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**MIXED-USE DEVELOPMENT
A259 NEW ROAD
RUSTINGTON
WEST SUSSEX**

**SUPPLEMENTARY
TRANSPORT REPORT**

VOLUME 1 OF 3

On behalf of
**COMMERCIAL DEVELOPMENT PROJECTS LIMITED
&
MARKS AND SPENCERS PLC**

PMcL/3167d2/Jul 2015

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New Road Retail Park, Rustington, West Sussex
Supplementary Transport Report



VOLUME 3

APPENDIX E (PART)

ARCADY computer outputs



RESPONSE TO WSCC'S CONSULTATION DOCUMENT

Vehicular Access

1. The proposed site access from the A259 dual carriageway is a left in/left out junction with merge and diverge lanes as shown on **Drg.No. REDW-3167-110-RevB** attached. The junction has been designed using the DMRB (Design Manual for Roads and Bridges), in particular TD 42/95 Geometric Design of Major/Minor Junctions.
2. The proposed merge taper has been designed to a 120kph design speed. A 40m nose has been provided on the exit merge taper of 126m which is generally in accordance with DMRB TD 42/95 – Table 7/6 which suggests a 130m taper. The tie-in point is required to connect to the dual carriageway in advance of the at-grade pedestrian crossing of the A259 New Road just west of the exit taper. This results in a minor reduction in the design standard, but is considered acceptable as the full standard of a 120kph Design Speed is 13kph above actual dry weather 85%ile measured vehicle speeds on the road.
3. Traffic speed survey results indicate a dry weather 85%ile speed of 67mph (107kph) at the Brook Lane junction. The proposed nearside diverge has been provided with a total deceleration length of 110m including a 30m taper as set out in DMRB TD 42/95 – Tables 7/5b and 7.4 for a 120kph design speed.
4. The site entrance and deceleration lane provides an auxiliary lane. A 20m nearside entry kerb radius is proposed where the diverge lane turns into the site entrance. DMRB TD42/95 – Fig 7.12 shows an example of an auxiliary lane with give way lines at the start of the entry radius indicating that this entry radius is not required as a speed reduction measure, but as a requirement to accommodate large vehicles turning at the junction. A reduced 20m entry radius has been provided in this instance due to site constraints with the access width widened to 6.5m to accommodate 16.5m articulated lorries accessing the site. The nearside exit kerb radius where the minor road meets the merge lane is 30m as specified in the DMRB TD42/95 – Para 7.61 for a Design Speed of 120kph.



5. The reduced entry radius into the site together with the reduction in acceleration lane length is not fully in accordance with the design standards. An application for Departure of Standard in relation to the proposed access arrangements is included in **Appendix A**.

Pedestrian & Cycle Access

6. The planning application for the Mill Lane Development (Application Ref: A/125/13) includes the provision of a new 3.0m wide shared footpath/cyclepath providing a pedestrian link from the Mill Lane Development site east to the existing footpath/cyclepath link to Sainsbury's located on the eastern side of Mill Lane. The new route will cross Mill Lane via a new PUFFIN traffic signal controlled pedestrian crossing just north of the bridge. This route will provide access to the residential areas of Rustington and East Preston to the south and Rustington Retail Park to the east.
7. **Drawing No. REDW-3167-111-Rev A** shows the extent of the off-site footpath/cyclepath being implemented by others under the Mill Lane Development planning permission which is now currently under construction (Jun 2015). **Drawing No. REDW-3167-111-Rev A** also shows the proposed extension to the footpath/cyclepath from the Mill Lane Development site access west from the western side of this access to the north-east corner of the application site which is included in this planning application. The total width of the proposed shared footpath/cyclepath extension is 3m. The footpath/cyclepath will be located a distance of 1.5m from the edge of the A259 New Road as suggested in DMRB TD 90/05 – Paragraph 7.22.
8. The Stage 1 Road safety audit has been amended to include the off-site footpath/cyclepath which has highlighted the requirement for guardrail to be placed at the exit to the site to prevent cyclists inadvertently accessing the A259. An amended Stage 1 Road Safety Audit and design audit of the proposed footpath/cyclepath extension is enclosed in **Appendix B**.



Cycle Parking

9. Cycling parking provision has been increased to provide a minimum of 30 cycle parking spaces on the site adjacent to both buildings. The increased cycle parking provision and their location is shown on the Architect's **Drawing No. 1117-P-1-Rev D**.

Access for Emergency Vehicles

10. A large fire tender will need to be able to access the front of each building. **Drawing No's. REDW-3167-117** and **REDW-3167-118** included at the rear of this document show a large wheelbase fire tender accessing the front of Units A and B, manoeuvring adequately through the car park.

