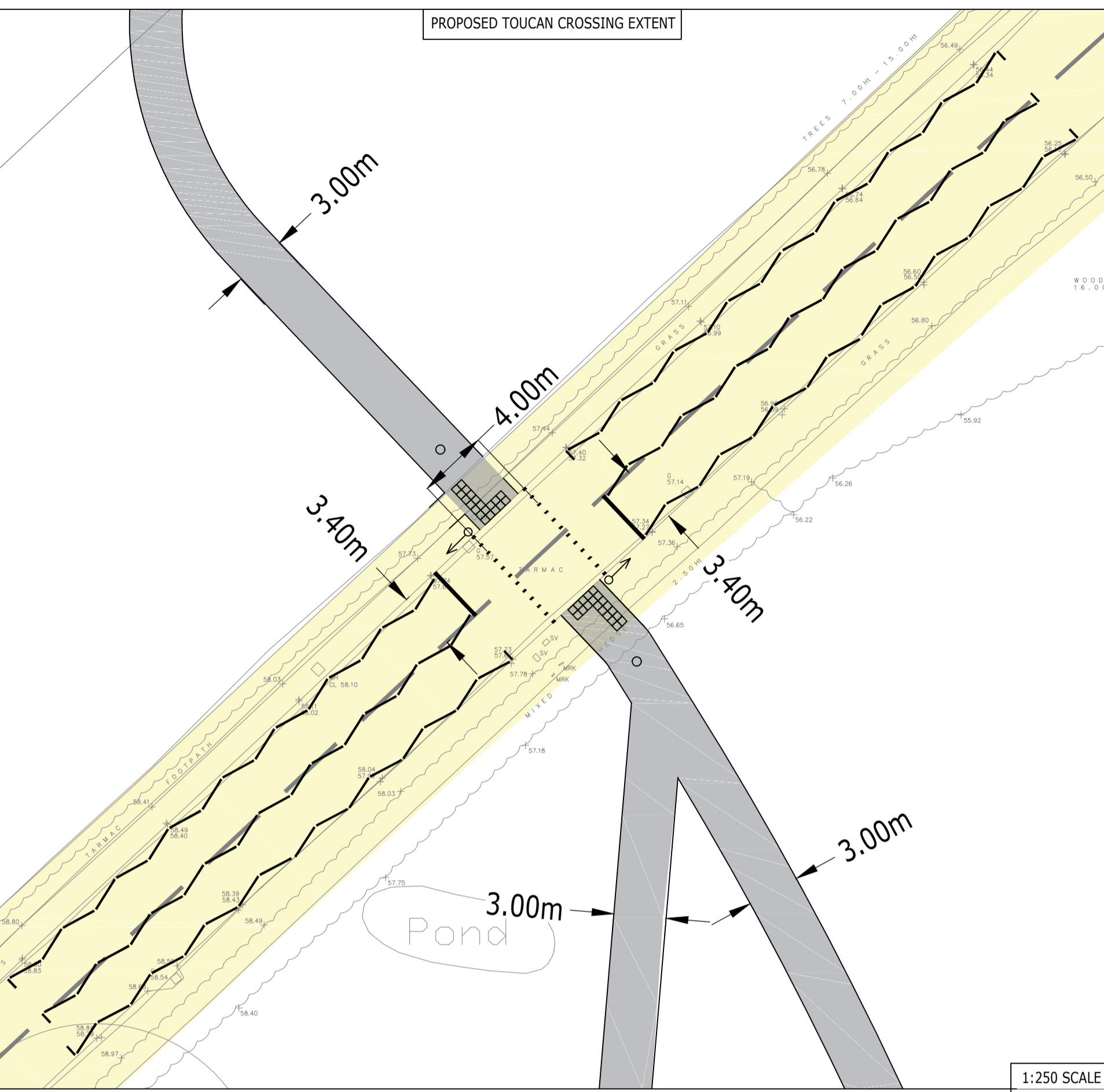
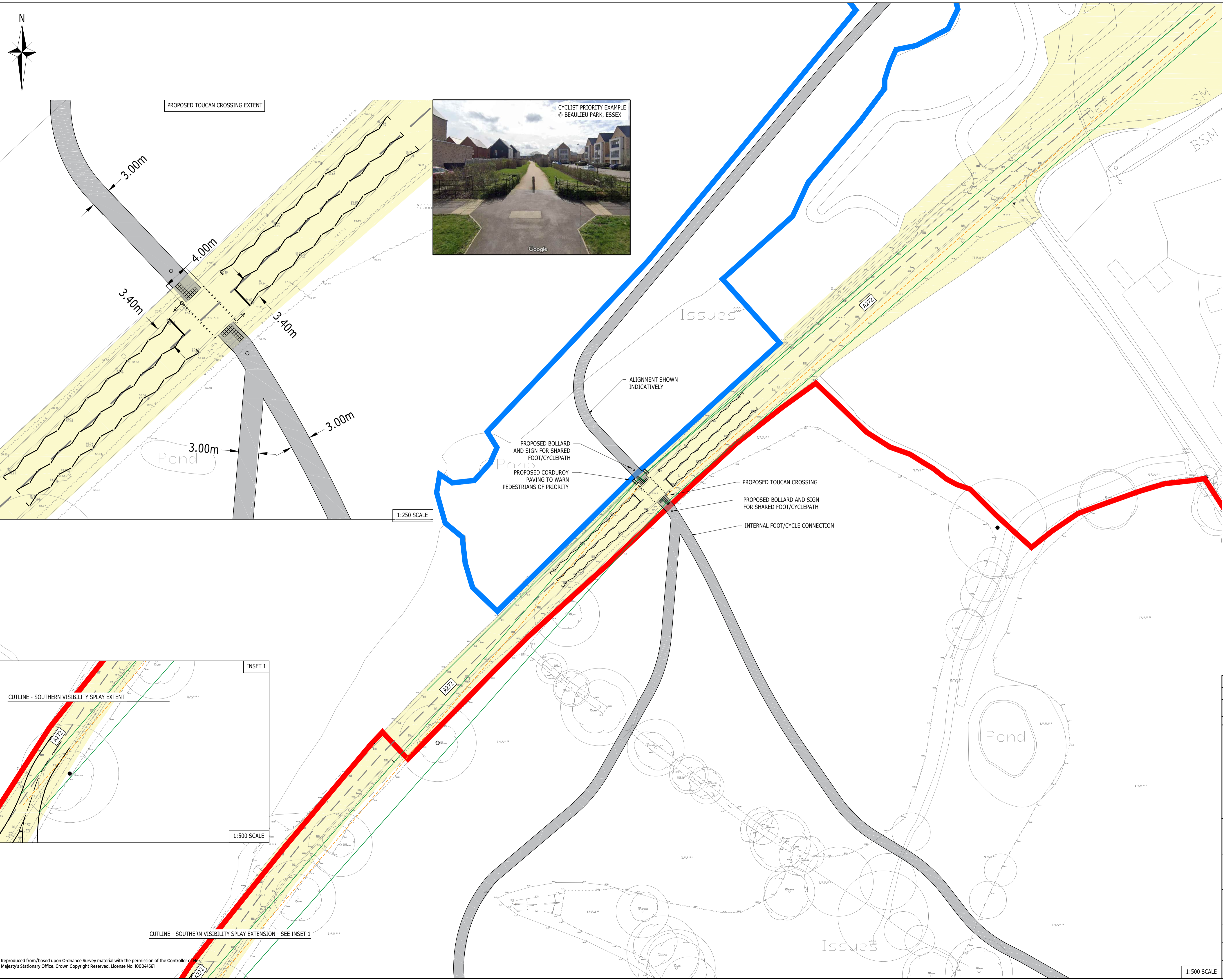
<b>On behalf of the design organisation I certify that:</b>	
<b>1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.</b>	
<b>Name:</b>	David Howson
<b>Signed</b>	
<b>Position:</b>	Associate Director
<b>Organisation:</b>	Ardent Consulting Engineers
<b>Date:</b>	16/05/2025

