

THE HEDGEROWS, WESTERGATE

TRANSPORT STATEMENT

December 2018

Taylor Wimpey (Southern Counties) Ltd

RESIDENTIAL DEVELOPMENT
THE HEDGEROWS
WESTERGATE

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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Revision Record

<i>Rev.</i>	<i>Date</i>	<i>By</i>	<i>Summary of Changes</i>	<i>Chkd</i>	<i>Aprvd</i>
2	20.12.18	SN	Revised Scheme	MS	MS

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**RESIDENTIAL DEVELOPMENT
THE HEDGEGOWS
WESTERGATE**

TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Taylor Wimpey to support a full planning application for a residential development comprising 70 dwellings at The Hedgerows, Westergate.
- 1.2 The application site forms the northern parcel of a development site known as 'Nyton Nurseries', which following a successful outline application, received reserved matters approval in January 2018 for the development of 208 residential dwellings and a 60-bed care home (planning reference: AL/102/17/RES). To support the reserved matters application Paul Basham Associates prepared a Reserved Matters Transport Assessment (RMTA) and full Travel Plan (TP). The wider development site is shown in red in **Figure 1**, whilst an indicative outline of the application site is shown in blue.

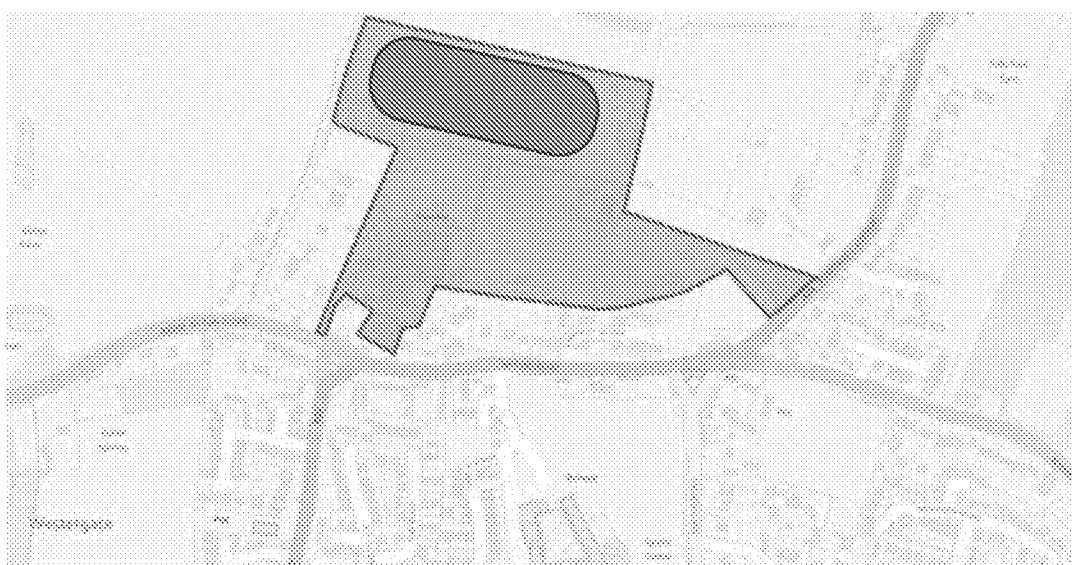


Figure 1: Site Location

- 1.3 This application proposes the revision of the northern parcel to provide a total of 70 residential dwellings. Within the previously consented accommodation schedule, this parcel was approved for the development of 45 homes. This application therefore proposes 25 additional dwellings when compared to the previous reserved matters application. The proposed site layout is attached as **Appendix A**, with the approved layout for the wider residential development attached as **Appendix B** for reference.
- 1.4 The site's access onto Nyton Road received technical approval in July 2018. It should be noted that this application does not propose any amendments to this access.
- 1.5 This TS outlines development proposals, parking provision, servicing arrangements and trip impact for these additional dwellings.

Existing Site Conditions

- 1.6 The application site is located approximately 1km north of Westergate village in West Sussex, 8.4km north of Bognor Regis and 9.7km east of Chichester. The site sits within the red line of the approved development.
- 1.7 Within Westergate there are a number of amenities including a post office, convenience store, a doctor's surgery, restaurant, primary and secondary schools all within 1km of the site. The site is located within close proximity to local public transport services with the closest bus stop located within 300m of the site, and Barnham Railway Station located circa 2.4km to the south east.
- 1.8 The site's accessibility has previously been considered by West Sussex County Council and has been seen to be acceptable to support the development of the larger residential scheme.

2. DEVELOPMENT PROPOSALS

- 2.1 This application proposes the revision of the site's northern parcel to provide a total of 70 units. This is an increase of 25 residential dwellings when compared to the wider site's outline/reserved matters application. The proposed accommodation schedule is summarised in **Table 1**, with the site layout attached as **Appendix A**.

Unit Type	Quantity
Private	
2 Bedroom House	2
3 Bedroom House	30
4 Bedroom House	30
Affordable	
3 Bedroom House	8
Total	70

Table 1: Accommodation Schedule

Access Arrangements and Internal Layout

- 2.2 The main site access onto Fontwell Avenue will be provided as a priority bellmouth, measuring 5.5m wide with radii of 10m. The main site access would be facilitated by a ghost right turn lane on Fontwell Avenue. This access gained Section 278 Technical Approval in July 2018, with no amendments proposed to this arrangement as part of this application. The general arrangement drawing for the main site access is attached **Appendix C** for reference.
- 2.3 As previously described a Reserved Matters application was approved for the wider development in January 2018 (planning reference AL/102/17/RES). As part of this application the internal road layout was approved. It should be noted that the revision of this parcel does not include alterations to the site's internal road layout and is hence why these roads have been excluded from the red line of this application.
- 2.4 The internal roads within the site would have a width of 4.8m which in line with Manual for Streets (MfS) guidance is sufficient width to allow a car and large vehicle to pass. Small residential cul-de-sacs within the site would operate as informal shared surfaces and would measure 4.6 - 4.8m wide. The shared surfaces proposed as part of this parcel would connect onto footways/footpaths provided within the wider development.