Traffic Assessment

11. The geometry of the junctions being assessed are included at the rear of this document. An assessment of the traffic impact of the development proposals has been made at the following junctions:
- i) The proposed site access on the A259 New Road
 - ii) The existing A259 New Road/B2187 Mill Lane roundabout
 - iii) The existing A259 New Road/B2187 Horsham Road roundabout (The Body Shop roundabout)

Assessment Years and Traffic Growth

12. The following Assessment Years were used for the traffic impact assessment:
- Year of development opening – 2016
 - Horizon Year – 2020 (Planning application year + 5 years)
13. WSCC has requested a further Future Year assessment to 2025 (planning application + 10 years). Traffic growth factors will be applied to base traffic survey information to arrive at base traffic flows for both Year of Opening 2016, Horizon Year 2020 and



Future Year 2025. Growth factors already take account of increased traffic flows brought about by new committed development and including both committed development and traffic growth results in an element of double counting of traffic flows.

14. The growth factors were derived from the National Transport Model (NTM) 2013 data using localised Temprow 6.2 datasets for the Littlehampton (main) area, Ref: 45UC1. A summary of the growth factors applied to the base traffic flows are shown in **Table 1.0** using the highest of the origin and destination growth figures:

Table 1.0
Temprow adjusted traffic growth figures

Time Period	NTM Growth Factors with Temprow Adjustment		
	Growth Factor 2013-2016	Growth Factor 2013-2020	Growth Factor 2013-2025
Friday PM	1.0458	1.1077	1.1861
Saturday	1.0459	1.1077	1.1861

15. Base traffic turning movements as submitted in the Mill Lane Development application are shown in **Figure C1** and **Figure C2 (Appendix C)** and converted to equivalent passenger car units in **Figure C3** and **Figure C4**. Base traffic turning movements for both peak hours have been growthed to the year of opening 2016, horizon year 2020 and Future Year 2025 by applying the growth factors are shown in **Table 1.0**.
16. Total traffic flows as a result of the first eight committed developments for both the Friday and Saturday peak hours are shown in **Figure C9** and **Figure C10 (Appendix C)**. These were derived from Mayer Brown's (MB) Transport Assessment for the Mill Lane Development (Mayer Brown's Figure 07 less Figure 03 and Figure 08 less Figure 04 respectively). Total traffic flows as a result of the adjacent Mill Lane Development for both the Friday and Saturday peak hours are shown in **Figure C11** and **Figure C12 (Appendix C)**. These were derived from Mayer Brown's Transport Assessment for the Mill Lane Development (MB Figure 25 and MB Figure 26).



Estimated development traffic flows

17. Trip generation for the M&S Simply Food unit has been amended as a result of a TRICS vehicle trip rate assessment. The TRICS data for food retail is included in **Appendix C. Table 2.0** includes a schedule of TRICS peak hour trip rates for the public house and the M&S Simply Food trip rates. **Table 3.0** shows the resultant unfettered peak hour traffic flows derived from the factored gross floor area of each unit multiplied by the trip factor per 100sqm GFA:

Table 2.0
TRICS Peak Hour Vehicle Trip rates per 100 sq m GFA

Use	Friday PM Peak 16:45-17:45hrs		Saturday Midday Peak 12:00-13:00hrs	
	Trip rate/ Arrival	Trip rate/ Departure	Trip rate/ Arrival	Trip rate/ Departure
M&S Simply Food ⁽¹⁾	7.175	7.451	7.229	6.683
Public House ⁽²⁾	3.798	2.017	3.739	1.769

Notes

1. Appendix C
2. TRICS assessment (Transport Assessment, Appendix D)

Table 3.0
TRICS Vehicle Traffic Flows-Unfettered Traffic in Individual Units

Use	Friday PM Peak 16:45-17:45hrs		Saturday Midday Peak 12:00-13:00hrs	
	Vehicles Arrival	Vehicles Departure	Vehicles Arrival	Vehicles Departure
M&S Simply Food 1561m ² GFA	112	116	113	104
Public House- 610m ² GFA	23	12	23	11
TOTAL (vehicles)	135	128	136	115

18. Using the total peak hour trips to the M&S Simply Food as shown in **Table 3.0**, the quantum of vehicle trips for each trip type can be calculated as shown in **Table 4.0**:



Table 4.0
Traffic attraction to proposed M&S Simply Food

Trip type	Trip type proportion	Vehicles (No.)			
		Friday PM peak hour		Saturday peak hour	
		Arr	Dep	Arr	Dep
New trips	10%	11	12	11	10
Pass-by trips	30%	34	35	34	31
Diverted trips	0%	0	0	0	0
Transfer trips	60%	67	69	68	63
TOTAL (Table 4.3)	100%	112	116	113	104

Capacity Assessment - Site Access

19. Capacity assessments have been undertaken for the proposed site access off the A259 New Road. The junction modelling program PICADY has been used to assess the new junction for the Friday PM and Saturday peak hours for the 2016, 2020 and 2025 base plus committed and proposed development scenarios. The one-way junction with the proposed site access has been modelled in accordance with 'TRL Software Knowledge Base Article 15: One-way roads'.
20. The results of the peak hour assessments for the 2016, 2020 and 2025 scenarios are shown in **Table 5.0, Table 6.0 and Table 7.0**:

Table 5.0
Proposed Site Access Year of Opening 2016 + Committed Development + Development

Arm	Friday PM Peak		Saturday Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
Site Access Left Out	0.15	1	0.19	1



Table 6.0
Proposed Site Access Horizon Year 2020 + Committed Development + Development

Arm	Friday PM Peak		Saturday Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
³¹⁶⁷ Site Access Left Out	0.15	1	0.19	1

Table 7.0
Proposed Site Access Horizon Year 2025 + Committed Development + Development

Arm	Friday PM Peak		Saturday Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
³¹⁶⁷ Site Access Left Out	0.15	1	0.19	1

21. **Table 5.0** to **Table 7.0** show that the proposed site access will operate well within capacity for the Year of Opening 2016, Horizon Year 2020 and Future Year 2025 traffic scenarios. The junction experiences a maximum RFC of 0.19 during both Saturday peak hours for all years with a maximum theoretical queue rounded up to 1 vehicle during each peak hour.