**Table 2.6 Overseeing Organisation Statement**

<b>On behalf of the Overseeing Organisation I certify that:</b>	
1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and	
2) the agreed RSA actions will be progressed.	
<b>Name:</b>	Stephen Gee
<b>Signed:</b>	
<b>Position:</b>	Principal Transport Planner
<b>Organisation:</b>	West Sussex County Council Highways
<b>Date:</b>	15/05/2025

**Designers Response**

**Drawings**



CUTLINE - SOUTHERN VISIBILITY SPLAY EXTENSION - SEE INSET 1



- NOTES:
1. THE PEDESTRIAN/CYCLE ACCESS STRATEGY IS SUBJECT TO DISCUSSIONS WITH HIGHWAYS BUT INDICATIVE ROUTING/CROSSING LOCATIONS HAVE BEEN SHOWN SUBJECT TO REVIEW AGAINST LAND OWNERSHIP CONSTRAINTS INFORMATION, ECOLOGY INFORMATION AND ARBORICULTURAL SURVEY.
  2. DESIGN IS BASED ON TOPOGRAPHICAL SURVEY PRODUCED BY MARVIN & PARTNERS LTD DATED FEB 2023
  3. INTERNAL FOOTPATH CONNECTION ALIGNMENT FROM DRAWING D3012-FAB-00-XX-M2-Y-1012-D102\_Concept masterplan (08-09-23)
  4. STREET LIGHTING TO BE CONSIDERED.
  5. SPEED DISCRIMINATION EQUIPMENT TO BE CONSIDERED IF REQUIRED.
  6. VEGETATION WITHIN VISIBILITY SPLAYS TO BE TRIMMED AND CUT BACK TO KEEP VISIBILITY SPLAYS CLEAR.
  7. SIGNAGE TO BE IN ACCORDANCE WITH TSRGD AND LTN 1/20 STANDARDS.
  8. DESIGN IN ACCORDANCE WITH THE CURRENT POSTED SPEED LIMIT, ANY REDUCTION SPEED LIMIT IS SUBJECT TO REVIEW BY WSCC.

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

DRAFT

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

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**SSIP** SAFETY PROFESSIONAL

Client  
**FAIRFAX ACQUISITIONS LTD**

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

Drawing Title:  
**A272 PROPOSED TOUCAN CROSSING**

A1 Scale	Date	Designed by
AS SHOWN	08.09.23	DV
Drawn by	Checked by	Approved by
DV	DV	KM

Drawing Number **2207280-010** Rev **C**

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**Designers Response Appendix A**

**Stage 1 Road Safety Audit**



**M & S Traffic**

**Road Safety Audit Stage 1**

**Land at Ansty Farm**

**Proposed Toucan Crossing**

**A272 Ansty**

**West Sussex**

**Date: 11<sup>th</sup> October 2023**


**Report produced for: **Ardent Consulting Engineers****

**Report produced by: M & S Traffic Ltd**

**DOCUMENT CONTROL SHEET**

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<b>Report Title:</b>	Proposed Toucan Crossing A272 Ansty Road Safety Audit Stage 1
<b>Date:</b>	11 <sup>th</sup> October 2023
<b>Document reference and revision:</b>	ARD/23//2207280/1/MM
<b>Prepared by:</b>	M & S Traffic
<b>On behalf of:</b>	West Sussex County Council

	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
Revision	Martin Morris	Bryan Shawyer		11 <sup>th</sup> October 2023
Designers Response				
Authority Response				

Distribution

Organisation	Contact	Copies
Ardent Consulting Engineers	David Howson	-

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## 1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit carried out on proposed Section 278 works associated with a proposed development in Ansty, West Sussex, comprising of:

- The provision of a Toucan Crossing on the A272 at Ansty.

