

LAND ADJACENT TO BARNSIDE, HOOK LANE, WESTERGATE

RESERVED MATTERS TRANSPORT STATEMENT

March 2019

Metis Homes Ltd

RESIDENTIAL DEVELOPMENT
LAND ADJACENT TO BARNSIDE,
HOOK LANE
WESTERGATE

RESERVED MATTERS TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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Revision Record

Rev.	Date	By	Summary of Changes	Chkd	Aprvd
2	19.03.19	EP	Revised Layout	SN	GM
3	21.03.19	EP	Client Comment	SN	JH

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RESIDENTIAL DEVELOPMENT
LAND ADJACENT TO BARNSIDE,
HOOK LANE
WESTERGATE

RESERVED MATTERS TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Reserved Matters Transport Statement (RMTS) has been prepared by Paul Basham Associates on behalf of Metis Homes to support a reserved matters planning application for a residential development comprising of 14 dwellings at land adjacent to Barnside, Hook Lane, Westergate. The application site is identified within **Figure 1**, with the site layout attached as **Appendix A**.



Figure 1: Site Location

- 1.2 The site was subject to an outline application (AL/8/16/OUT) for up to 14 dwellings in January 2016 which was initially refused before being allowed at appeal (APP/C3810/W/16/3155330) in May 2018. During this outline application the site's access arrangements were not a detail to be considered; however, a number of conditions were put forward regarding the access design and the required visibility splays, with west Sussex County Council (WSCC) raising no objection to the design.

1.3 A Transport Statement was prepared by Russell Giles Partnership Ltd to support the outline application. As part of the outline application the following principles and parameters were approved and are therefore not further addressed within this RMTS:

- Relevant Planning Policy;
- Principle of development;
- Site Accessibility; and
- Visibility Splays.

1.4 Therefore, this RMTA will focus on the implications of the detailed site layout including:

- Confirming the proposed accommodation schedule and associated parking provision relative to West Sussex County Council (WSCC) standards;
- Assess the allocation of parking through the proposed layout;
- Review the internal road alignments and junctions;
- Review refuse servicing and fire tender requirements including tracking drawings;
- Review off-site highway works;
- Identify any relevant highways conditions/ 106 requirements;
- Confirm access arrangements; and
- Comment on issues raised within the stage 1 Road Safety Audit (RSA).

2. PROPOSED ACCOMMODATION SCHEDULE AND PARKING STRATEGY

- 2.1 Outline planning consent was granted for up to 14 dwellings and the proposed development would consist of 14 units with a mix of 14% affordable (2 dwellings) and 86% private (12 dwellings). A summary of the accommodation schedule is provided within **Table 1**, whilst the proposed layout is included in **Appendix A**.

Affordable Housing		Market Sale Housing	
Type of Dwelling	Affordable	Type of Dwelling	Market Sale
3 Bedroom House	2	3 Bedroom House	5
		4 Bedroom House	4
		5 Bedroom House	3
Total	2	Total	12

Table 1: Accommodation Schedule

Access Arrangement

- 2.2 The site will be served by a bellmouth arrangement onto Hook Lane, this would measure 4.8m wide with 6m radii. The access road would have a continuous width of 4.8m, flanked by 1.2m footway on the southern side of the carriageway. In accordance with MfS guidance, 4.8m is sufficient width to allow two vehicles to pass concurrently. The main spine road would be constructed to WSCC adoptable standards. The proposed access design is attached as **Appendix B**.
- 2.3 Visibility requirements were confirmed and conditioned through the outline application/appeal as 2.4m x 47.0m in the primary direction and 2.4m x 49.2m in the secondary direction based on speed surveys carried out as part of the adjacent Furlongs planning application in 2013. The required visibility splays are achievable in both directions and are demonstrated in **Appendix B**.
- 2.4 Delivery of the site access would be carried out through a Section 278 submission.

Stage 1 Road Safety Audit

- 2.5 A Stage 1 Road Safety Audit (RSA) was undertaken as part of the outline application. A copy of the stage 1 RSA and Designers Response submitted as part of the outline application is attached as **Appendix C**. A number of issues were raised, with the Designers Response prepared by RGP.

2.6 Problem 3.1: Both new access roads are less than 5.5m wide and have centre lines proposed. This may cause road users to believe they can safely pass opposing vehicles, including long vehicles such as refuse, increase the risk of side to side conflicts.

- Solution: The centre line from the access roads have been omitted where the road width is less than 5.5m.

2.7 Problem 3.2: It seems unclear how the proposed footways on the western side of the road travelling both north and south terminate. There is no indication given as to how pedestrians are to enter the carriageway and safety concerns have been raised for pedestrians having to travel in the road.

- Solution: The access arrangement drawing attached as **Appendix B** demonstrates how the footway to the south is due to tie in with the existing footway on Hook Lake, whilst the footway to the north is due to terminate at plot 1.

2.8 Problem 3.3: Lack of clarity on whether the footway on the eastern side of Hook Lane continues into development, as the supplied design drawings show the footway leading into the development terminating approximately 4m into the access.

- Solution: It was recommended that this footway be extended into the site to a suitable point where pedestrians and road traffic can safely mix.

Problem 3.4: Telegraph pole in area of footway on the western side of proposed crossing over Hook Lane, this will obstruct footway users. It is recommended that the existing telegraph pole is relocated to a position that will not obstruct the footway users.

- Solution: Plans within **Appendix B** demonstrate how the telegraph pole has been moved to a less obtrusive location on the footway.

- Solution: It is recommended that all vegetation be cleared back to maintain adequate pedestrian visibility splays. **Appendix B** demonstrates that vegetation is suitably cut back in order to avoid intrusion into the visibility splays.

2.10 The number of parking spaces required to serve the mix of residential dwellings has been informed by WSCC parking calculator are detailed in **Figure 2**, with outputs attached as **Appendix D**.

Figure 2: WSCC Parking Calculator

- 2.11 The development intends to provide a total of 39 residential parking spaces of which 4 are visitor parking bays in accordance with WSCC's Parking Calculator. The proposed parking provision is considered to be suitable, given that space would be available on driveways / on plot to support visitors if required. Car park tracking is demonstrated in **Appendix E**.
- 2.12 All residential parking spaces would be allocated to units, with unallocated/visitor bays marked as visitor.

Cycle Parking

- 2.13 Each dwelling would be provided with cycle parking in line with the standards outlined in WSCC Parking Standards in New Residential Developments (2010) and would be provided within garages or sheltered, secure rear garden sheds. The garages would have dimensions of at least 6m x 3m internally to provide cycle parking.

Type of Dwelling	Number of Units	WSCC Parking Requirements	Total Required
3 Bedroom House	7	2 spaces per unit	14
4 Bedroom House	4	2 spaces per unit	8
5 Bedroom House	3	2 spaces per unit	6
Total	14	N/A	28

Table 2: Cycle Parking Provision

3. INTERNAL ROADS AND LAYOUT

- 3.1 The internal road layout has been informed by the indicative masterplan submitted with the outline planning application.
- 3.2 The internal carriageways have been designed with Manual for Streets (MfS) parameters in mind. The main spine road measures 4.8m in width. Footways of 1.2m are provided to the western edge of the internal spine road.
- 3.3 The internal road has been designed to accommodate the occasional Heavy Goods Vehicle (HGV), such as refuse vehicles/emergency service/home food delivery etc.

Extent of Adoption

- 3.4 The spine road and turning head within the development are to be offered for adoption, however driveways are to remain private.

Refuse and Servicing

- 3.5 Servicing can be achieved on site with adequate on-site turning facilities for refuse and emergency vehicles, therefore ensuring such vehicles can enter and exit the proposed development site in a forward gear. Vehicle tracking has been undertaken to demonstrate turning manoeuvres of a refuse vehicles and fire tender vehicle, attached as **Appendices F** and **G** respectively.
- 3.6 In keeping with MfS (paragraph 6.8.9) guidance, no resident would be required to carry their bins greater than 30m, with the refuse vehicle able to get within 25m of each property.
- 3.7 In accordance with Building Regulations Part M, a fire tender is able to be within 45m of all units.

Off-site Highway Works

- 3.8 As part of the outline application, footway works were proposed to improve pedestrian connectivity onto Hook Lane. Footways into the development from the north and south of the access are to be delivered as part of the S278 works. The southern footway would tie in with the footway proposed as part of the neighbouring David Wilson Homes site ('The Furlongs'), whilst the northern footway would terminate at Plot 1.
- 3.9 Pedestrian crossing points are also to be provided to facilitate pedestrian movements across Hook Lane in the form of dropped kerbs, supported by tactile paving. The crossing points provide a link to the David Wilson Homes site and leads to Public Right of Way (PROW) route 299, which is the most direct link into Westergate Village.
- 3.10 As part of the David Wilson Homes site footways are to be provided on both sides of Hook Lane, with crossing points provided along this route to ensure that pedestrians can safely cross. These works received Technical Approval in 2018 and are expected to be delivered prior to occupation of this application site (as shown in **Appendix H**).

4. PLANNING CONDITIONS/ S106 OBLIGATIONS

4.1 As part of this RMTS, the outline application's Section 106 has been reviewed, however no highways obligations are provided within this document. The decision notice does, however, outline the following highways conditions which are to be met by developers Metis Homes:

4.2 Condition 1: Details of the access, appearance, landscaping, layout and scale, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development takes place and the development shall be carried out as approved.

- This condition will be met following the submission of the reserved matters application and this document.

4.3 Condition 4: The plans and details submitted in relation to the access reserved matter shall incorporate the recommendations given in the Stage 1 Road Safety Audit and accepted in the Designer's Response. This report goes into detail on each of the matters raised within the Stage 1 RSA and how these issues are to be remediated.