Capacity Assessment - A259/Mill Lane Roundabout

22. Capacity assessments have been undertaken on the A259/Mill Lane roundabout to the east of the development site using ARCADY, the roundabout modelling program. The ARCADY output is attached in **Appendix E**.
23. The results of two peak hour assessments for Year 2016 traffic flows including committed development and Year of Opening 2016 traffic flows including both committed development and proposed development are shown in **Table 8.0** and **Table 9.0** respectively:
24. **Table 8.0** shows the A259/Mill Lane roundabout operating within capacity to Year 2016 traffic flows without development but including committed development. The roundabout shows a maximum RFC of 0.80 during the Friday PM peak hour and 0.72 during the Saturday peak hour on the A259 East arm with a maximum queue of



4 vehicles on Friday and 3 on Saturday:

Table 8.0

A259/Mill Lane Roundabout Opening Year 2016 + Committed Development

Arm	Friday PM Peak		Saturday Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
Golfers Lane	0.27	0.36	0.55	1.13
A259 East	0.80	3.93	0.72	2.51
Mill Lane	0.57	1.30	0.65	1.80
A259 West	0.53	1.11	0.50	1.00

25. **Table 9.0** shows the A259/Mill Lane roundabout operating within capacity with the development traffic added to the 2016 traffic flows. The roundabout shows a maximum RFC of 0.83 during the Friday PM peak hour and 0.74 during the Saturday peak hour on the A259 East arm with a maximum queue of 4 vehicles on Friday and 3 on Saturday:

Table 9.0

**A259/Mill Lane Roundabout Opening Year 2016 + Committed Development
+Proposed Development**

Arm	Friday PM Peak		Saturday Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
Golfers Lane	0.29	0.39	0.58	1.26
A259 East	0.83	4.48	0.74	2.77
Mill Lane	0.60	1.46	0.68	2.05
A259 West	0.55	1.20	0.52	1.08

26. The results of the Horizon Year peak hour assessments for Year 2020 traffic including committed development and Horizon Year 2020 traffic including both committed development and proposed development, are shown in **Table 10.0** and



Table 11.0 respectively.

27. **Table 10.0** shows the A259/Mill Lane roundabout operating within capacity with Horizon Year 2020 traffic without development but including committed development. The roundabout has a maximum RFC of 0.85 during the Friday PM peak hour and 0.76 during the Saturday peak hour on the A259 East arm with a maximum queue of 5 vehicles on Friday and 3 vehicles on Saturday.

Table 10.0

A259/Mill Lane Roundabout Horizon Year 2020 + Committed Development

Arm	Friday PM Peak		Saturday Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
Golfers Lane	0.35	0.52	0.71	2.03
A259 East	0.85	5.38	0.76	3.10
Mill Lane	0.63	1.64	0.71	2.35
A259 West	0.57	1.28	0.54	1.15

Table 11.0

**A259/Mill Lane Roundabout Horizon Year 2020 + Committed Development
+Proposed Development**

Arm	Friday PM Peak		Saturday Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
Golfers Lane	0.38	0.58	0.72	2.06
A259 East	0.87	6.34	0.77	3.29
Mill Lane	0.66	1.89	0.73	2.59
A259 West	0.58	1.39	0.55	1.21

28. **Table 11.0** shows the A259/Mill Lane roundabout approaching capacity with Horizon Year 2020 traffic including development traffic. The roundabout has a maximum RFC of 0.87 during the Friday PM peak hour and 0.77 during the Saturday peak



hour on the A259 East arm with a maximum queue of 6 vehicles on Friday and 3 on Saturday.

29. **Table 12.0** shows the A259/Mill Lane roundabout operating at capacity with committed development traffic added to the Future Year 2025 traffic flows. The roundabout shows a maximum RFC of 0.91 on the A259 east arm during the Friday PM peak hour and 1.06 at the sports centre access during the Saturday peak hour with a maximum queue of 9 vehicles on Friday and 7 on Saturday. It should be noted that the sports centre is a private access and as such visitors have the choice of whether to drive from the site during the peak hour:

Table 12.0

A259/Mill Lane Roundabout Horizon Year 2025 + Committed Development

Arm	Friday PM Peak		Saturday Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
Golfers Lane	0.52	0.97	1.06	6.91
A259 East	0.91	8.91	0.81	4.18
Mill Lane	0.71	2.34	0.79	3.55
A259 West	0.61	1.56	0.58	1.39