The Audit was requested by the design organisation, Ardent Consulting Engineers, Crescent Court, High St, Billericay, CM12 9AQ on behalf of West Sussex County Council as the Highway Authority.

1.2 The Audit Team membership was as follows:

Martin Morris, PGD, MCIHT, MSoRSA – Audit Team Leader  
Highways England Approved RSA Certificate of Competency

Bryan Shawyer B.Eng. (Hons), MSc, MCIHT, MSoRSA– Audit Team Member  
Highways England Approved RSA Certificate of Competency

1.3 The audit was undertaken following the principles of GG 119, The Design Manual for Roads and Bridges. The documents available at the time of the report are detailed in Appendix A.

1.4 The Audit took place at the Gillingham offices of M&S Traffic during October 2023 and comprised an examination of the documents provided as listed in Appendix A. A joint site visit and inspection was undertaken on the 10<sup>th</sup> of October 2023 between 11:30 and 17:30 hours. Weather conditions at the time were fine and the road surfaces were dry. Traffic flows and free flow speeds were moderate to high. There were no pedestrian or cyclist movements observed during the site visit.

1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any “Technical Check function on these proposals. It is assumed that the Project Sponsor is satisfied that such a Technical Check” has been successfully completed prior to requesting this safety audit.

1.6 No Departures from Standard, traffic flow or personal injury collision data was provided to the Audit Team.

1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

## **2 ITEMS RAISED BY PREVIOUS AUDITS**

2.1 No previous Road Safety Audits were supplied for assessment.

### 3 ITEMS RAISED AT THE STAGE 1 AUDIT

#### 3.1 General

##### 3.1.1 PROBLEM

**Location:** Proposed Toucan crossing.

**Summary:** Irregular usage of the crossing could lead to vehicle to pedestrian collisions or rear end shunts.

From observations on site there appears limited demand for this crossing facility, however development is taking place in the surrounding areas. Lack of usage of a controlled crossing can lead to drivers continually seeing a green signal aspect or no one using the crossing, then being surprised when the crossing is operated and driving through a red aspect, or when a pedestrian steps onto the crossing. This could lead to vehicle to pedestrian / cyclist collisions, or sudden braking and rear end shunts.

#### RECOMMENDATION

It is recommended that there should be a sufficient degree of usage or future usage, for the proposed Toucan crossing. Should there be a lack of usage then alternative crossing facilities should be examined.

##### 3.1.2 PROBLEM

**Location:** Proposed Toucan crossing.

**Summary:** Inappropriate surfacing could lead to vehicle to pedestrian / cyclist collisions or rear end shunts.

Drivers travelling at even moderately high speeds, on roads where controlled crossings are installed, can find themselves with a difficult decision to make when the green signal aspect changes to amber or pedestrians / cyclists use the crossing. Drivers are often faced with a choice between attempting to brake to halt at the stop-line or continuing at the same speed through the crossing and clearing it safely. The proposals do not show anti-skid surfacing or a similar material covering the crossing approaches, which, when under heavy braking or in wet conditions, could lead to vehicle to pedestrian / cyclist collisions or rear end shunts.

#### RECOMMENDATION

It is recommended that anti-skid surfacing or a similar high Polished Stone Value material should be installed on the approaches to the crossing.

### 3.1.3 **PROBLEM**

**Location:** Proposed Toucan crossing.

**Summary:** Excessive speed on approaches to signals could lead to vehicle to pedestrian / cyclist collisions or rear end shunts.

No traffic survey information was provided for assessment, where a National speed limit applies on the A272 at this location. Excessive speeds on the approaches to the Toucan crossing may affect the safe operation of the crossings and could lead to vehicles not being able to stop, leading to possible rear end shunts, or vehicle to pedestrian / cyclist collisions.