Parking Provision

- 2.5 The number of parking spaces required to serve the mix of residential dwellings has been informed by WSCC's Parking Calculator. A summary of the results is shown in **Figure 2**, with the full outputs included as **Appendix D**.

DEVELOPMENT MIX					ALLOCATED PARKING Spaces (Per Unit)	PARKING DEMAND				
Ref.	Unit Type	Unit Tenure	Habitable Rooms (Per Unit)	No. of Units (Total)		Allocated No.	Unallocated for Residents per unit	Total	Unallocated for Visitors per unit	Total
A	Houses	Private	4	2	2	4	0	0	0	5
B	Houses	Private	6	30	3+	90	0	1	0	6
C	Houses	Private	5	22	2	44	0	3	0	4
D	Houses	Private	5	8	3+	24	0	0	0	2
E	Houses	Council/Housing Association (not including shared ownership)	5	8	2	16	0	1	0	2
F										
G										
H										
I										
J										
K										
L										
M										
N										
O										
P										
Q										
R										
S										
Total				70		178		6.15	14.00	198

Figure 2: WSCC Parking Calculator Outputs

- 2.6 The development intends to provide a total of 201 parking spaces of which 178 would be allocated spaces and 23 would be visitor/unallocated spaces. The site's parking strategy has been provided with WSCC's parking calculator in mind.
- 2.7 The proposed car parking strategy for the site uses a combination of single and double garages, driveways, on street parking and laybys. Garages would have an internal measurement of at least 6m x 3m (or 6m x 6m if double) in accordance with Manual for Streets (MfS) and WSCC's guidance.
- 2.8 All residential parking spaces would be allocated to units, with unallocated/visitor bays marked as 'visitor'.
- 2.9 A number of parking spaces have been tracked, included within **Appendix E**.

Cycle Parking

- 2.10 Each residential unit would be provided with cycle parking in line WSCC's Guidance on Parking in New Residential Developments (September 2010). Depending on the type of dwelling, cycle parking for the residential units would be provided in garages or gardens. WSCC's minimum cycle parking standards are summarised in **Table 2**, alongside the site's required provision.

Unit Type	Standard	Quantity	Required Provision
2 Bedroom house	1 Space	2	2
3 Bedroom house	2 Spaces	30	60
4 Bedroom house	2 Spaces	30	60
Total	-	70	122

Table 2: WSCC's Cycle Parking Standards

Servicing and Emergency Access

- 2.11 Swept path analysis of the proposed layout was undertaken using a large refuse 3-axle vehicle, to ensure each property is located within convenient distance from the vehicle route. Refuse vehicle tracking of the proposed site layout is demonstrated in **Appendix E**.
- 2.12 An area of hardstanding is proposed to facilitate the servicing of Plots 138-141. This bin collection point is marked on the site layout.
- 2.13 Swept path analysis has also been undertaken with a fire tender vehicle to ensure that it is able to enter and exit the site in forward gear. In accordance with Building Regulations Part M a fire tender is able to be within 45m of all units. This tracking is also demonstrated in **Appendix E**.
- 2.14 The wider site benefits from an emergency access from Northfields Lane, which would further ensure that emergency vehicles are able to have safe and convenient access to all proposed units. This access would be used on occasions where access from Fontwell Avenue is not available.

3. TRIP GENERATION AND HIGHWAY IMPACT

3.1 To understand the impact of the amendments to this parcel a trip generation assessment has been undertaken for the additional 25 units using the trip rates identified and agreed in the outline application (planning reference: AL/61/13). For reference this search used the following parameters:

- Developments of 11-115 units
- Houses privately owned
- Between 01.01.05 – 18.12.12
- Weekdays only; and
- Excluding Scotland, Ireland and Wales.

3.2 The trip generation for the additional 25 units is demonstrated in **Table 3**, with the TRICS outputs attached as **Appendix F** for reference.

	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily
	Arrivals	Departures	Arrivals	Departures	
Trip Rate (per dwelling)	0.124	0.388	0.379	0.198	5.122
Trip Generation (25 units)	3	10	10	5	128

Table 3: Proposed Development Trip Generation

3.3 This assessment indicates that the additional 25 units are anticipated to result in the addition of 13 trips in the AM peak and 15 trips in the PM peak, with an addition of 128 trips anticipated over a 12-hour period. This equates to the addition of one trip every 5 minutes on average over the day.

3.4 Given that this is a slight increase in trips when compared to the consented development (208 residential units and 60 bedroom care home) it is not anticipated that the proposals would have a significant impact on the operation of the local highway network, particularly given that improvement works are proposed as part of the wider development.