Table 13.0

**A259/Mill Lane Roundabout Horizon Year 2025 + Committed Development
+Proposed Development**

Arm	Friday PM Peak		Saturday Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
Golfers Lane	0.57	1.14	1.16	9.34
A259 East	0.94	11.26	0.83	4.77
Mill Lane	0.75	2.78	0.83	4.42
A259 West	0.63	1.69	0.60	1.50



30. **Table 13.0** shows the A259/Mill Lane roundabout operating at capacity with the development traffic added to the Future Year 2025 traffic flows. The roundabout shows a maximum RFC of 0.94 on the A259 East during the Friday PM peak hour and 1.16 during the Saturday peak hour for the sports club entrance with a maximum queue of 11 vehicles on Friday and 9 on Saturday:
31. A comparison of the results with and without development shows that the proposed development traffic will have a minimal impact on future traffic flows including committed development and that the A259/Mill Lane roundabout will operate within capacity in the 2016 scenario rising to operating at capacity with traffic growth added for Horizon Year 2020 and Future Year 2025. The addition of development traffic onto the highway does not materially change the results of the assessment.

Capacity Assessment - A259/A2187 Roundabout (The Body Shop Roundabout)

32. Capacity assessments have been undertaken for the A259/A2187 roundabout to the west of the development site using ARCADY, the roundabout modelling program. A copy of the ARCADY output is attached in **Appendix E**.
33. The results of two peak hour assessments for Year 2016 traffic flows including committed development and Year of Opening 2016 traffic flows including both committed development and proposed development are shown in **Table 14.0** and **Table 15.0**:

Table 14.0
A259/A2187 Opening Year 2016 + Committed Development

Arm	Friday PM Peak		Saturday Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
A259 East	0.69	2.19	0.62	1.60
B2187 Worthing Road	0.62	1.60	0.56	1.22
B2187 Horsham Road	0.62	1.61	0.53	1.11
A259 Worthing Road	0.85	5.09	0.82	4.26
Norway Lane	0.29	0.39	0.00	0.0



Table 15.0
A259/A2187 Roundabout Opening Year 2016 + Committed Development
+Proposed Development

Arm	Friday PM Peak		Saturday Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
A259 East	0.73	2.64	0.65	1.84
B2187 Worthing Road	0.64	1.73	0.57	1.28
B2187 Horsham Road	0.64	1.73	0.54	1.17
A259 Worthing Road	0.84	4.75	0.81	4.03
Norway Lane	0.29	0.39	0.00	0.0

34. **Table 14.0** shows the A259/A2187 roundabout operating within capacity with Year 2016 traffic flows including committed development. The roundabout experiences a maximum RFC of 0.85 during the Friday PM peak hour on the A259 Worthing Road arm and 0.82 during the Saturday peak hour with a maximum queue of 5 vehicles on Friday and 4 vehicles on Saturday.
35. **Table 15.0** shows the A259/A2187 roundabout operating within capacity with Year of Opening 2016 traffic flows including development traffic. The roundabout experiences a maximum RFC of 0.84 during the Friday PM peak hour on the A259 East arm and 0.81 during the Saturday peak hour with a maximum queue of 5 vehicles on the Friday and 4 vehicles on the Saturday.
36. The results of the Horizon Year peak hour assessments for Year 2020 traffic including committed development and Horizon Year 2020 traffic including both committed development and proposed development, are shown in **Table 16.0** and **Table 17.0**:
37. **Table 16.0** shows the A259/A2187 roundabout approaching capacity with Horizon Year 2020 traffic flows including committed development. The roundabout has a maximum RFC of 0.91 during the Friday PM peak hour on the A259 Worthing Road arm and 0.88 during the Saturday peak hour with a maximum queue of 8 vehicles



on Friday and 6 on Saturday. There is some improvement on the A259 Worthing Road with development. This is due to diverted trips to the proposed foodstore:

Table 16.0

A259/A2187 Roundabout Horizon Year 2020 + Committed Development

Arm	Friday PM Peak		Saturday Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
A259 East	0.74	2.75	0.66	1.89
B2187 Worthing Road	0.70	2.17	0.62	1.55
B2187 Horsham Road	0.68	2.08	0.58	1.35
A259 Worthing Road	0.91	8.00	0.88	6.19
Norway Lane	0.35	0.51	0.00	0.00

38. **Table 17.0** shows the A259/A2187 roundabout approaching capacity with development traffic added to the 2020 traffic flows. The roundabout has a maximum RFC of 0.90 during the Friday PM peak hour on the A259 Worthing Road arm and 0.87 during the Saturday peak hour with a maximum queue of 7 vehicles on Friday and 6 vehicles on Saturday. Again, there is some improvement on the A259 Worthing Road for the 'with development' scenario.