### **RECOMMENDATION**

It is recommended that the 85<sup>th</sup> percentile speeds should be checked to see if speed discrimination equipment is required, further with the associated development taking place in the surrounding area that the nature of the area is changing, and a reduced speed limit should be installed.

## 3.2 **Local Alignment**

3.2.1 No comment.

## 3.3 **Junctions**

3.3.1 No comment.

## 3.4 **Non-Motorised User (NMU) Provision**

### 3.4.1 **PROBLEM**

**Location:** Proposed Toucan crossing.

**Summary:** Restricted visibility could lead to side impact or rear end shunt collisions.

No intervisibility splays for pedestrians or forward visibility splays to signal heads has been supplied for assessment. Intervisibility splays for pedestrians and forward visibility to signal heads pass through areas of vegetation. Visibility could be restricted and this could lead to vehicle to pedestrian or rear end shunt collisions.

### **RECOMMENDATIONS**

It is recommended that vegetation should be removed from the intervisibility splays, and forward visibility splays, and that a regular maintenance programme to retain the visibility splays should

be employed. It is also recommended that the SSD should be supplied for assessment at Stage 2 Safety Audit.

### **3.5 Road Signs, Carriageway Markings and Lighting**

#### **3.5.1 PROBLEM**

**Location:** Proposed Toucan crossing.

**Summary:** A lack of luminance could lead to rear end shunts or vehicle to pedestrian / cyclist collisions.

No street lighting is proposed at the crossing, where the carriageway is currently unlit. Pedestrians and cyclists could attempt to cross and suddenly appear from dark areas without operating the signalised crossing. This could lead to sudden braking and rear end shunt collisions or vehicle to pedestrian collisions.

#### **RECOMMENDATION**

It is recommended that there should be adequate levels of luminance where a check should be undertaken with Local Authority Street Lighting Team.

#### **3.5.2 PROBLEM**

**Location:** Approaches to the Toucan crossing.

**Summary:** Length of zig zag controlled area could lead to vehicle to pedestrian/cycle collisions.

The zig-zag controlled area is the standard 8 zig zags. This length of zig-zags may provide insufficient warning of the crossing on a high speed road and could lead to failure to stop and vehicle to pedestrian collisions.

#### **RECOMMENDATION**

It is recommended that the zig-zags should be extended on the approaches.

#### **3.5.3 PROBLEM**

**Location:** Approaches to the Toucan crossing.

**Summary:** Positioning of stop lines could lead to vehicle to pedestrian collisions.

The stop lines could be too close to the pedestrian crossings. This may cause a vehicle to stop at inappropriate locations and may also reduce the intervisibility with pedestrians who are crossing, particularly children, which could lead to vehicle to pedestrian collisions.

#### **RECOMMENDATION**

It is recommended that the stop line markings should be set back a minimum of 2.5m from the stud lines.

#### **4 ISSUES IDENTIFIED DURING THE ROAD SAFETY AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE**

4.1 Safety issues identified during the audit and site inspection that are outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, are set out in this section. It is to be understood that, in raising these issues, the Audit Team in no way warrant that a full review of the highway environment has been undertaken beyond that necessary to undertake the Audit as commissioned.

4.2 The Audit Team had no issues to raise within this section.

## 5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.

### Audit Team Leader

Martin Morris  
PGD, MCIHT, MSoRSA  
Highways England Approved RSA Certificate of Competency

Signed:  Date: 11/10/2023

### Audit Team Member

Bryan Shawyer  
BEng (Hons), MSc, MCIHT, MSoRSA  
Highways England Approved RSA Certificate of Competency

Signed:  Date: 11/10/2023

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## **APPENDIX A**

List of Drawings and other information submitted for auditing:

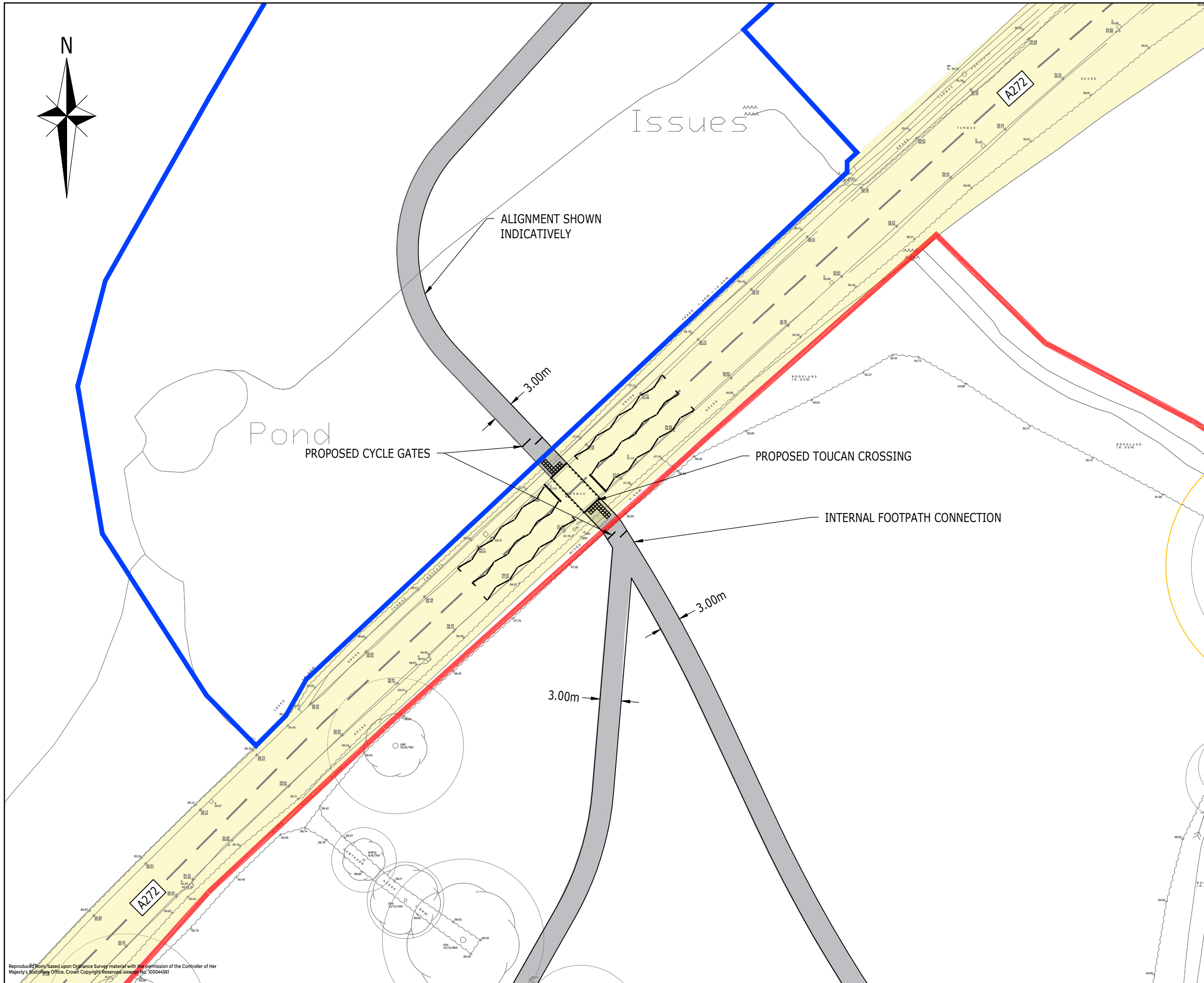
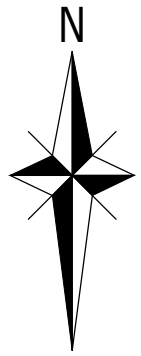
<b>Drawing Number</b>	<b>Title</b>
2207280-008 A	PROPOSED CYCLE CONNECTIONS A272 / BOLNEY ROAD / B2036

### **Supporting documentation:**

- None Supplied.