- The proposed access incorporates these recommendations and it is considered that this condition has been met.

4.4 Condition 10: Prior to the occupation of any dwelling, visibility splays of 2.4 metres by 47 metres to the north and 2.4 by 49 metres to the south shall be provided at the site vehicular access onto Hook Lane in accordance with drawings approved under the access reserved matter. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above the adjoining carriageway level.

4.5 Condition 11: Visibility splays of 2.4m x 47m and 2.4m x 49m have been demonstrated as achievable from the site access. This meets the requirements of this condition.

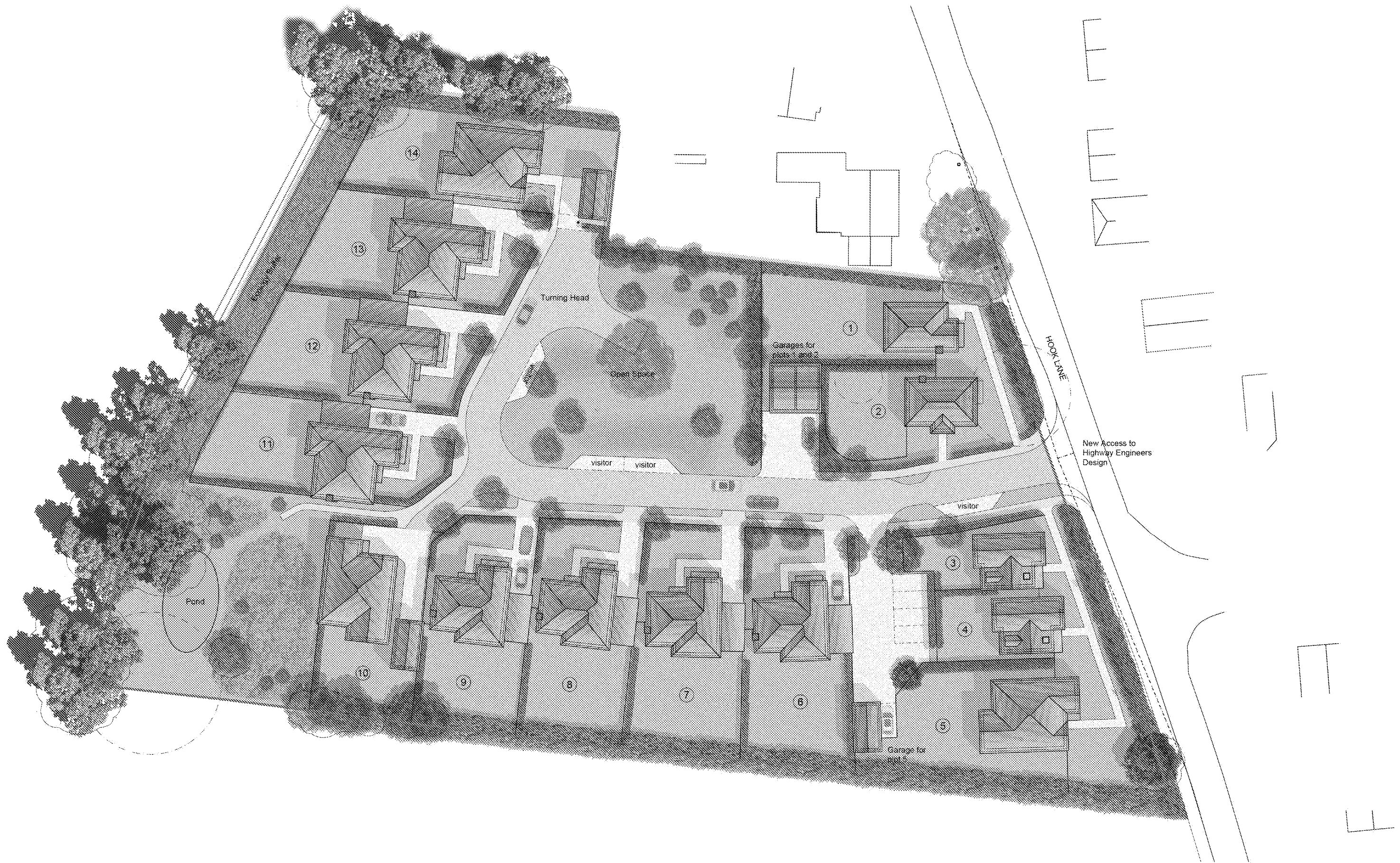
5. SUMMARY AND CONCLUSIONS

- 5.1 This RMTS has been prepared by Paul Basham Associates on behalf of Metis Homes to support a Reserved Matters application for 14 dwellings at Land adjacent to Barnside, Hook Lane, Westergate.
- 5.2 This RMTS reviews the outstanding highways details of the development not already approved at the outline stage (AL/8/16/OUT), these details relate to on-site road layouts, parking provision and site access arrangements.
- 5.3 The proposed layout has been reviewed with respect to:
- Visibility splays;
 - Access arrangements;
 - Internal layout;
 - Tracking of service and emergency vehicles;
 - Adoptable areas; and
 - Planning conditions and obligations
- 5.4 Parking has been provided in accordance with WSCC's parking calculator and cycle storage provision has been designed with consideration to WSCC Parking for New Residential Developments (2010) document, ensuring appropriate, convenient and secure parking levels and locations are achieved.
- 5.5 Offsite works are to take place as part of the adjacent The Furlongs development which will benefit the site in the form of upgrades to footways on Hook Lane and pedestrian crossing points in the form of dropped kerbs supported by tactile paving.
- 5.6 Although no specific highways related Section 106 obligations were secured as part of the outline application, a number of related conditions were included as part of the decision notice, the highways conditions stated in the decision notice has been considered as part of this application.
- 5.7 Paul Basham Associates would therefore encourage WSCC highways to look favourably upon this Reserved Matters application.

Land Adjacent to Barnside, Hook Lane, Westergate
Reserved Matters Transport Statement

Appendix A

Paul Basham Associates Ltd
Report No. 110.0004/RMTS/3



REVISIONS |

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**RADLEY
HOUSE**
PARTNERSHIP

CHARTERED
ARCHITECTS

JOB | Hook Lane, Aldingbourne

DWG | Proposed Site Plan

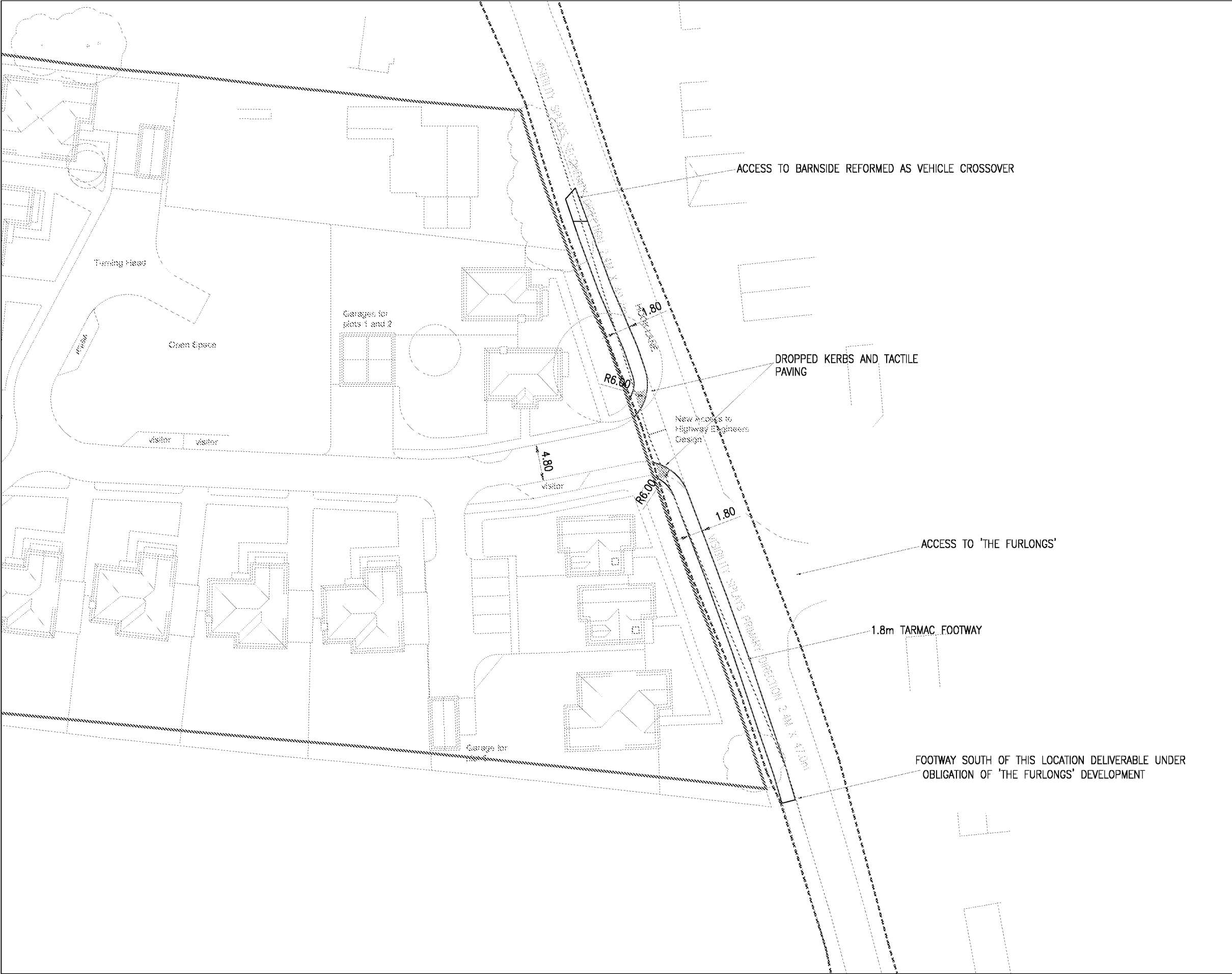
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No. | 7632 / D01