Table 17.0

A259/A2187 Horizon Year 2020 + Committed Development +Proposed Development

Arm	Friday PM Peak		Saturday Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
A259 East	0.78	3.40	0.69	2.19
B2187 Worthing Road	0.72	2.40	0.63	1.64
B2187 Horsham Road	0.70	2.27	0.59	1.43
A259 Worthing Road	0.90	7.35	0.87	5.8
Norway Lane	0.35	0.52	0.00	0.0

39. The results of the Future Year peak hour assessments for Year 2025 traffic including committed development and Future Year 2025 traffic including both committed development and proposed development, are shown in **Table 18.0** and **Table 19.0**:



- 40.. **Table 18.0** shows the A259/A2187 roundabout at capacity with Future Year 2025 traffic flows including committed development. The roundabout has a maximum RFC of 0.99 during the Friday PM peak hour on the A259 Worthing Road arm and 0.95 during the Saturday peak hour with a maximum queue of 18 vehicles on Friday and 12 on Saturday:

Table 18.0
A259/A2187 Roundabout Horizon Year 2025 + Committed Development

Arm	Friday PM Peak		Saturday Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
A259 East	0.80	3.83	0.71	2.37
B2187 Worthing Road	0.80	3.57	0.70	2.18
B2187 Horsham Road	0.77	3.05	0.65	1.79
A259 Worthing Road	0.99	17.88	0.95	11.65
Norway Lane	0.44	0.74	0.00	0.00

41. **Table 19.0** shows the A259/A2187 roundabout at capacity with development traffic added to the 2025 traffic flows. The roundabout has a maximum RFC of 0.98 during the Friday PM peak hour on the A259 Worthing Road arm and 0.94 during the Saturday peak hour with a maximum queue of 16 vehicles on Friday and 11 vehicles on Saturday. Again, there is some improvement on the A259 Worthing Road for the 'with development' scenario:

Table 19.0
A259/A2187 Horizon Year 2025 + Committed Development +Proposed Development

Arm	Friday PM Peak		Saturday Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
A259 East	0.84	4.93	0.74	2.80
B2187 Worthing Road	0.83	4.13	0.72	2.36
B2187 Horsham Road	0.79	3.40	0.67	1.91
A259 Worthing Road	0.98	15.95	0.94	10.73
Norway Lane	0.45	0.76	0.00	0.00



42. The results indicate that the proposed development traffic will have a marginal impact on future traffic flows including committed development. However, it should be remembered the robust assumptions which have been made when deriving traffic flows for this assessment, namely:

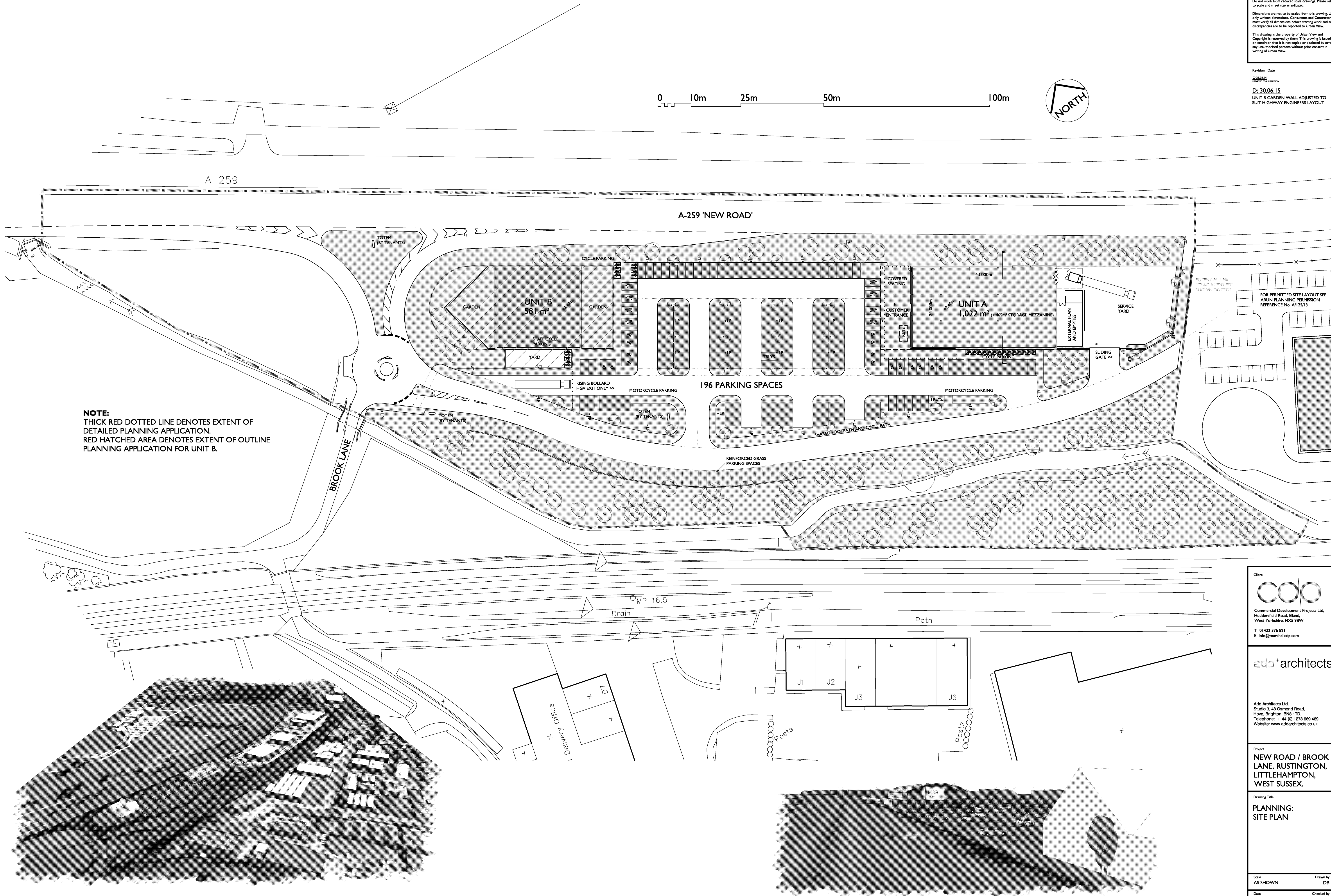
- i) the assessments include both committed development flows and traffic growth factors which will result in double counting of traffic growth
- i) No reduction in traffic flows have been included to allow for the linking of trips between the site and the Mill Lane development
- ii) All trips to the public house have been assumed new on the network
- iii) A relatively large number of U-turn manoeuvres have been assumed at both roundabouts. We consider the number of U-turns will be lower than that modelled. A robust assessment of U-turns have also been included within the adjacent development's traffic figures included in the committed development traffic flows
- iv) We consider that the number of Pass-by trips will be higher than the 30% assumed in this assessment in view of the fact that there is no right turn possible from the site. A higher number of Pass-by trips have the effect of reducing the number of Transfer trips thereby reducing the traffic impact modelled in this assessment