## **APPENDIX B**

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).



**NOTES:**

1. THE PEDESTRIAN/CYCLE ACCESS STRATEGY IS SUBJECT TO DISCUSSIONS WITH HIGHWAYS BUT INDICATIVE ROUTING/CROSSING LOCATIONS HAVE BEEN SHOWN SUBJECT TO REVIEW AGAINST LAND OWNERSHIP/CONSTRAINTS INFORMATION, ECOLOGY INFORMATION AND ARBORICULTURAL SURVEY.
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3. INTERNAL FOOTPATH CONNECTION ALIGNMENT FROM DRAWING D3012-FAB-00-XX-M2-Y-1012-DI02\_Concept masterplan (08-09-23)

**KEY:**

- INDICATIVE SITE BOUNDARY
- BEECHY BOTTOM RESERVE BOUNDARY (INDICATIVELY SHOWN)
- PROPOSED FOOT/CYCLEWAY
- HIGHWAY BOUNDARY TRANSCRIBED FROM WEST SUSSEX RECORDS
- PROPOSED ROAD MARKINGS
- EXISTING ROAD MARKINGS

DRAFT

A	PROPOSED CYCLE/PEDESTRIAN ROUTE SHOWN NORTHERN SIDE OF THE A272 TO BEECHY BOTTOM RESERVE	ADS	DH	KM	28.09.23
Rev	Description	Drn	Chk	App	Date

ARDENT

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E-mail: [enquiries@ardent-ce.co.uk](mailto:enquiries@ardent-ce.co.uk)

Client

FAIRFAX ACQUISITIONS LTD

Project Title:

LAND AT ANTSY FARM, MID SUSSEX

Drawing Title:

A272 PROPOSED TOUCAN CROSSING

A3 Scale	Date	Designed by
1:500	08.09.23	DV
Drawn by	Checked by	Approved by
DV	DV	KM
Drawing Number		Rev
2207280-010		A

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**Designers Response Appendix B**

**M&S Traffic Response**

## David Howson

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**From:** martin.morris <martin.morris@mstraffic.co.uk>  
**Sent:** 25 October 2023 08:14  
**To:** David Howson  
**Cc:** Jamie Symington; Dan Vallance; bryan.shawyer  
**Subject:** RE: Ansty - Designers Response 2nd draft - A272 toucan

**EXTERNAL EMAIL:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.

Hi David

Many thanks for these our comments are as follows:

- 3.1.1 Noted.
- 3.1.2 Noted and accepted.
- 3.1.3 Noted and accepted.
- 3.4.1 Noted and accepted.
- 3.5.1 Noted and accepted.
- 3.5.2 Noted and accepted.
- 3.5.3 Noted and accepted.

Kind regards

Martin

Martin Morris  
Managing Director

M&S Traffic Ltd  
Aeolus House, 32 Hamelin Road, Gillingham, Kent ME7 3EX

M: 07772 163843 T: 01634 307498

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**From:** David Howson <dhowson@ardent-ce.co.uk>  
**Sent:** Tuesday, October 24, 2023 5:37 PM  
**To:** martin.morris <martin.morris@mstraffic.co.uk>; bryan.shawyer <bryan.shawyer@mstraffic.co.uk>  
**Cc:** Jamie Symington <jsymington@ardent-ce.co.uk>; Dan Vallance <dvallance@ardent-ce.co.uk>  
**Subject:** Ansty - Designers Response 2nd draft - A272 toucan

Dear Martin,

Further to receipt of the Stage 1 RSA prepared by M&S Traffic, we have collated a Designers Response (DR) and in accordance with GG119 will be sending to WSCC Highways as the Overseeing Organisation in due course.

However, in the interim we thought it appropriate to send our draft DR for M&S feedback and comment that we have suitably addressed the points raised for RSA1.

Kind regards  
David

**David Howson**  
Associate

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