Land Adjacent to Barnside, Hook Lane, Westergate
Reserved Matters Transport Statement

Appendix B

Paul Basham Associates Ltd
Report No. 110.0004/RMTS/3



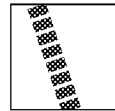
GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
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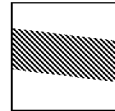
VISIBILITY SPLAYS

1. VISIBILITY SPLAYS ARE BASED ON THE RECORDED 85%ILE SPEEDS OF 32.0MPH NORTHBOUND & 33.0MPH SOUTHBOUND.

KEY



INDICATIVE HIGHWAY BOUNDARY



INDICATIVE SITE BOUNDARY



VISIBILITY SPLAYS FROM PROPOSED ACCESS AND FOOTWAY DESIGN

Project Name HOOK LANE WESTERGATE	Title VISIBILITY SPLAYS AND FOOTWAY DESIGN	 Paul Basham Associates Ltd Ladbroke Court, 8 Queens Wood Road, Farnham, PO14 5PU 01498 655135 info@paulbashamassociates.com www.paulbashamassociates.com	Client  Modern Homes. Traditional Values.	Checked By MS	Checked Date 06.11.18	Scale 1:500 (AT A3 SIZE)			
				Drawn By EP	Drawn Date 06.11.18		Client Drawing No. -	PBA Drawing No. 110.0004.001	Revision A

ARUN DISTRICT COUNCIL

Appendix C



Hook Lane, Westergate, West Sussex

Proposed Residential Development and Access Arrangements

Stage 1 Road Safety Audit

March 2016

RDW/KS/16/1164/RSA1

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	Rob Westhead	Kevin Seymour		Mar. 16
Designer's Response				
Authority's Response				
Audit Response				

Client:	
Russell Giles Partnership	The Safety Forum Ltd
The Old Stables Fry's Yard Bridge St Godalming Surrey GU7 1HP	PO Box 744 Godalming Surrey GU7 9DU
Date: 15 Mar. 16	

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APPENDIX A	Location Plan
APPENDIX B	Road Safety Audit Response

1.0 INTRODUCTION

- 1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the proposed access arrangements, and highway improvements associated with a proposed residential development at Hook Lane, Westergate, West Sussex.
- 1.2 The highway proposals include: the construction of a two new access junctions from Hook Lane leading to residential development sites; and construction of new lengths of footway on Hook Lane.
- 1.3 The Stage 1 RSA was carried out at the request of Russell Giles Partnership.
- 1.4 The Audit was carried out between 10th and 11th March 2016 by consultants working on behalf of The Safety Forum Limited.
- 1.5 The Audit Team, which is established from The Safety Forum Ltd and independent of the project design team, has had no involvement with the project The Auditors were:

The Auditors were:

Name – Rob Westhead (MSoRSA, RSA Cert Comp)

Name – Kevin Seymour (BSc, PG Dip TS, MCIHT, MSoRSA, HE RSA Cert)

- 1.6 The report has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) Highways Directive (HD) 19/15.
- 1.7 The Audit consisted of a desktop study and a site visit. The site visit was carried out on 11th March 2016, between 13:30 and 14:15 hours by all member of the Audit Team together. The weather was dry and sunny and the road surface was dry. Traffic conditions were light.
- 1.8 Issues relating to the health & safety of operatives constructing, operating or maintaining the highway are not covered by Road Safety Audit. Only issues relating to the design and construction of facilities for highway maintenance that may potentially contribute to a Road Safety Matter are considered by the Road Safety Audit process.

Road Safety Audit is not a technical check that the design conforms to Standards and/or best practice guidance. Design Organisations are responsible for ensuring that their designs have been subjected to the appropriate design reviews (including, where applicable, Non-Motorised User (NMU) Audits) prior to Road Safety Audit.

Road Safety Audit is not a check that the scheme has been constructed in accordance with the design.

Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.

- 1.9 The recommendations in this report are aimed at addressing the road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.
- 1.10 The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit, and would encourage the Designer to consult them on this matter.
- 1.11 The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the LHA on final completion.
- 1.12 All problems identified in this Road Safety Audit Report are indicated on a location plan in Appendix A

2.0 ITEMS CONSIDERED

- 2.1 The Road Safety Audit was undertaken on the scheme detailed in the following Russell Giles Partnership documentation. It is assumed that only Russell Giles Partnership drawings (numbered 15/2717/01, 02 and 03) are subject to this Audit and other drawings are provided for information only.

Drawing No.	Rev	Title
WGES/15/2717	3	Transport Statement
Plan 01	-	Site Location and Accessibility Plan
15/2717/01	-	Access Arrangements and Vehicle Swept Path Analysis
15/2717/02	-	Access Visibility Splays
15/2717/03	-	Adjacent Access Interaction
-	-	Speed Survey
1313/SK/20	-	Hook lane Junction Improvements
1313/GA/01	-	Existing PROW General Arrangement
1313/SK/15	-	Proposed Footway Link Option 1
1313/SK14C	-	Highways Access Option – 4.8m Shared Surface
HCC9/C/155	A	Carriageway detail for construction within the root protection area of retained trees.
1313/SK14	-	Highways Access Option – 4.8m Shared Surface
-	-	Collision Report – 01/11/2010 – 31/10/2015
1265-P01-D	-	Illustrative Site Layout As Proposed
AUDIT-728001-151216-1229	-	TRICS DATA

- 2.2 No departure from standards or other information was submitted to the Audit Team.

3.0 MATTERS ARISING FROM THIS STAGE 1 AUDIT.

3.1 PROBLEM

LOCATION: Access roads.

SUMMARY: Road widths of 5m have centre lines shown.

The Audit Team note that both new access roads are less than 5.5m wide and have centre lines proposed. Roads users may therefore be led to believe that they are always able to safely pass opposing vehicles, including long vehicles such as refuse vehicles. This could increase the risk of side to side conflicts.

RECOMMENDATION

Omit the centre line from the access roads where the road width is less than 5.5m.

3.2 PROBLEM

LOCATION: Footways on Hook Lane.

SUMMARY: Unclear how footways terminate.

The supplied design drawings show proposed footways on the western side of the road extending north and south from the development access.

To the north the footways appears to terminate, however no indication is given as to how pedestrians are to enter the carriageway.

To the south the footways are also shown to terminate. Other plans supplied appear to show proposed footways on Hook Lane that these sections will link to however the Audit Team are concerned that should there be a period within which the footways do not form a continuous link then pedestrians will be forced into the carriageway at an unsuitable point or via an unsuitable access, i.e. no dropped kerbs.

RECOMMENDATION

Ensure that all footways link to the wider footway network and that where footways terminate pedestrians are given safe and obvious access to and from footways, particularly for visually and mobility impaired pedestrians.

3.3 PROBLEM

LOCATION: Footway into access on eastern side of Hook Lane.

SUMMARY: Unclear whether footway continues into development.

The supplied design drawings show the footway leading into the development access on the eastern side of Hook Lane appearing to terminate approximately 4m into the access.

This will force pedestrians into the carriageway at a point that may not be safe due to vehicles movements.

RECOMMENDATION

Extend the footway into the site to a suitable point where pedestrians and road traffic can be safely mixed.

3.4 PROBLEM

LOCATION: Western side of proposed crossing over Hook Lane.

SUMMARY: Telegraph pole in area of footway.

The Audit Team noted an existing telegraph pole in the area of the proposed footway adjacent to the crossing on Hook Lane. This will obstruct footway users.

RECOMMENDATION

Relocate the existing telegraph pole to a position that will not obstruct footway users.

3.5 PROBLEM

LOCATION: Western side of proposed crossing over Hook Lane.

SUMMARY: Vegetation falls within pedestrian visibility splay.

Existing vegetation to the south of the pedestrians crossing on the western side of Hook Lane is likely to obstruct visibility to / from pedestrians using the crossing. This could result in vehicles to pedestrian conflicts.

RECOMMENDATION

Clear back all vegetation to maintain adequate pedestrian visibility splays.