Highway Impact

3.5 To assess the impact of the additional 25 units on the operation of the main site access information has been extracted from the site's Transport Assessment Report that was prepared by Upton McGougan Limited in 2013 to support the outline application for the wider development. As part of the outline application junction modelling was undertaken of the proposed access arrangement onto Fontwell Avenue using PICADY modelling software for the following scenarios:

- Base Year 2013
- Opening Year (2015)
- Future Year of 2025

3.6 The modelling outputs of this assessment are attached as **Appendix G** for reference and indicate that this arrangement operates well under capacity in all scenarios. The highest RFC in the 'Future Year 2025' scenario was 0.185 in the AM peak and 0.090 in the PM peak. It is therefore not anticipated that any increase in trips generated by the additional 25 units (13 in AM peak/15 in PM peak) would have a significant impact on the operation and safety conditions of this junction.

4. SUMMARY AND CONCLUSIONS

- 4.1 This TS has been prepared by Paul Basham Associates on behalf of Taylor Wimpey to support a full application for the development of 70 residential dwellings at The Hedgerows, Westergate.
- 4.2 The application site forms the northern parcel of a development site known as 'Nyton Nurseries', which following a successful outline application, received reserved matters approval in January 2018 for the development of 208 residential dwellings and a 60-bed care home (planning reference: AL/102/17/RES). This application proposed the revision of the northern parcel to provide an additional 25 dwellings.
- 4.3 This application does not propose any amendments to the site's access arrangements. The wider development site and the application site would be accessed via a bellmouth arrangement onto Fontwell Avenue. The site's main access has received Section 278 Technical Approval.
- 4.4 The proposed car and cycle parking provision has been designed with consideration to WSCC's Parking Calculator, in order to ensure appropriate and convenient parking levels and locations are achieved. With this in mind the development proposes a total of 201 parking spaces, 23 of which are unallocated. Parking provision should enable all parking to be on site, with no overspill onto the Local Road Network.
- 4.5 Tracking of large 3-axel refuse vehicle and fire tender has been completed. This tracking confirms that refuse and fire tender vehicles are able to manoeuvre the site in forward gear. A bin collection point would be provided to facilitate the servicing of Plots 138-141. In accordance with Building Regulations Part M a fire tender is able to be within 45m from the front entrance of all dwellings.
- 4.6 Trip generation for the additional 25 units has been calculated using the TRICS trip rates identified and agreed in wider developments outline application. The additional 25 dwellings are anticipated to produce 13 trips in the AM peak, 15 trips in the PM peak, with a total of 128 trips in a 12-hour period.
- 4.7 As part of the site's outline application a modelling assessment was undertaken of the main site access onto Fontwell Avenue. The modelling outputs of this assessment indicates that this junction is operating well under capacity, with the highest RFC in the 2025 future year scenario being 0.185 in the AM peak and 0.09 in the PM peak. It is therefore considered that the trips generated by the additional 25 units would not have a significant impact on the operation or safety conditions at this junction.
- 4.8 Given that the site is anticipated to result in the addition of one trip every 5 minutes on average over a 12 hour period it is not anticipated that the proposals would have a significant impact on the operation of the wider highway network.



4.9 We would therefore encourage WSCC to look favourably upon this application with regards to highways.

The Hedgerows, Westergate
Transport Statement

Appendix A

Paul Basham Associates Ltd
Report No. 064.0007/TS/2



Notes:
The contractor must verify all dimensions on site before commencing any work on shop drawings, do not scale from this drawing
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DISCLAIMER
Images and site layout are intended for illustrative purposes only and should be treated as general guidance only.
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Site layouts and landscaping are not intended to form part of any contract or warranty unless specifically incorporated in writing into the contract.

- Notes:
- 1 - Please refer to Landscape drawings for actual planting/landscaping layout.
 - 2 - Cycle storage position illustrative.
All properties are provided with space for the secure storage of bicycles. In the case of houses, this will either be via a storage area in a garage, or a dedicated cycle store located in the rear garden.

P6	Plot 139 handed; Indicative trees added	09.11.2018
P5	Amended to suit comments	19.10.2018
P4	Amended to suit comments	05.10.2018
P3	Minor amendments	28.09.2018
P2	BCP added for plots 139-141	28.08.2018
P1	Drawing issued for comments	15.08.2018

Revision	Amendment	Date
VS	TS	JD
Drawn by	Reviewed by	Approved by
60435	AUG'18	1:500 @ A1
MCB Number	Date created	Scale @ A1

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Client

Taylor Wimpey

Project
LAND AT NYTON NURSERIES - RE-PLAN
EASTERGATE AND WESTERGATE
WEST SUSSEX

Drawing Title
SITE LAYOUT PLAN

ARCHITECTURE

Drawing / Document Reference	Status							
NNRP · MCB · ZZ · ZZ · DR · A · 0230	D5 · P6							
Project Item	Originator	Zone	Level	Type	Discipline	Number	Suitability	Revision