43. On the basis of the robust assumptions outlined in Section 42.0 the A259/Mill Lane roundabout and the A259/A2187 roundabout will operate with spare capacity in the Year 2016 scenario, although in future years 2020 and 2025 the roundabouts will be at capacity. We note that the capacity on the A259 is to be improved as recommended in West Sussex County Council's A259 Route Improvement Study be implemented, especially those proposed at the A259/A2187 roundabout.

DRAWINGS

IMPORTANT
Do not work from reduced scale drawings. Please refer to scale and sheet size as indicated.
Dimensions are not to be scaled from this drawing. Use only written dimensions. Consultants and Contractors must verify all dimensions before starting work and any discrepancies are to be reported to Urban View.
This drawing is the property of Urban View and Copyright is reserved by them. This drawing is issued on condition that it is not copied or disclosed by or to any unauthorized persons without prior consent in writing of Urban View.

Revision, Date
D: 30.06.15
UNIT B GARDEN WALL ADJUSTED TO SUIT HIGHWAY ENGINEERS LAYOUT



NOTE:
THICK RED DOTTED LINE DENOTES EXTENT OF
DETAILED PLANNING APPLICATION.
RED HATCHED AREA DENOTES EXTENT OF OUTLINE
PLANNING APPLICATION FOR UNIT B.

AERIAL VIEW FROM THE WEST

SITE PLAN, 1:500@A1, 1:1000@A3

VIEW FROM A-259, TRAVELLING EAST

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Project:
**NEW ROAD / BROOK
LANE, RUSTINGTON,
LITTLEHAMPTON,
WEST SUSSEX.**

Drawing Title:
**PLANNING:
SITE PLAN**

Scale: AS SHOWN	Drawn by: DB
Date: OCT. 2014	Checked by: HD
Drawing Number: 1117-P-11	Revision: D

NOTES

1. All dimensions are in metres unless otherwise stated.

Proposed shared footway/cycleway link to Mill Lane (Refer to Dwg.No. REDW-3167-111 for details)

Pedestrian guardrail at footway/cycleway change in direction

Existing vehicular access to A259 to be closed

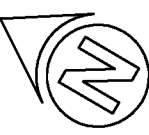
SERVICE YARD

RETAIL UNIT
UNIT A
1,022 m²
(+ 265m² STORAGE MEZZANINE)

Potential link to adjacent development

3m shared footway/cycleway

Co Const, ED & Bore



B	Jun 15	Visibility envelope amended to 50m Public house garden wall amended Guardrail added at cycle route entry to site	pl
A	Apr 15	Warning signage & visibility envelope added	pl
Rev	Date	Details	Drawn