4.0 AUDITOR STATEMENT

4.1 I certify that this audit has been carried out in accordance with HD 19/15.

AUDIT TEAM LEADER

Rob Westhead
The Safety Forum Ltd
PO Box 744
Godalming
Surrey
GU7 9DU

Signe

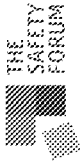
Date:

AUDI

Kevin

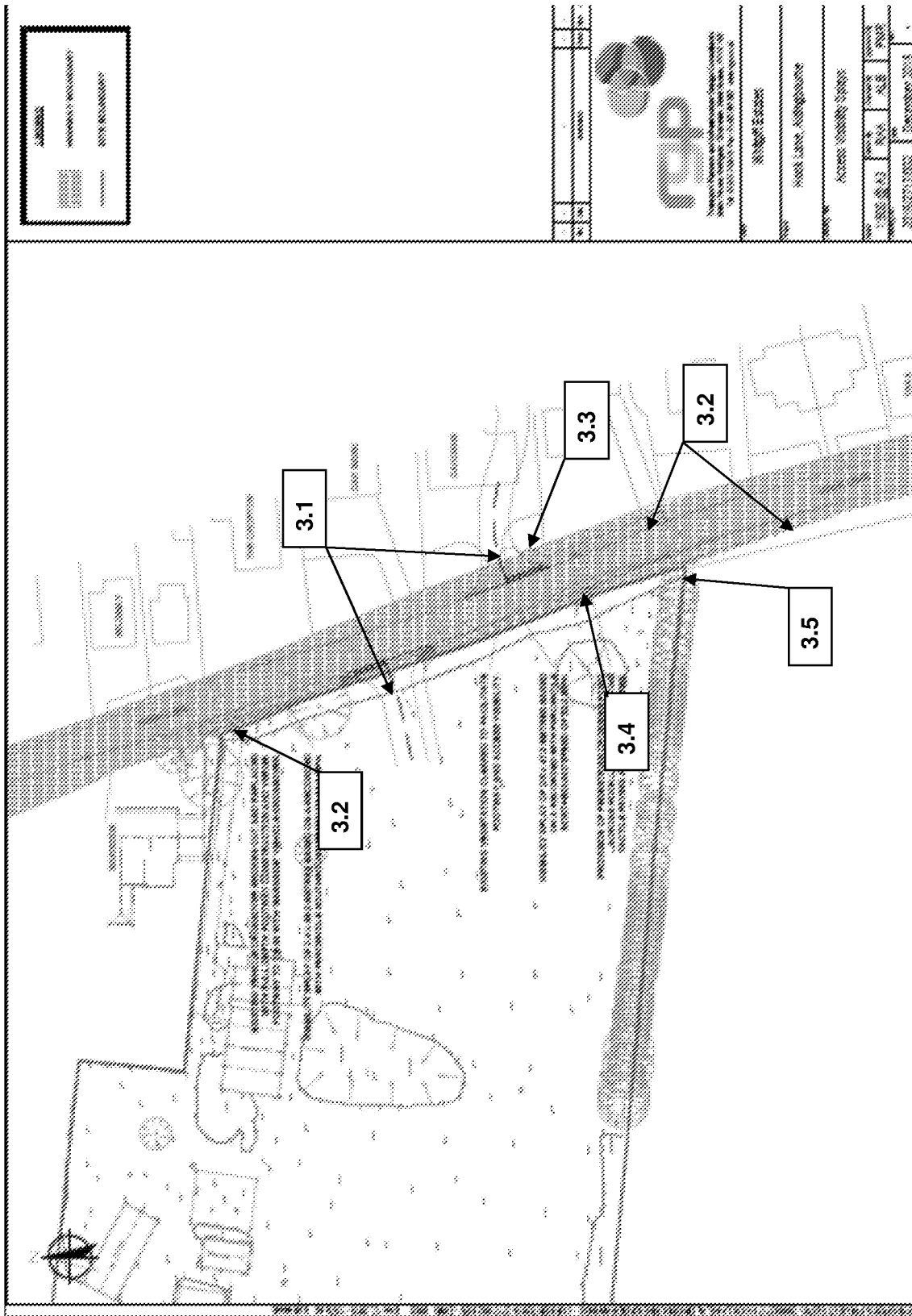
Signe

Date:



APPENDIX A: LOCATION PLAN

Road Safety Audit – Stage 1
Hook Lane, Westergate, West Sussex
Proposed Residential Development And Access Arrangements



APPENDIX B: Road Safety Audit Response

Auditors: Rob Westhead (Team Leader) and Kevin Seymour (Team Member). Date Response Completed:

Scheme: Hook Lane, Westergate, West Sussex. Proposed Residential Development And Access Arrangements.

This response is to a Stage 1 Road Safety Audit to the design standard detailed within HD19/15 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

Problem no. in safety audit report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measure (detail description)
3.1	No	No	The application of guidance regarding centrelines is not applicable at priority road junctions. The centre line assists vehicles with their positioning on egress in order to avoid the carriageway being obstructed. Drawing 2015.2717.001 demonstrates that standard car sized vehicles can concurrently turn in and out of the access and that a large service waiting at the access can be passed by a standard car sized vehicle.
3.2	No	No	A dropped kerb crossing is provided just south of the access linking with the footway infrastructure on the opposite side of the carriageway associated with the Hallam Land development. The short section of footway to the north is provided to collect pedestrians leaving the two properties along the site frontage. As there is no footway proposed opposite this section of footway no formal dropped kerb crossing is provided, thereby encouraging pedestrians to use the formal crossing provided.

			The new southern section of footway to the south would tie in with the new footways proposed on west side of the carriageway, which will come forward as part of the Hallam Land application. The northern section of the footway would tie in with the existing driveway at its far end which would be formalised into a vehicle crossover arrangement. The dropped vehicle crossover would serve pedestrians and vehicle movements into the carriageway.
3.3	No	No	It is proposed that the adjacent Hallam Land development uses a shared surface arrangement. A dropped kerb into the carriageway is proposed, along with appropriate road surfacing to indicate shared use.
3.4	Yes	Yes	-
3.5	No	No	Vegetation would be removed through the implementation of the footway. Demonstration of the required pedestrian visibility splay is provided in Drawing 2015.2717.002 attached to the Transport Statement.

Principal Engineer's / Audit Project Sponsor's Statement:

Road Safety Audit for Hook Lane, Westergate, West Sussex. Proposed Residential Development And Access Arrangements.

I certify that I have considered the items raised in the Stage 1 Road Safety Audit Report and I am content to accept all of its recommendations except for the ones listed above. I have stated my reasons for not accepting them and I seek the Chief Engineer's

[Redacted Signature]

..... Date.....21.03.2016.....

Principal Engineer

Chief Engineer's / Director's Decision:

I accept these proposals by the Principal Engineer.

..... Date.....

Chief Engineer

Appendix D

West Sussex County Council Car Ownership Parking Demand Tool

This parking demand tool has been compiled by West Sussex County Council. If you have queries relating to the information provided or require additional information please contact darryl.hemmings@westsussex.gov.uk.

Please input the ward name for your development location below by double clicking in the box or click box and use the drop down menu to the right of the box. The spreadsheet will automatically show the District and Ward of this location. If the ward is not known please input postcode into the Ward Finder. The tool will allow input up to 3 wards in the boxes below. Please refer to notes for more details.

Ward 1	Barnham
District	Arun
Ward 2	Walberton
District	Arun
Ward 3	Bersted
District	Arun
Ward Tempro Factor 2009-2026	1.056670
District Tempro Factor 2009-2026	1.067644



west
sussex
county
council

Ward Finder

Postcode	PO203TE	Ward	Barnham Ward
----------	---------	------	--------------

Note:

No special provision need be made for visitors where at least half of the total parking provision is with a development is unallocated. In other circumstances, it may be appropriate to allow for additional demand for visitor parking of up to 0.2 spaces per dwelling.

In areas of parking constraint, levels of provision below predicted demand may be applicable.

The tool is expressed as number of Rooms (Per Unit). If data is not available in this format and number of Bedrooms is used this will need to be converted. A general guide for conversion is as follows but in some cases.

Houses	Flats
1 bed = 3 rooms	Studio = 1 room
2 bed = 4 rooms	1 bed = 2 rooms
3 bed = 5 rooms	2 bed = 3 rooms
4 bed = 6 rooms	3 bed = 4 rooms
5 bed = 7 rooms	4 bed = 5 rooms

Garages will count as 1 space when allocating spaces.

Ward data used can be checked by the user by referring to the District-Ward Data Tables. The Ward Tables highlight if the Census data does not include data for certain dwelling sizes. In such cases ownership values have been obtained using the nearest sized dwelling with same tenure and where example, if no data is available for a private house with 1 room then data for a private house with 2 rooms has been used. The Car Ownership Data is highlighted in purple where such an approach has been used. Where Census data contains small samples for certain sized dwellings this is highlighted in red if green if <50 in the Total Demand column. In such cases, other wards should be selected to achieve a representative sample size.