The Hedgerows, Westergate
Transport Statement

Appendix B

Paul Basham Associates Ltd
Report No. 064.0007/TS/2



NOTES

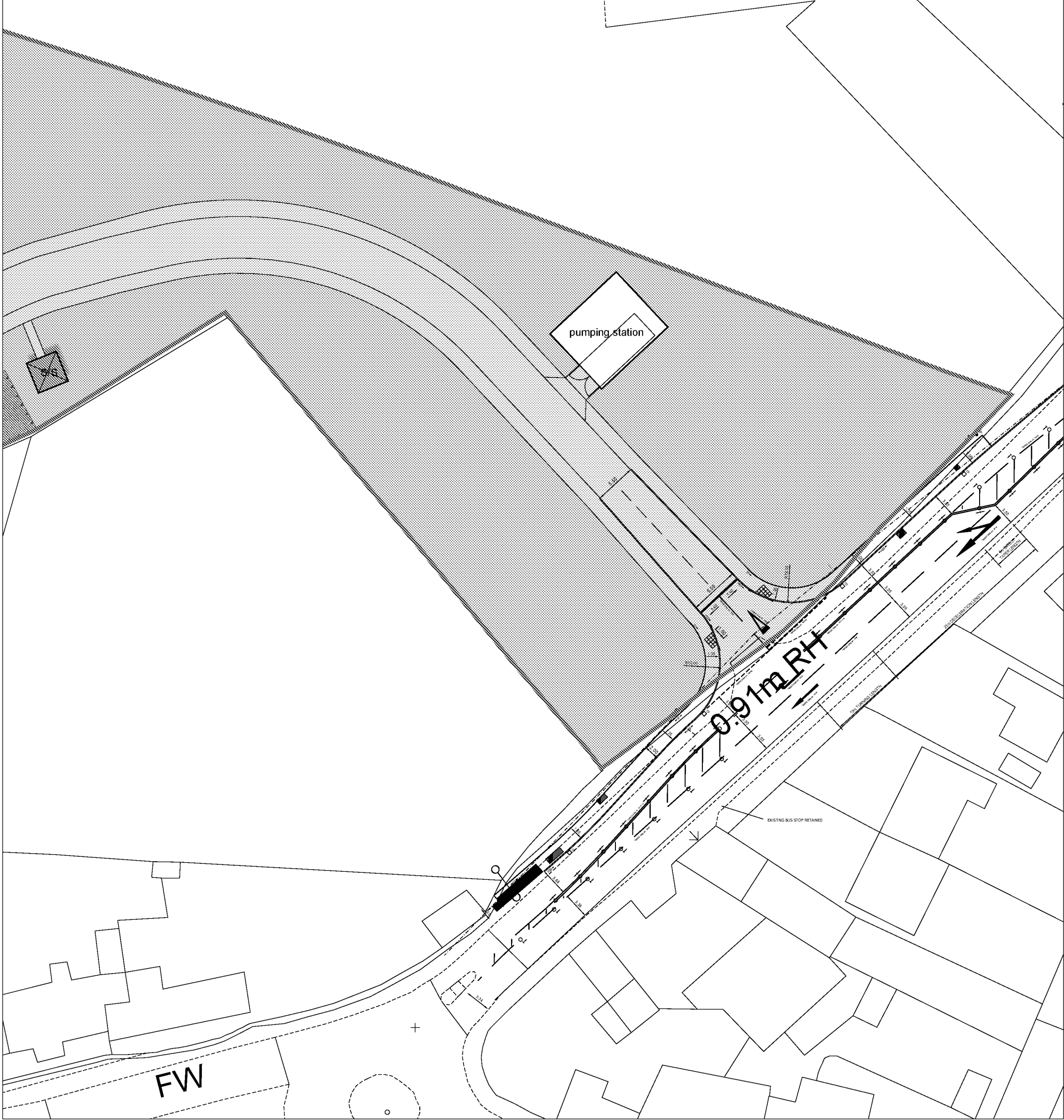
CONTRACTORS MUST VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK ON SHOP DRAWINGS

DO NOT SCALE FROM THIS DRAWING

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DRAFT3

B	Footway added behind plots 151-173, 187, 146, 7-18, 85-91, 100-101, 105. Emergency bike-amenity Footway link to the northwest of the site removed. Parking bays for plot 142 pushed back to allow 5.5m for trucking purposes. Illustrative landscaping added. Boundary treatments amended to include hedge within private gardens on some plots.	21.11.2017	CHWD
A		25.09.2017	
REV	AMENDMENT	DATE	CHWD

PLANNING

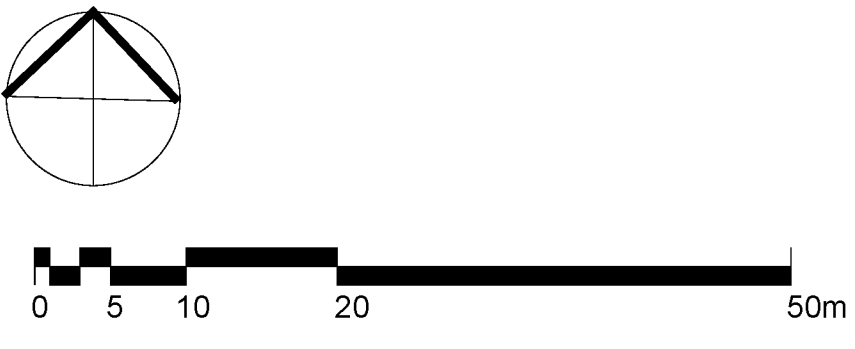
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CLIENT
Taylor Wimpey

PROJECT
LAND AT NYTON NURSERIES
EASTERGATE AND WESTERGATE
WEST SUSSEX

DRAWING TITLE
SITE LAYOUT PLAN



ARCHITECTURE

SCALE	DRAWN BY	CHECKED	DATE
1:500 @ A0	FC/TS	POR	JUL'17
1:1000 @ A2			
DRAWING NUMBER		REVISION	
59650-101		B	

Appendix C

LEGEND

FLEXIBLE CARRIAGEWAY CONSTRUCTION
50mm THK. HRA 30/14 F SURF SURFACE COURSE WITH 14/20mm PRE-COATED CHIPPINGS, PSV 65 ON,
60mm THK. 20mm DENSE ASPHALT CONCRETE BINDER COURSE, 40/60 PEN ON,
150mm THK. 32mm DENSE ASPHALT CONCRETE ROAD BASE 40/60 PEN ON,
150mm THK. TYPE 1 (CL 803) SUB-BASE ON,
60mm THK. TYPE 1 (CL 803) CAPPING LAYER - FINAL