Drawing Status FOR APPROVAL

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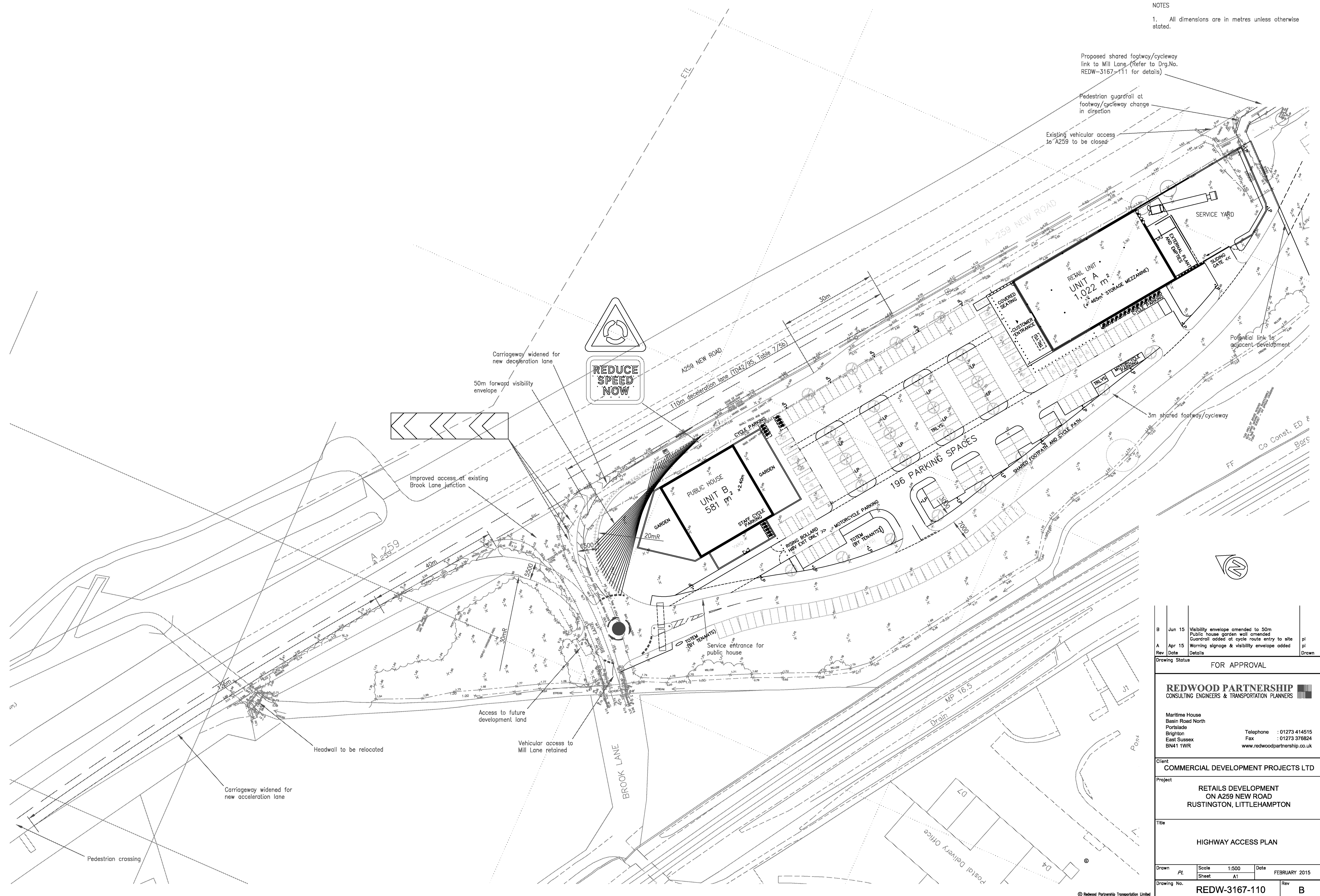
Project
**RETAILS DEVELOPMENT
ON A259 NEW ROAD
RUSTINGTON, LITTLEHAMPTON**