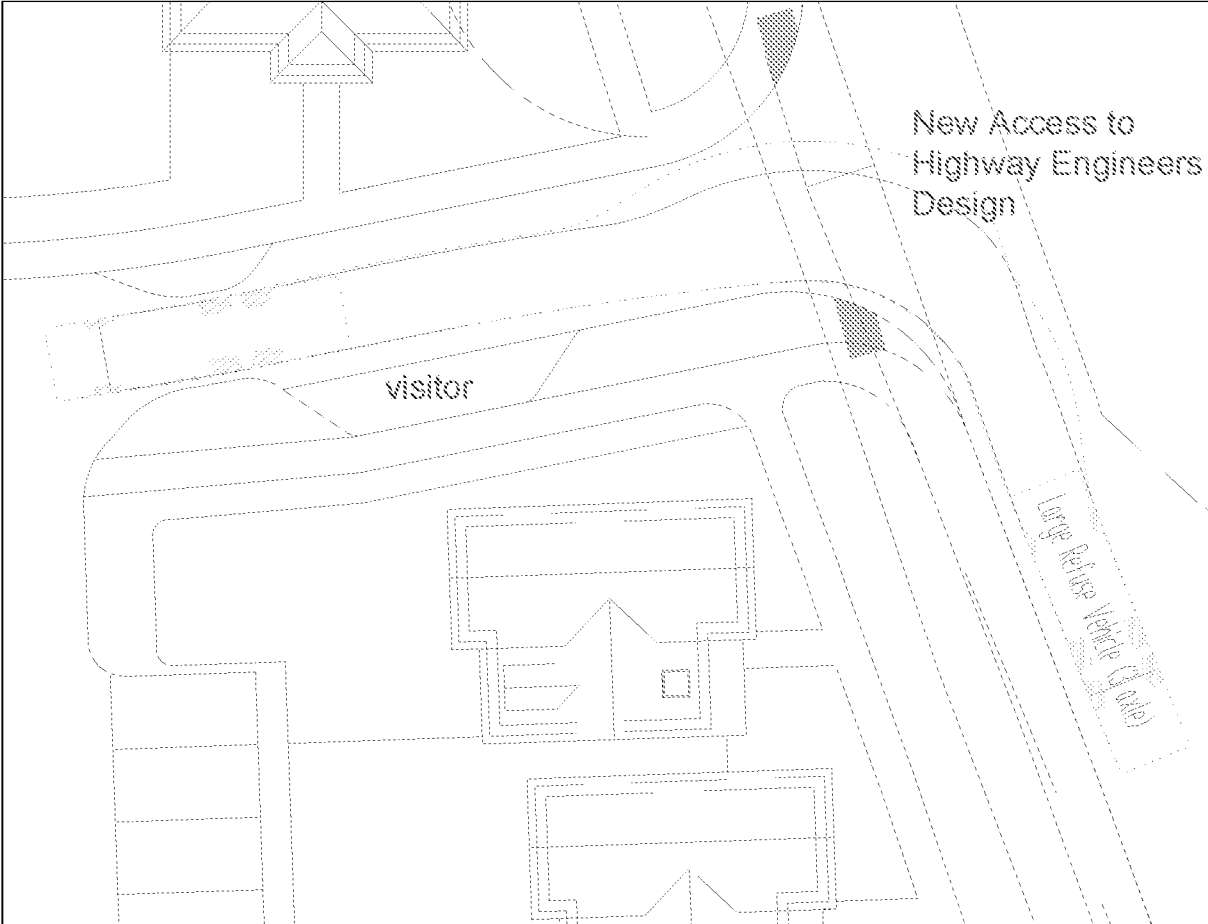
Report Summary Table

DEVELOPMENT MIX				
Ref.	Unit Type	Unit Tenure	Habitable Rooms (Per Unit)	No. of Units (Total)
A	Houses	Council/Housing Association (not including shared ownership)	5	2
B	Houses	Private	5	5
C	Houses	Private	6	4
D	Houses	Private	7	3
E				
F				
G				
H				
I				
J				
K				
L				
M				
N				
O				
P				
Q				
R				
S				
Total				14

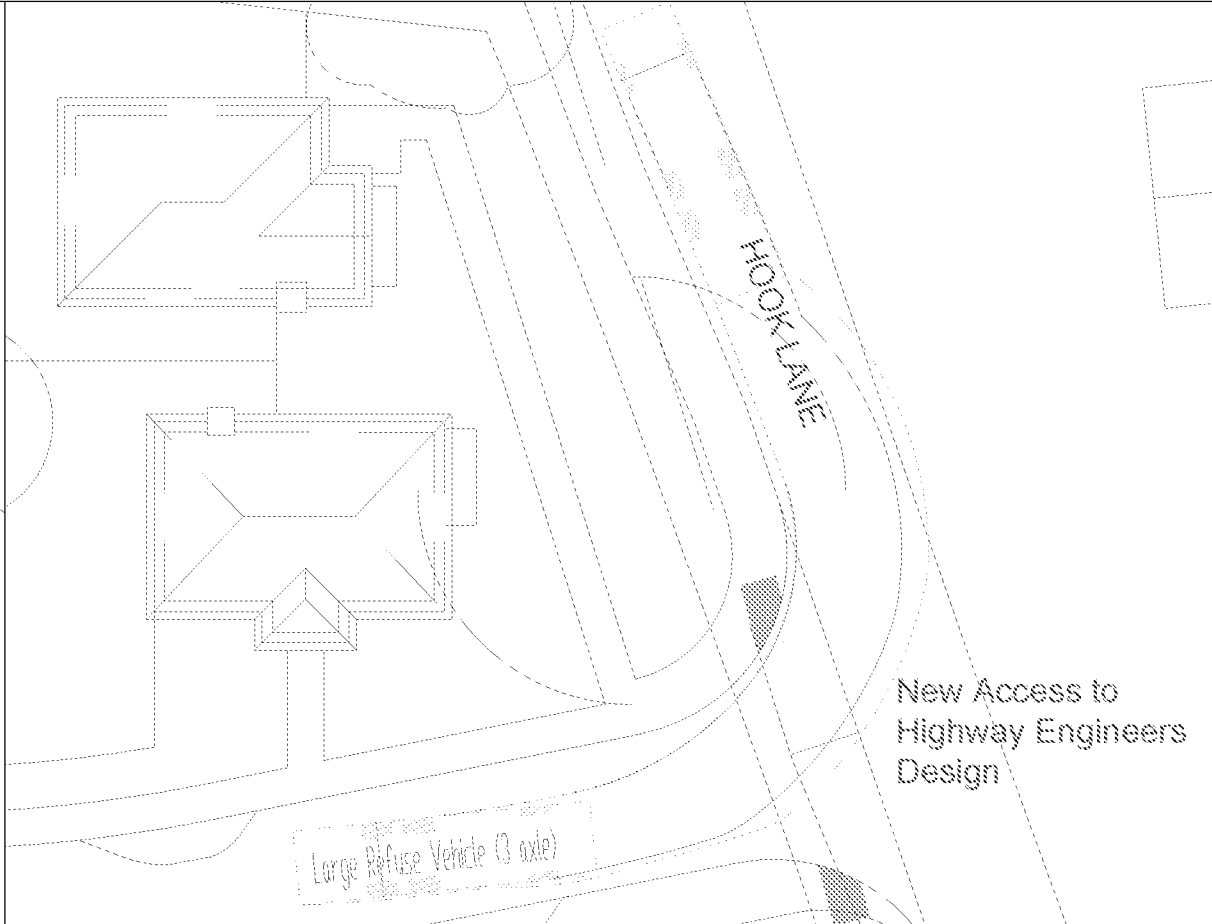
ALLOCATED PARKING
Spaces (Per Unit)
2
2
3+
3+

Appendix E

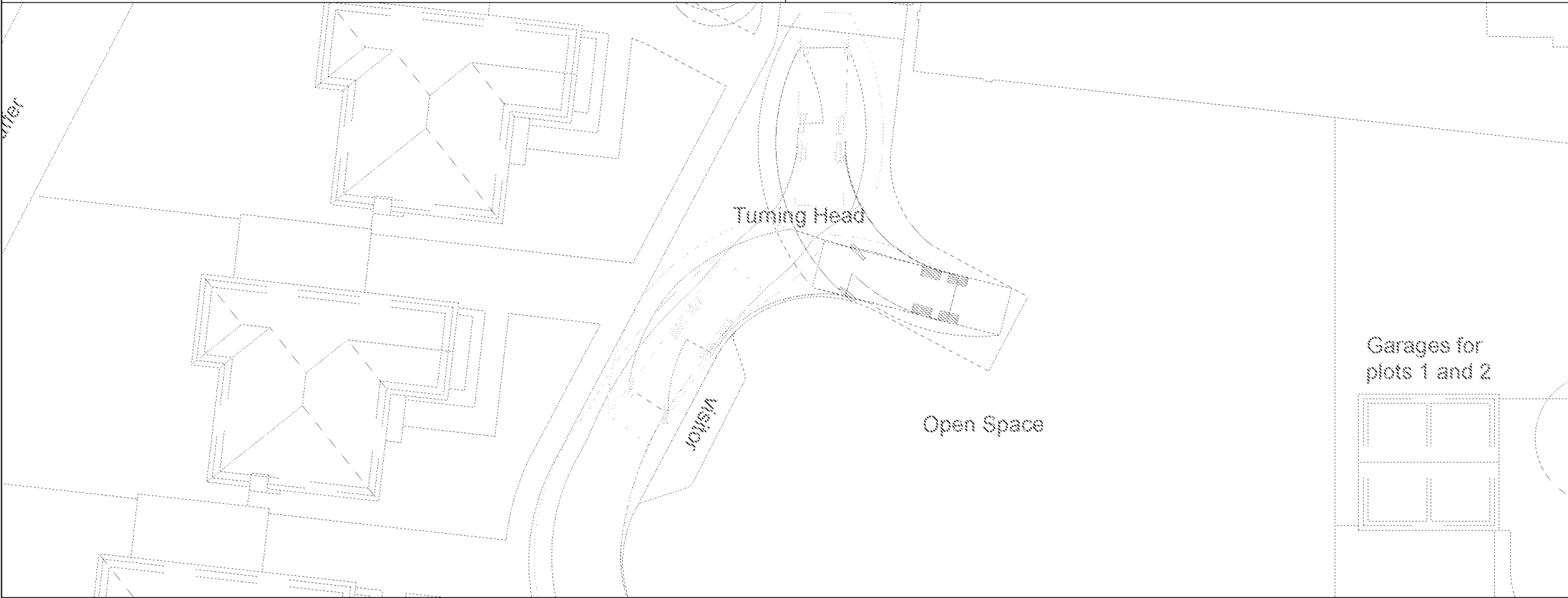
Appendix F



REFUSE VEHICLE IN



REFUSE VEHICLE OUT



TURNING HEAD TRACKING

GENERAL NOTES

- THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
- ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
- PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
- ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
- THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

VEHICLE PROFILE

Large Refuse Vehicle (3 axle)	
Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.368m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

D	REVISED LAYOUT	20.03.19	EP	JL
C	REVISED LAYOUT	18.02.19	EP	MS
B	REVISED LAYOUT	14.02.19	EP	MS
A	REVISED LAYOUT	05.02.19	EP	MS
Rev	Description	Date	By	Checked

Project Name
HOOK LANE
WESTERGATE

Project Phase
PRELIMINARY

Title
REFUSE VEHICLE TRACKING

Paul Basham Associates Ltd
Lancaster Court, 5 Batten Walk Road, Farnham, PO13 5TU
01429 950124
info@paulbashamassociates.com www.paulbashamassociates.com

Client

Metis Homes
Building Homes. Traditional Values.