FLEXIBLE CARRIAGEWAY RESURFACING/REGULATING COURSES
40mm THK. HRA 30/14 F SURF SURFACE COURSE WITH 14/20mm PRE-COATED CHIPPINGS, PSV 65 ON,
60mm THK. 20mm DENSE ASPHALT CONCRETE BINDER COURSE, 40/60 PEN ON,
150mm THK. 32mm DENSE ASPHALT CONCRETE ROAD BASE 40/60 PEN

TIE IN DETAILS:
SURFACE COURSE WIDTH - VARIES (900mm MIN.)
BINDER COURSE WIDTH - 600mm
ROAD BASE WIDTH - 300mm

FLEXIBLE FOOTWAY CONSTRUCTION - (TYPE 1) IN ACCORDANCE WITH WSQC DETAIL S278/38/04 B
20mm THK. AC6 DENSE SURF 100/150 SURFACE COURSE ON,
50mm THK. AC20 DENSE BIN 40/60 BINDER COURSE ON,
100mm THK. TYPE 1/TYPE 2 SUB-BASE MATERIAL

FLEXIBLE FOOTWAY CROSSOVER CONSTRUCTION - (TYPE 1) IN ACCORDANCE WITH WSQC DETAIL S278/38/04 B AND S278/38/07 G
20mm THK. AC6 DENSE SURF 100/150 SURFACE COURSE ON,
50mm THK. AC20 DENSE BIN 40/60 BINDER COURSE ON,
200mm THK. TYPE 1/TYPE 2 SUB-BASE MATERIAL

FLEXIBLE FOOTWAY RESURFACING
20mm THK. AC6 DENSE SURF 100/150 SURFACE COURSE ON,
50mm THK. AC20 DENSE BIN 40/60 BINDER COURSE

PROPOSED VERGE
150mm MIN THK. TOPSOIL AND SEED

PROPOSED EASEMENT

HB2 125 x 255 HB PRECAST CONCRETE KERB
BN 125 x 150 BN PRECAST CONCRETE KERB (25mm UPSTAND)
DK 125 x 150 BN PRECAST CONCRETE KERB (FLUSH)
EF 150 x 50 PRECAST CONCRETE EDGING EF
125 x 150 BN PRECAST CONCRETE TRANSITION KERB

ROAD STUDS
PROPOSED ROAD STUDS IN ACCORDANCE WITH BS EN 1463 WITH TOPAS APPROVAL AND INSTALLED TO THE APPROVED METHODOLOGY. STUD TYPE TO BE DEPRESSIBLE (COLOUR - WHITE).

OPTION 1:
WHERE PLACED BETWEEN SINGLE DASHED WHITE LINES, THESE ARE TO BE POSITIONED AT 6m SPACINGS
OPTION 2:
WHERE PLACED BETWEEN DOUBLE WHITE LINES, THESE ARE TO BE BI-DIRECTIONAL AT 4.5m SPACINGS

RS PROPOSED/EXISTING ROAD SIGN AND/OR POST (DETAILS AS SHOWN) REMOVED FROM STORE AND INSTALLED/RELOCATED

LC1 PROPOSED/RELOCATED LIGHTING COLUMN OR LANTERN CHANGE TO EXISTING COLUMN (DETAILS AS SHOWN), AS AGREED WITH LOCAL AUTHORITY/SERVICE PROVIDER - SEE STREET LIGHTING NOTES

EXISTING IRONWORK/COVER LEVELS TO BE ADJUSTED AND/OR DIVERTED (ALL WORKS TO BE AGREED WITH STATUTORY UNDERTAKERS WHERE REQUIRED)

GULLY WITH 150mm CONNECTION (U.N.O)

EXISTING LEVELS

PROPOSED LEVELS

1:40 CAMBER / CROSS FALL DIRECTION

INDICATIVE HIGHWAY BOUNDARY - BASED ON WSQC MAPPING RECORDS DATED 16.08.17 (LICENSE NO. 100023447)