Title
HIGHWAY ACCESS PLAN

Drawn *PL* Scale 1:500 Date FEBRUARY 2015
Sheet A1

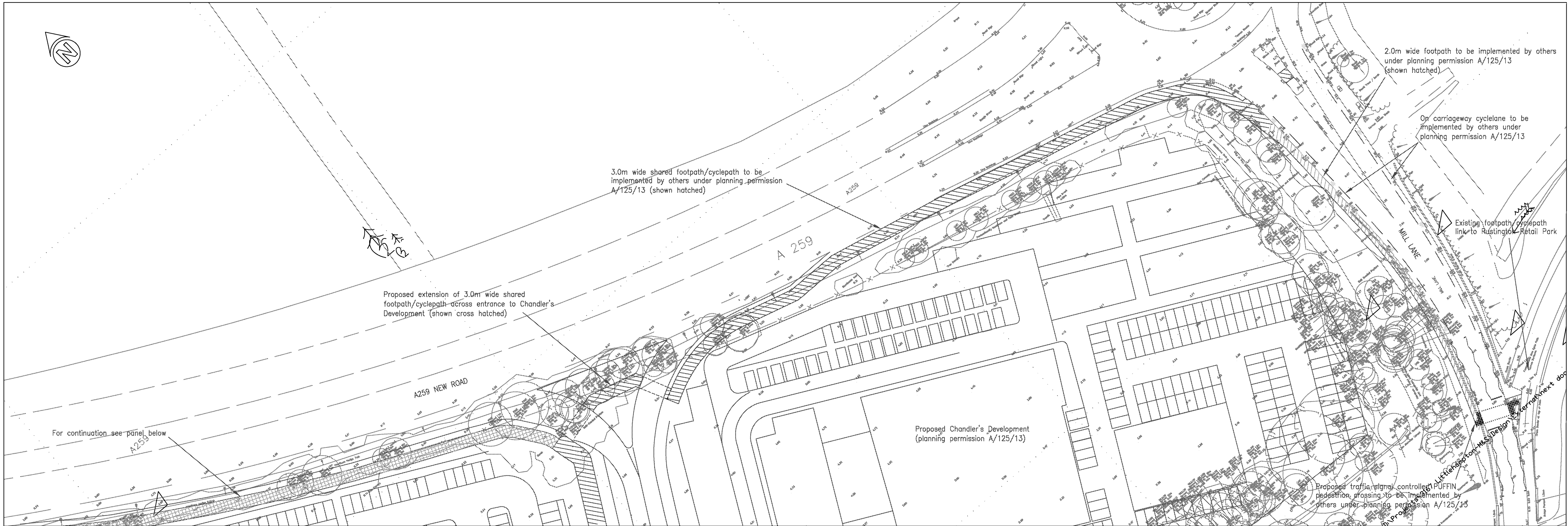
Drawing No. **REDW-3167-110** Rev **B**

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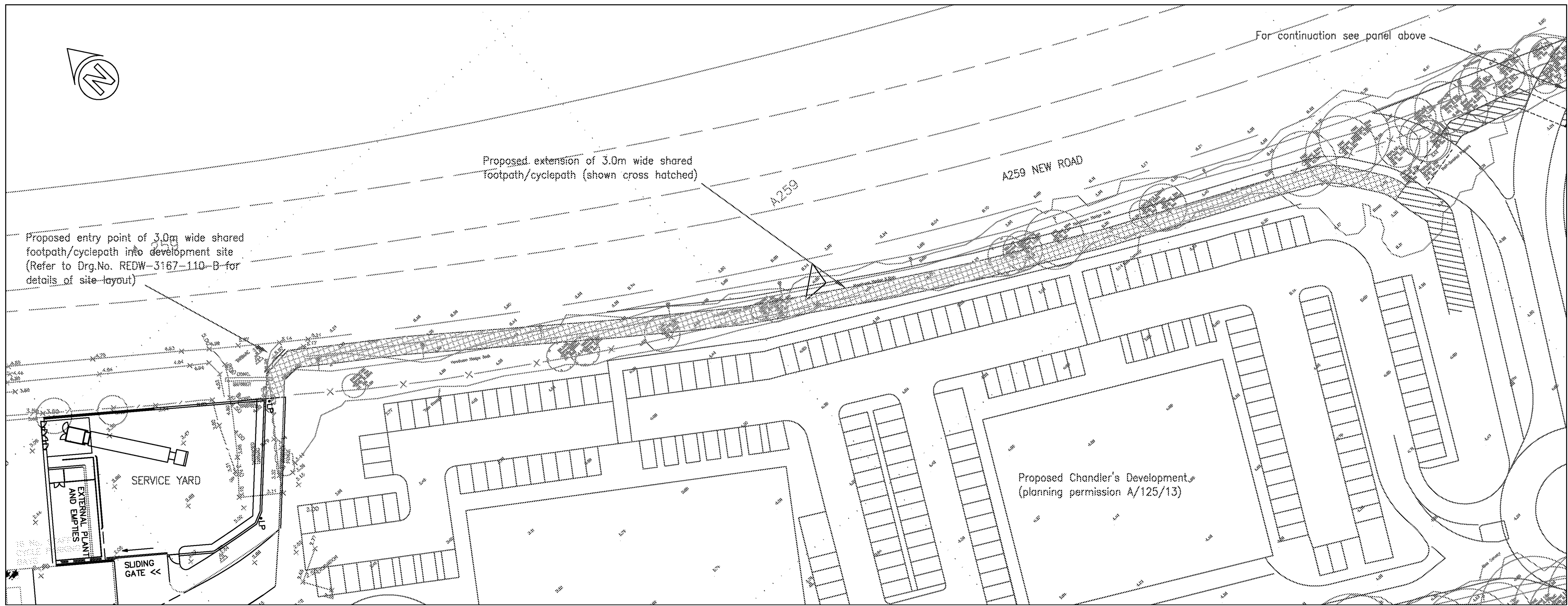


NOTES

1. All dimensions are in metres unless otherwise stated



CHANDLERS DEVELOPMENT OFF-SITE FOOTPATH/CYCLEPATH LINK



PROPOSED OFF-SITE FOOTPATH/CYCLEPATH LINK

A		Jun 15	Limit of new footway/cycleway amended	pl
Rev	Date	Details	Guardrail added at cycle route entry to site	Drawn
Drawing Status FOR APPROVAL				
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Project RETAILS DEVELOPMENT ON A259 NEW ROAD RUSTINGTON, LITTLEHAMPTON				
Title HIGHWAY ACCESS PLAN OFF-SITE FOOTPATH / CYCLEPATH				
Drawn	PL	Scale	1:500	Date
		Sheet	A1	FEBRUARY 2015
Drawing No.		REDW-3167-111		Rev
				A