Checked By
MS

Checked Date
28.11.18

Drawn By
EP

Drawn Date
28.11.18

Scale
1:250

Client Drawing No.
-

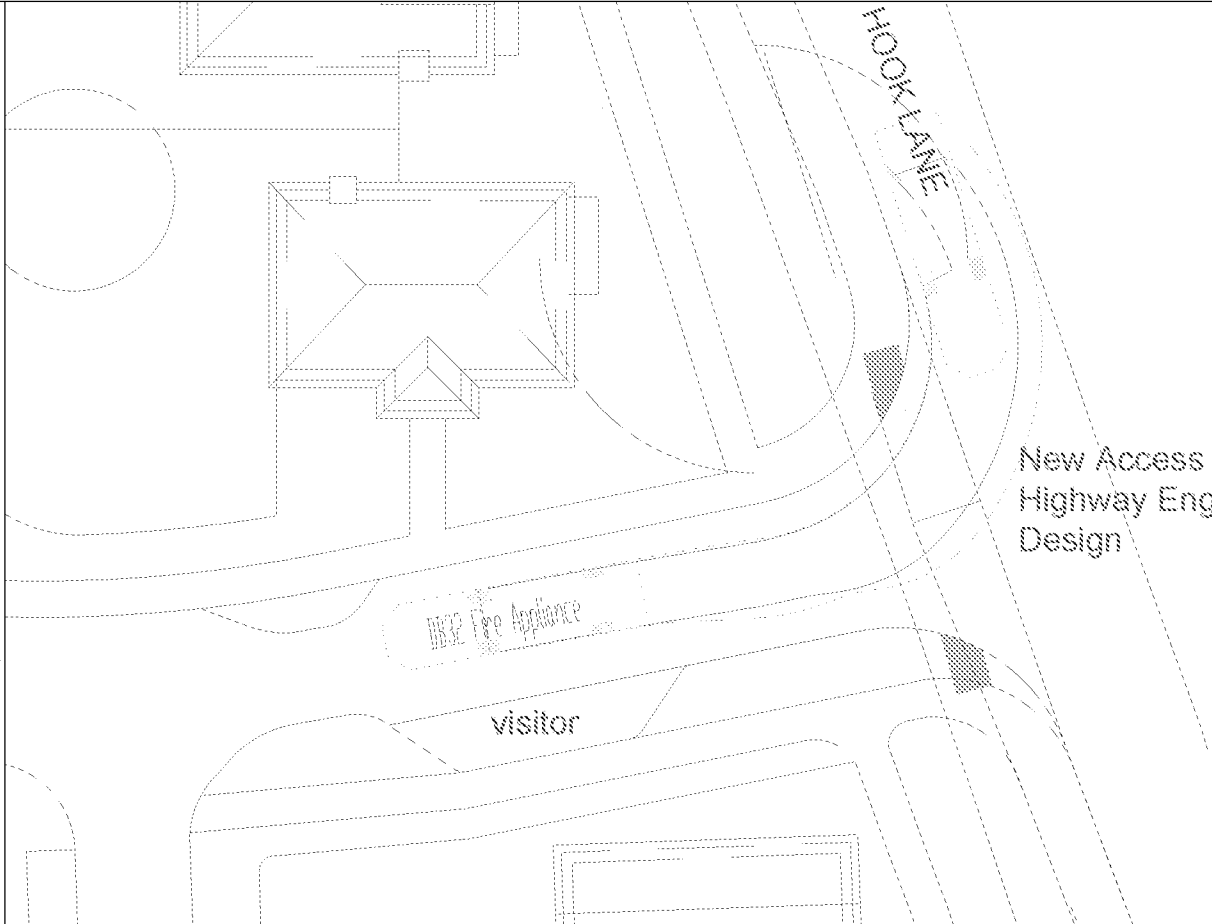
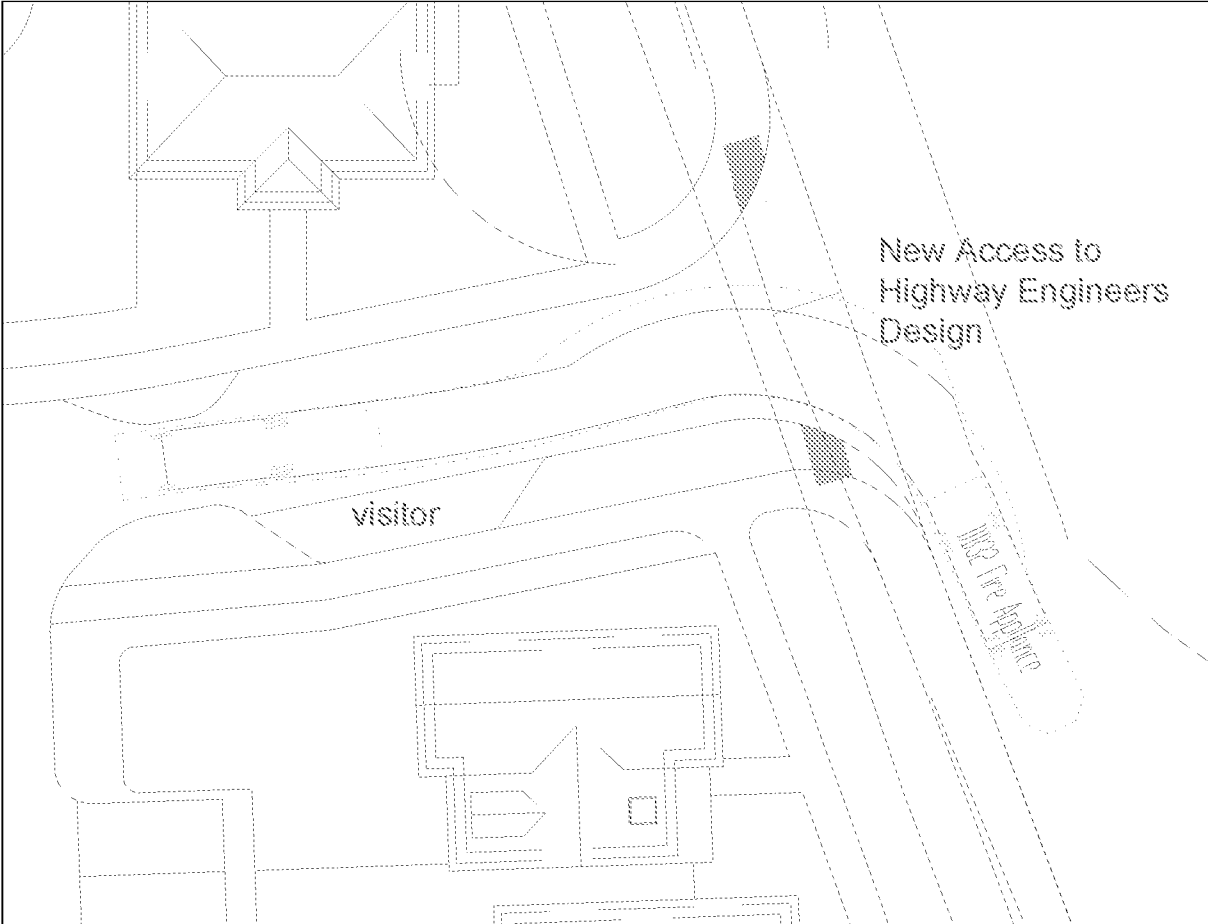
PBA Drawing No.
110.0004.003

Revision
D

(AT A3 SIZE)

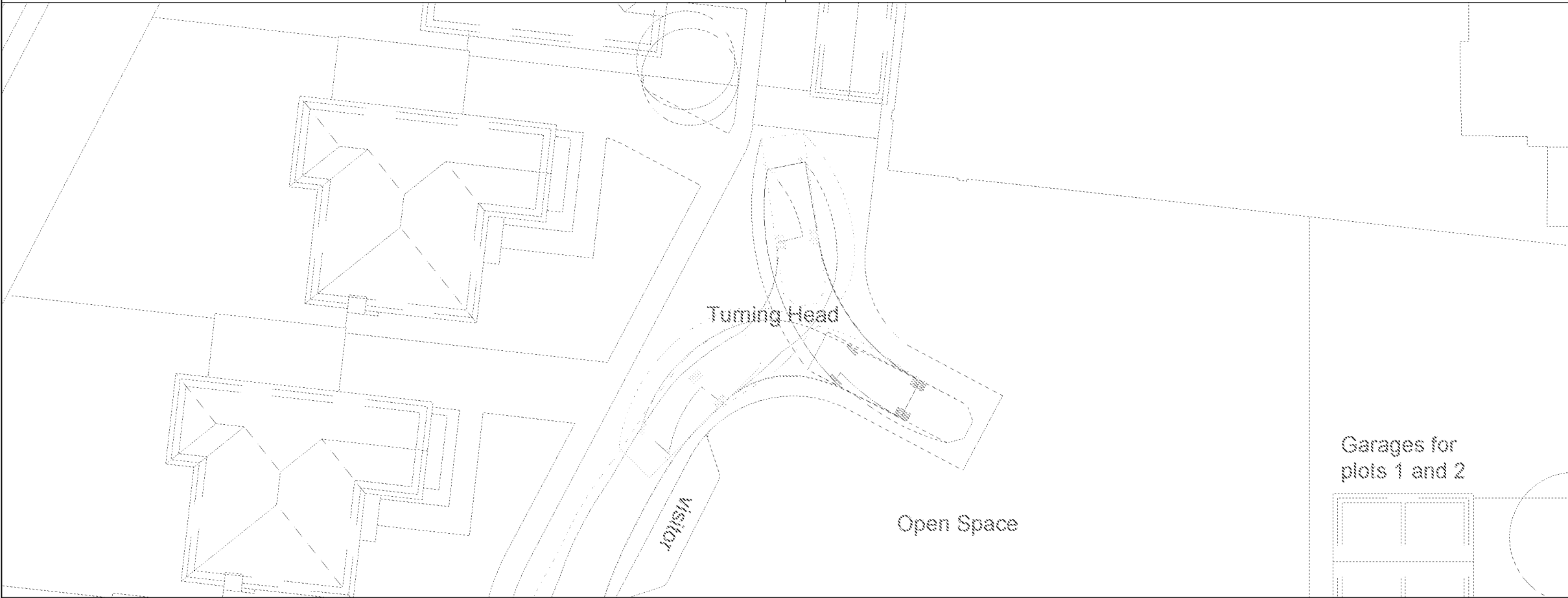
ARUN DISTRICT COUNCIL

Appendix G



EMERGENCY VEHICLE IN

EMERGENCY VEHICLE OUT



TURNING HEAD TRACKING

GENERAL NOTES

- THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
- ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
- PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
- ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
- THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