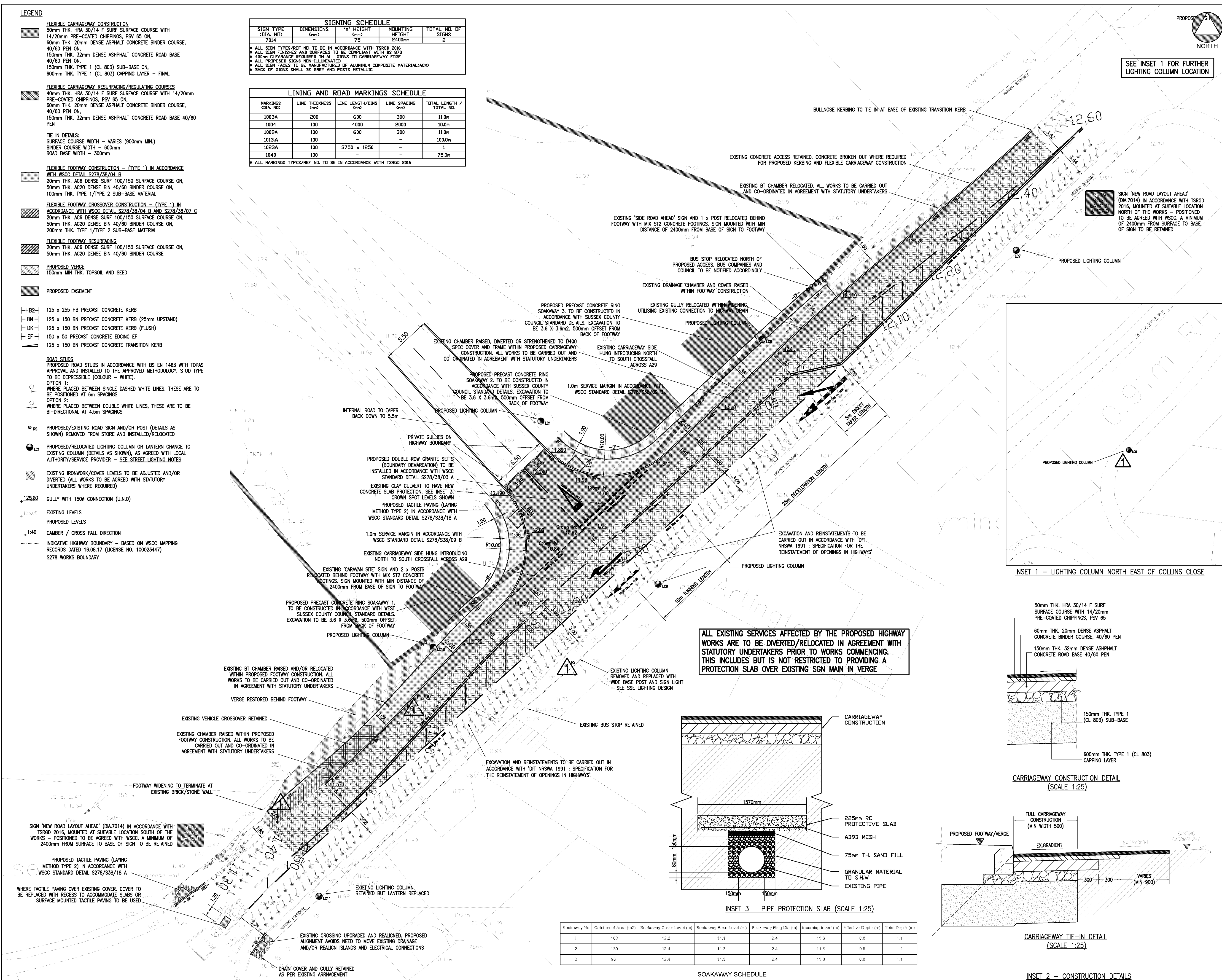
S278 WORKS BOUNDARY

SIGNING SCHEDULE				
SIGN TYPE (DIA, NO)	DIMENSIONS (mm)	'X' HEIGHT (mm)	MOUNTING HEIGHT (mm)	TOTAL NO. OF SIGNS
7014		75	2400mm	2

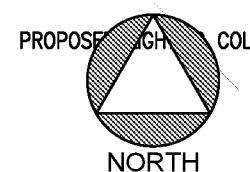
ALL SIGN TYPES/REF NO. TO BE IN ACCORDANCE WITH TSRGD 2016
ALL SIGN FINISHES AND SURFACES TO BE COMPLIANT WITH BS 873
450mm CLEARANCE REQUIRED ON ALL SIGNS TO CARRIAGEWAY EDGE
ALL PROPOSED SIGNS NON-ILLUMINATED
ALL SIGN FACES TO BE MANUFACTURED OF ALUMINUM COMPOSITE MATERIAL (ACM)
BACK OF SIGNS SHALL BE GREY AND POSTS METALLIC

LINING AND ROAD MARKINGS SCHEDULE				
MARKINGS (DIA, NO)	LINE THICKNESS (mm)	LINE LENGTH/DIMS (mm)	LINE SPACING (mm)	TOTAL LENGTH / TOTAL NO.
1003A	200	600	300	11.0m
1004	100	4000	2000	10.0m
1009A	100	600	300	11.0m
1013A	100	-	-	100.0m
1023A	100	3750 x 1250	-	1
1040	100	-	-	75.0m

ALL MARKINGS TYPES/REF NO. TO BE IN ACCORDANCE WITH TSRGD 2016



SEE INSET 1 FOR FURTHER
LIGHTING COLUMN LOCATION



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- EQUILIBRIUM CBR VALUE FOR CARRIAGEWAY CONSTRUCTION TO BE AGREED ON-SITE FOLLOWING IN-SITU CBR TESTS. ALL EXCAVATIONS ARE SUBJECT TO THE CBR RESULTS.
- TRAFFIC MANAGEMENT TO BE IN ACCORDANCE WITH CHAPTER 8 OF THE TRAFFIC SIGNS MANUAL AND RELEVANT CODES OF PRACTICE.
- ALL LINING AND SIGNING DIAGRAM NUMBERS REFER TO THE TRAFFIC SIGNS REGULATIONS & GENERAL DIRECTIONS 2016 (TSRGD2016).

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STREET LIGHTING

- STREET LIGHTING COLUMN LOCATIONS ARE INDICATIVE AND SHOWN FOR INFORMATION. PLEASE SEE DRAWING NO. "S2E201136-LD-001 A" AND ALL ACCOMPANYING DOCUMENTATION FOR FULL STREET LIGHTING DESIGN AND SPECIFICATION REQUIREMENTS.