VEHICLE PROFILE

DB32 Fire Appliance	8.680m
Overall Length	2.180m
Overall Width	3.452m
Overall Body Height	0.337m
Min Body Ground Clearance	2.121m
Max Track Width	6.00s
Lock to lock time	7.910m
Kerb to Kerb Turning Radius	

NORTH

Rev	Description	Date	By	Check
C	REVISED LAYOUT	20.03.19	EP	JL
B	REVISED LAYOUT	14.02.19	EP	MS
A	REVISED LAYOUT	11.02.19	EP	MS

Project Name

HOOK LANE WESTERGATE

Project Phase

PRELIMINARY

Title

EMERGENCY VEHICLE TRACKING

Paul Basham Associates Ltd

Lancaster Court, 5 Battersea Valley Road, Farnham, PO13 2TU

01485 956114

info@paulbashamassociates.com www.paulbashamassociates.com

Client

METIS HOMES

Building Homes. Traditional Values.

Checked By

MS

Checked Date

11.02.19

Scale

1:250

Drawn By

EP

Drawn Date

11.02.19

Client Drawing No.

-

PBA Drawing No.

110.0004.005

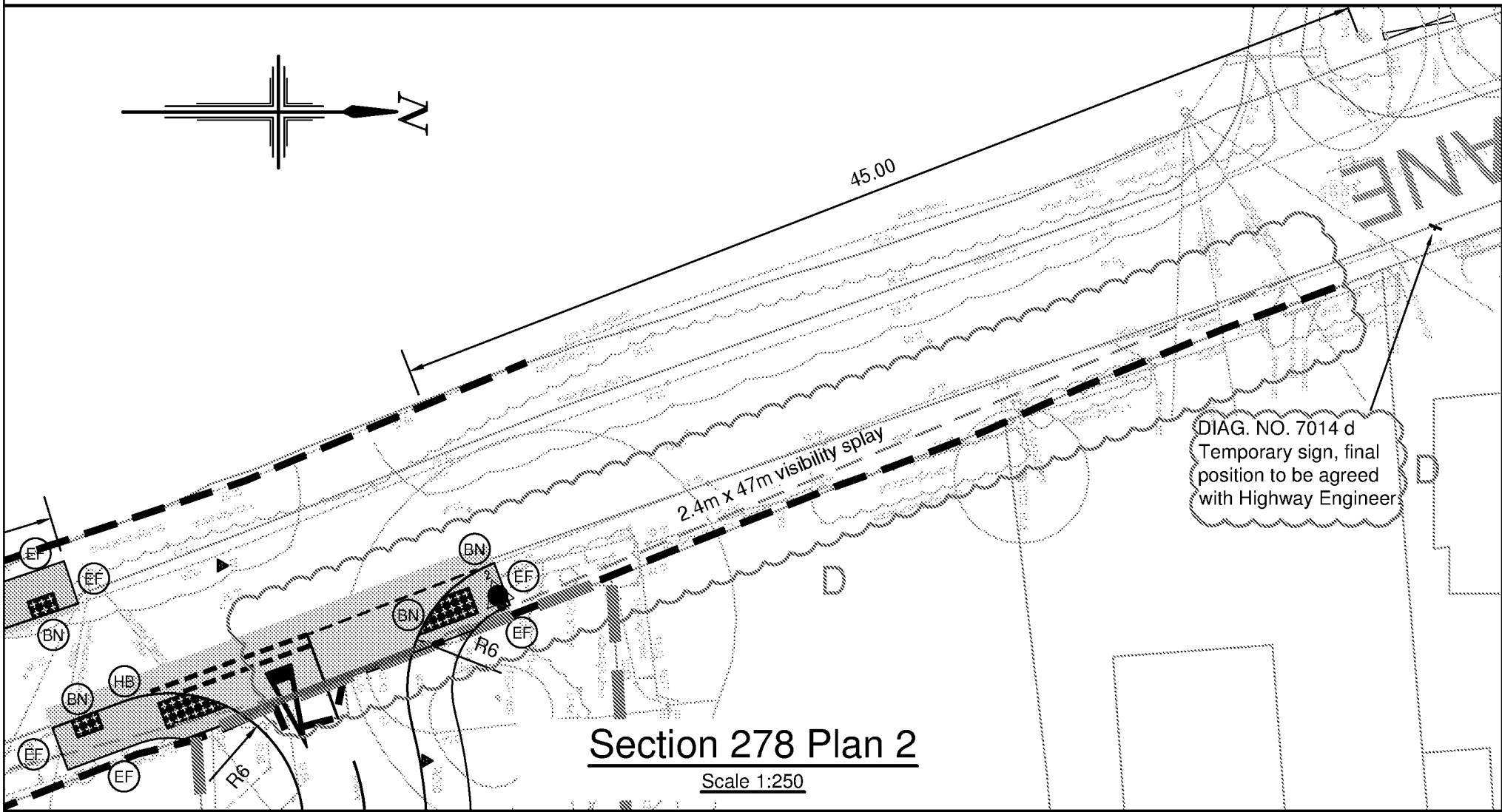
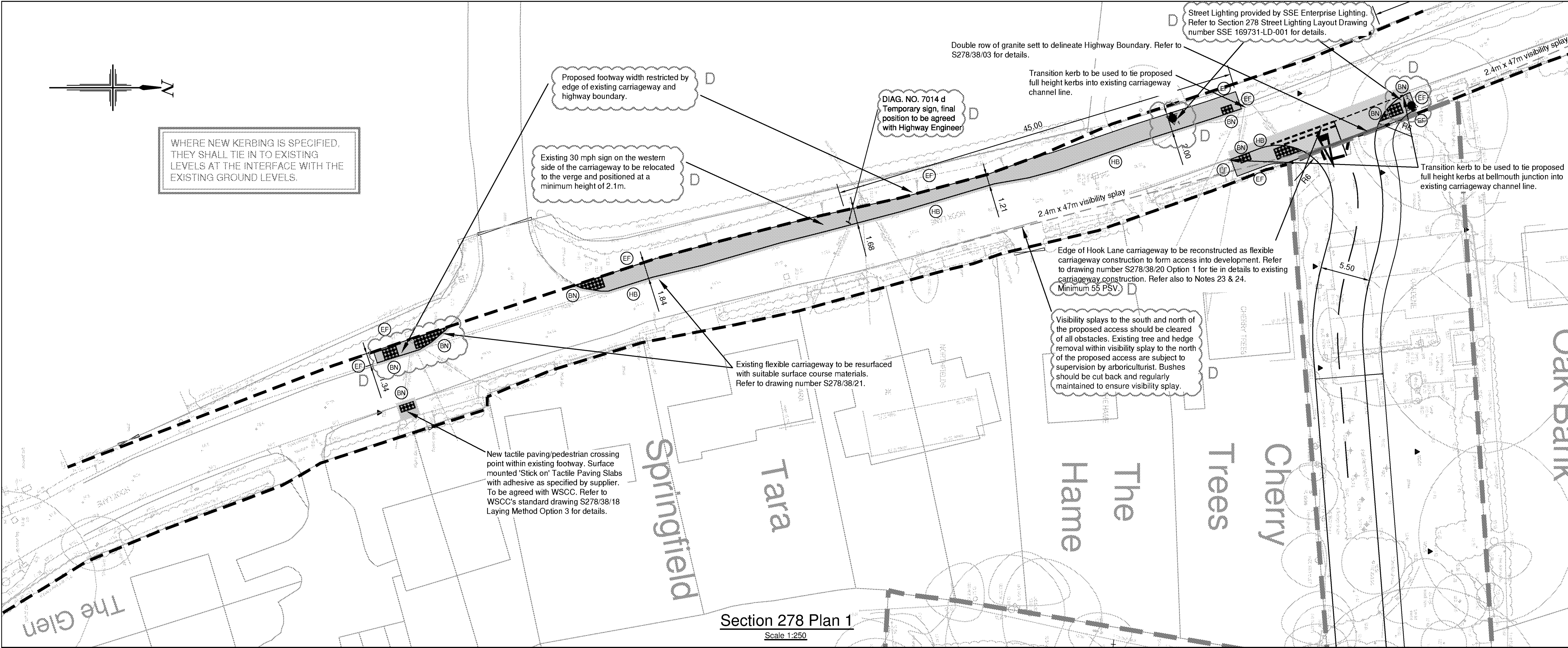
Revision

C

(AT A3 SIZE)

ARUN DISTRICT COUNCIL

Appendix H



Site Location Plan
Scale 1:2500

MINOR WORKS KEYS	
CARRIAGEWAY	
FOOTWAY	
VERGE	
HIGHWAY BOUNDARY	
FULL HEIGHT KERB TYPE HB2	
PCC EF EDGING	
DROPPED KERB TYPE BN 0-6 / 25mm UPSTAND	
* Areas where proposed footway extend outside of Highway Boundary subject to agreement with WSCC and Third Party Land Owner.	