APPLICABLE WSQC STANDARD DETAILS

S278/38/02 B - APPROVED KERB TYPE SELECTION (SHEET 1)
S278/38/03 A - APPROVED KERB TYPE SELECTION (SHEET 2)
S278/38/04 B - FOOTWAY/CYCLEWAY (TYPE 1)
S278/38/09 B - SERVICE MARGINS
S278/38/11 A - DRAINAGE GULLY A - PRE-CAST CONCRETE
S278/38/18 A - STREET FURNITURE TACTILE CROSSINGS
S278/38/20 B - TIE-IN OPTIONS
S278/38/21 F - CARRIAGEWAY FLEXIBLE SPECIFICATION

FOR
CONSTRUCTION

K	ISSUED FOR CONSTRUCTION	12.07.18	JB	AS
J	PIPE PROTECTION DETAILS UPDATED	05.06.18	JB	RW
I	PIPE PROTECTION SLAB CROSS SECTION	05.06.18	JB	RW
H	AMENDED CULVERT PROTECTION	25.05.18	JB	RW
G	ADDED EXISTING CULVERT LEVELS	24.05.18	JB	RW
F	ADDED EASEMENTS AND CULVERT NOTE	14.05.18	JB	RW
E	CONTOURS ADDED: SOAKAWAY'S MOVED	14.05.18	JB	RW
D	SOAKAWAYS ADDED	03.05.18	JB	RW
C	GULLY POSITIONS REVISED	05.04.18	EK	CL
B	WSQC COMMENTS FROM 10.01.18	23.02.18	EK	CL
A	ISSUE FOR WSQC TECHNICAL REVIEW	11.10.17	BH	CL
Rev	Description	Date	By	Chkd

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Client:

Taylor Wimpey

Project Name:
NYTON ROAD,
WESTERGATE

THE
ENGINEERING LAYOUT - A29 FONTWELL AVENUE
(SHEET 1 OF 2)

CONSTRUCTION

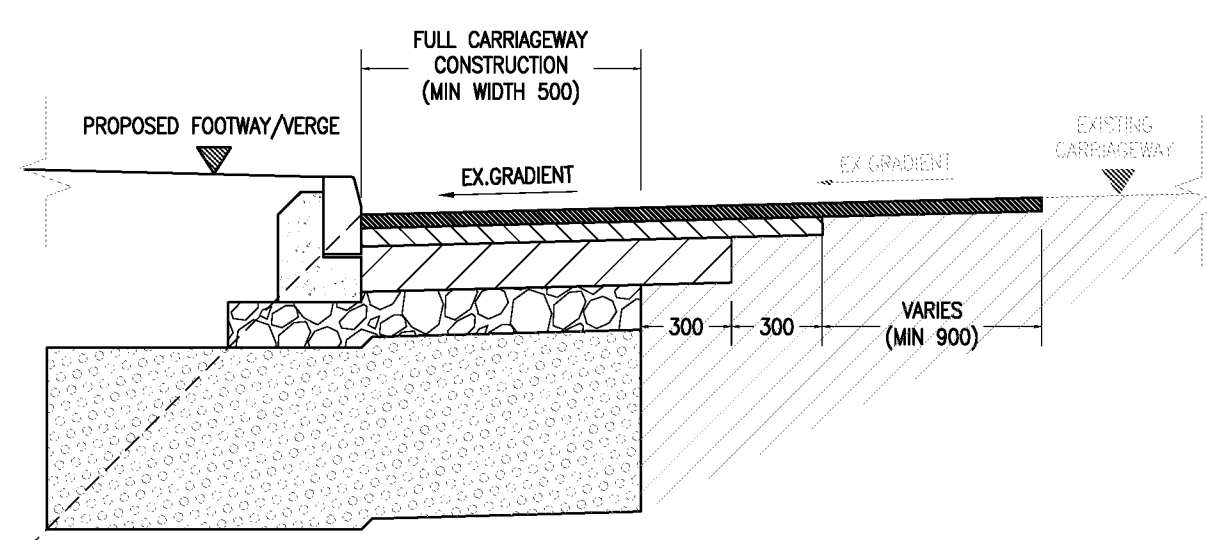
Checked By	Checked Date	Drawn By	Drawn Date
MS	11.08.17	CL	11.08.17
Client Drawing No.	Scale	Revision	(AT A1 SIZE)
PBA Drawing No.	1:200		

064.5005.100	K
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50mm THK. HRA 30/14 F SURF
SURFACE COURSE WITH 14/20mm
PRE-COATED CHIPPINGS, PSV 65
60mm THK. 20mm DENSE ASPHALT
CONCRETE BINDER COURSE, 40/60 PEN
150mm THK. 32mm DENSE ASPHALT
CONCRETE ROAD BASE 40/60 PEN