SUB GRADE CBR VALUE	CAPPING LAYER	SUB BASE
3%	350mm	150mm

RSK Geo-Environmental Ground Investigation Report 28391 R01 (00) dated March 2016 indicates a design CBR value of 3% should be adopted for pavement construction. Additional CBR testing should be undertaken at formation to verify.

Total carriageway construction depth must be greater than 450mm to negate susceptibility to frost penetration, irrespective of CBR value.

NOTES

- All dimensions are in metres unless stated otherwise.
- Site layout based on Carlton Design Partnership Site Layout, drawing number 160/04/SL Revision T, dated November 2016.
- Topographic Survey as per Sileline Site Survey, drawing number 36WZ001A, dated February 2016.
- All adoptable highway works to be carried out in accordance with the dti specification for highway works or as amended by the West Sussex County Council Standard Details (2013) - both available on the internet.
- No works shall commence within the existing public highway until the agreement is signed.
- An approved weedkiller (harmless to humans, animals and insects) is to be applied (as per manufacturer's recommendations) to all prepared formation levels of new carriageway and footways and/or as directed by the highways inspector.
- Any damage caused to the existing highway during the course of the works to be repaired as directed by the highways inspector and/or area engineer.
- No private surface water runoff shall be permitted to discharge onto the adoptable highway, or vice versa, cut-off drains, channels and/or gullies shall be used to intercept any conflicting water.
- Any new trees within 3.0m of the proposed highway shall have their roots restrained by root barriers as directed by the highways inspector.
- Contractor to provide suitable and effective wheel washing facilities to prevent mud from being conveyed onto the public highway and to provide the means to clean the highway to the satisfaction of the highways inspector, area engineer and/or local authority.
- No concrete to be poured or laid in temperatures below 2 deg c on a falling max/min thermometer or before the temperature reaches 2 deg c on a rising max/min thermometer (to be provided by the contractor and displayed in a position agreed by the highways inspector).
- No private apparatus (gullies, rodding eyes, boxes, chambers, etc.) shall be allowed to be located within the adoptable highway
- All road signs and markings to comply with the Traffic Signs Regulations and General Directions 2016. Road markings to be thermoplastic.
- Contractor to comply with Chapter 8 of the Traffic Signs manual 2009.
- Tactile paving to comply with the guidance on the use of tactile paving surfaces 1998. Tactile pedestrian crossings to have a 0-6mm upstand. Actual layout of tactile paving to be agreed on site with the highways inspector prior to laying slabs.
- Any soft spots within the proposed highway shall be dug out and the void backfilled in layers up to formation level with selected granular material as directed and to the satisfaction of the highways inspector.
- All fill material up to foundation level of the proposed highway to be approved and compacted in layers as directed and to the satisfaction of the highways inspector.
- Any abandoned/redundant pipes and chambers that fall within the proposed highway shall be grubbed up and the void backfilled in layers up to formation level of the carriageway with selected granular material or permanently filled with concrete (or similar filler).
- Any existing live drains, sewers, ducts, cables, etc. that will pass under the proposed highway shall be surveyed, probed, traced, rodded, jetted, cctv'd, etc. to ascertain their structural condition and suitability to fall within the new highway. If deemed necessary, special protection and/or replacement may be required as directed and to the satisfaction of the highways inspector, area engineer and/or utility company involved.
- Any existing live manholes, chambers, boxes, etc. that will be located within the proposed highway shall be surveyed to ascertain their structural condition and suitability to fall within the new highway. If deemed necessary, special protection and/or replacement may be required as directed and to the satisfaction of the highways inspector, area engineer and/or utility company involved.
- Highway inspector to approve all kerb and/or edging line and level on site with the main contractor prior to installation. The highway inspector will direct the contractor accordingly to achieve a satisfactory finish which may deviate from the technically approved detailed drawings. The contractor will record all variances for the 'as-built' drawings issue.
- Continuity of access to occupied areas to be maintained to satisfaction of highways inspector and / or local authority.
- All redundant connections in existing manholes / chambers that are affected by the works shall be sealed and the benching made good as directed and to the satisfaction of the highways inspector and / or utility company involved.
- Proposed flexible construction will abut the existing carriageway construction. the vertical face of the existing concrete slab will be coated with a high quality bitumen bonding product, for each layer of construction (the specification of this can be agreed with the highways inspector on site).
- A narrow transverse groove will be cut out at the joint of the new surface course with the existing concrete base and the bituminous coat will be applied to fill the the groove to form a joint and prevent water ingress.

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Rev.	Date	Details	By	Chkd	Appd
D	16.03.17	Layout changed to RSA Stage 1/2 comments.	VI	SLW	TS
B	10.01.17	Re-issued for Tender.			
C	07.03.17	Site layout updated. Re-issued for Tender.	SLW	IDC	TS
A	06.01.17	Issued for Tender.	VI	IDC	TS

Client:-



DAVID WILSON HOMES
WHERE QUALITY LIVES

Site:-
Hook Lane
Westergate
West Sussex

Drawing Title:-
PHASE 1 SECTION 278
AGREEMENT
DRAWING

Date:	December 2016	Scales:	As Shown at A1
Drawn:	VPI	Checked:	IDC
		Approved:	TRS

Drawing No.

BSO/E4462/301 D

TENDER ISSUE

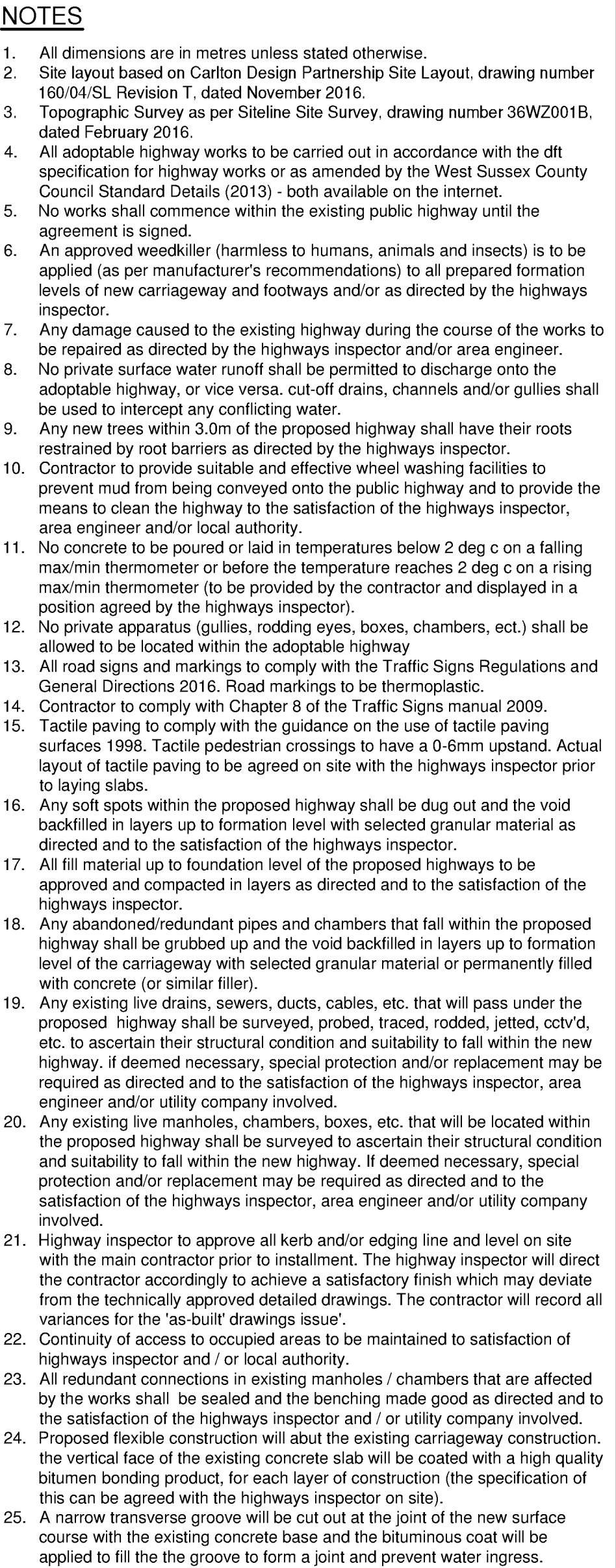
SUBJECT TO ADOPTING AUTHORITY APPROVAL



Rogers Cory Partnership
Civil, Structural and Architectural Consultants
the old school old school road
hook hamphshire rg27 9nj
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Drawing Number	Drawing Title	Detail / Specification
S278/38/00	Drawing Index Sheet	N/A
S278/38/01	Alternative Methods of Laying Kerbs	Kerb laying method.
S278/38/02	Approved Kerb Type Selection Sheet 1	HB2 kerb, BN Kerb & EF Edging.
S278/38/03	Approved Kerb Type Selection Sheet 2	Boundary Demarcation Double Row Granite Sett Section.
S278/38/04	Footway / Cycleway Type 1 & 2	Type 1 Flexible Footway Construction.
S278/38/18	Street Furniture - Tactile Crossings	Crossing details.
S278/38/20	Carriageway - Tie-in Options	Carriageway Tie-in Options 1 & 3.
S278/38/21	Carriageway Flexible Specification	Type 1 Flexible Construction.

Table of West Sussex County Council Standard Details



Scale 1:250



Table of West Sussex County Council Standard Details

* Areas where proposed footway extend outside of Highway Boundary subject to agreement with WSCC and Third Party Land Owner.

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