150mm THK. TYPE 1
(CL 803) SUB-BASE
600mm THK. TYPE 1 (CL 803)
CAPPING LAYER

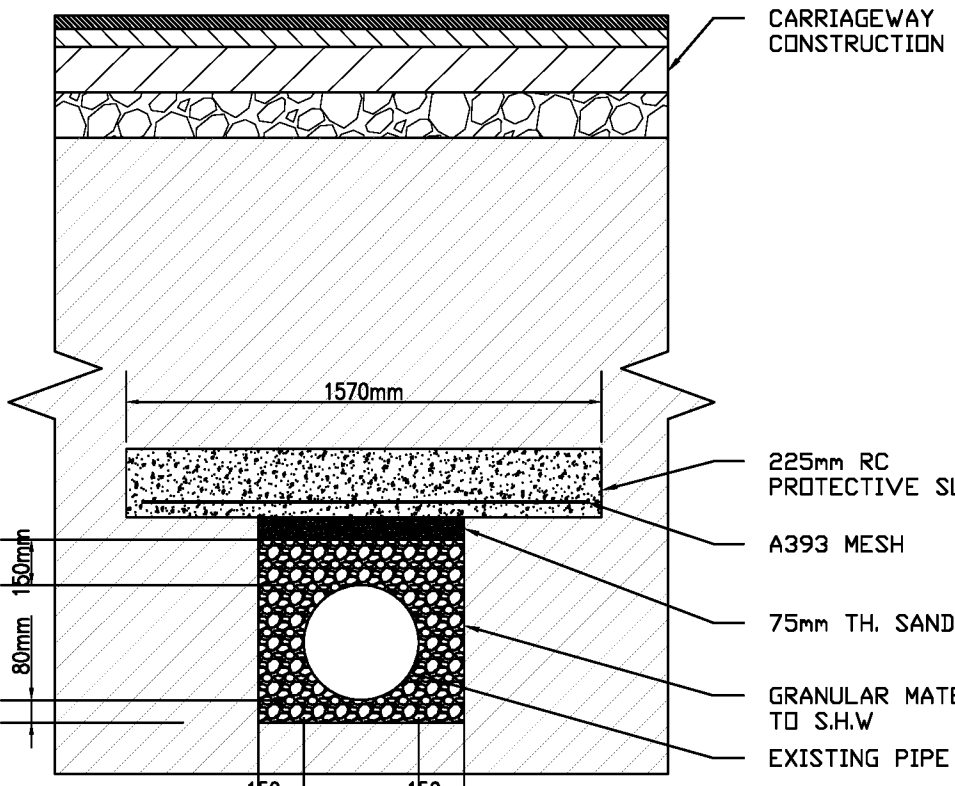
CARRIAGEWAY CONSTRUCTION DETAIL
(SCALE 1:25)



CARRIAGEWAY TIE-IN DETAIL
(SCALE 1:25)

INSET 2 - CONSTRUCTION DETAILS

ALL EXISTING SERVICES AFFECTED BY THE PROPOSED HIGHWAY
WORKS ARE TO BE DIVERTED/RELOCATED IN AGREEMENT WITH
STATUTORY UNDERTAKERS PRIOR TO WORKS COMMENCING.
THIS INCLUDES BUT IS NOT RESTRICTED TO PROVIDING A
PROTECTION SLAB OVER EXISTING SGN MAIN IN VERGE



INSET 3 - PIPE PROTECTION SLAB (SCALE 1:25)

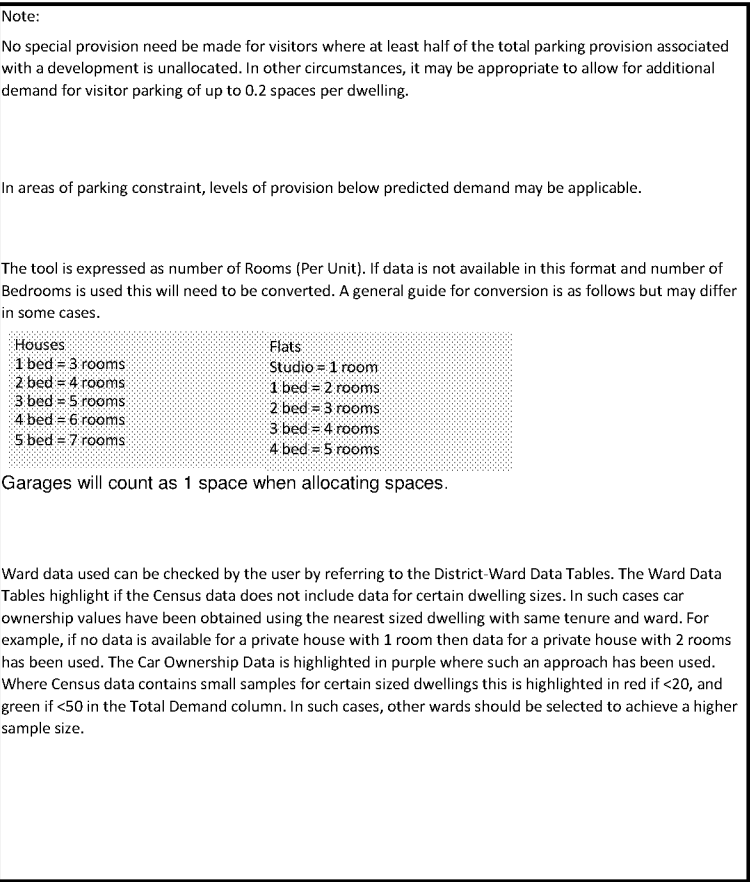
Soakaway No.	Catchment Area (m2)	Soakaway Cover Level (m)	Soakaway Base Level (m)	Soakaway Ring Dia (m)	Incoming Invert (m)	Effective Depth (m)	Total Depth (m)
1	180	12.2	11.1	2.4	11.6	0.6	1.1
2	180	12.4	11.3	2.4	11.8	0.6	1.1
3	90	12.4	11.3	2.4	11.8	0.6	1.1

SOAKAWAY SCHEDULE

The Hedgerows, Westergate
Transport Statement

Appendix D

Paul Basham Associates Ltd
Report No. 064.0007/TS/2



PROJECT
CENTRE
PEOPLE | PASSION | PLACES