



Highway Provision for Land South of Burndell Road BN18 oHR

Yapton, West Sussex



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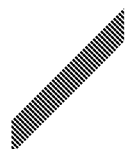
Prepared By

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Date:
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5 March 2018
EF2300HP/APT
Issue 1



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1 Introduction

- 1.1 This application furthers the proposal and decision Notice F/7/15/OUT for the site dated 10 March 2016.
- 1.2 The current proposal is consistent with the outline proposal ie it is to service 45 residential dwellings from a single access point off Burndell Road.

2 Off Site Provision

- 2.1 Decision Notice F/7/15/OUT conditioned highway access into the site by condition (3) to accord with Highway Access Plan TSP/BRO/P2551/102H.
- 2.2 A section 278 application, consistent with Highway Access Plan TSP/BRO/P2551/102H was made to West Sussex County Council on 1 November 2016. The processing of this is not yet complete . The associated S278 application drawings are contained in Appendix A:
- FAEF2300-001-P1 S278 Layout
 - FAEF2300-002-P1 S278 signing and lining
- 2.3 The proposal drawings remain consistent with TSP/BRO/P2551/102H and the development proposal remains consistent with the access and public highway interface aspects of outline application F/7/15/OUT to support 45 residential dwellings.
- 2.4 It is not proposed to deviate from the access arrangements consented in F/7/15/OUT.

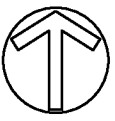
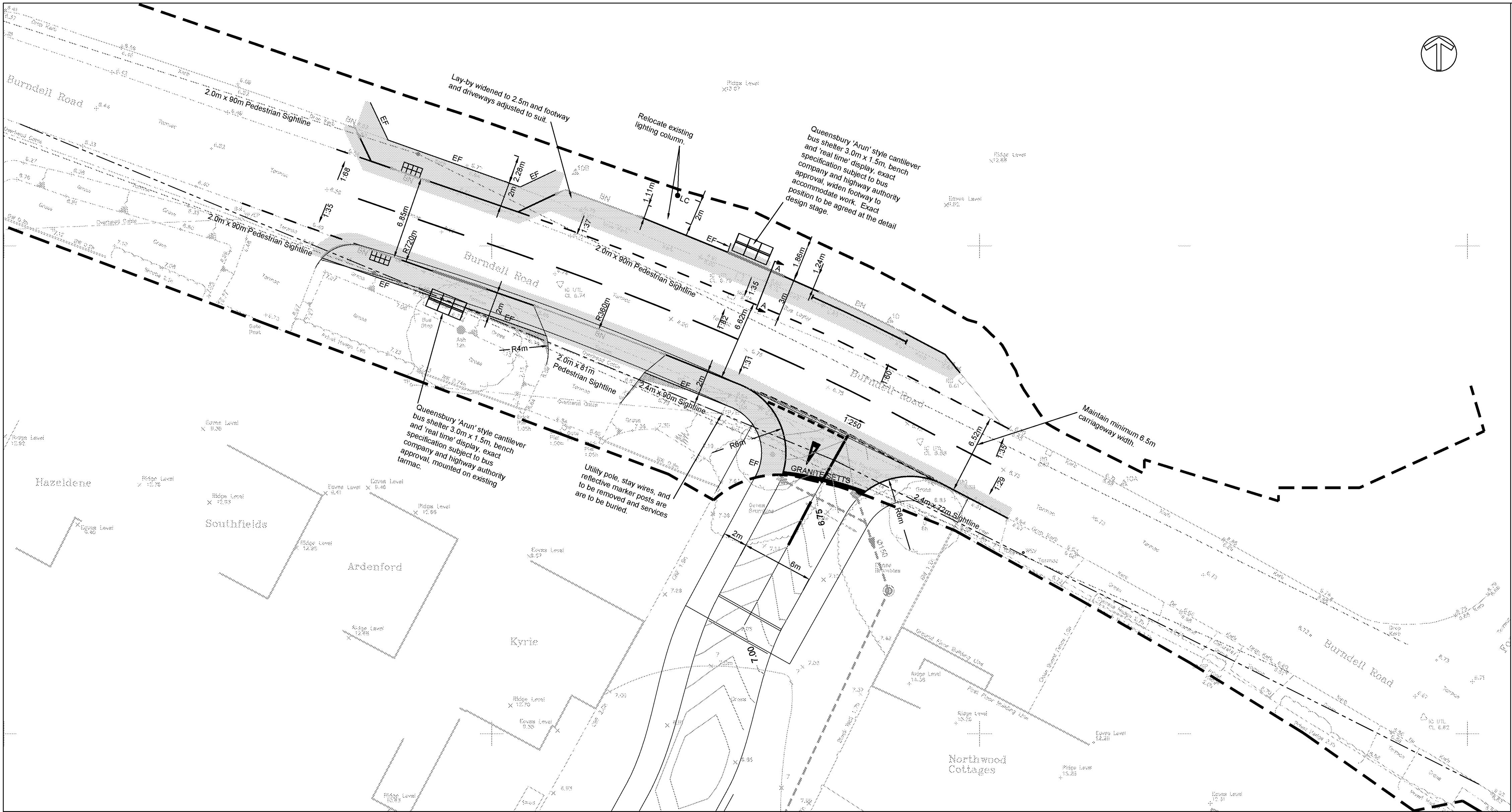
3 On Site Provision

- 3.1 On site highways will be private to Manual for Streets compliant configuration comprising 2.0 footway, 4.8m carriageway and service margin to the opposing side. The shared courtyard access/driveways will comprise a shared surface of at least 4.2m. The proposed configuration is shown on the following drawing contained in Appendix B:
- FAEF2300-C390-P1 Road Levels and visibilities
- 3.2 Traffic speed will be controlled appropriate to the required visibility splay or Forward Site Visibility (FSV) by road hump traffic calming at key locations as set out in the following paragraphs.
- 3.3 Inbound and clockwise towards courtyard access adjacent plot 3: Consecutive road humps adjacent plots 2 and 6 at 60m spacing facilitate a design speed of 19mph for a 30 mph approach speed. A 23 x 2.4m visibility splay is required and provided.
- 3.4 Clockwise towards plot 8 bend: Consecutive road humps adjacent plots 2, 6 and 9 at 60m spacing facilitate a design speed of 15mph around the bend for a 30mph approach speed dropping to 19mph after the first hump. A 17m FSV is required and 34m FSV is provided.
- 3.5 Clockwise approaching courtyard access adjacent plot 9: The design approach speed to the road hump adjacent plot 9 is 15 mph (paragraph 3. 4 refers) and a subsequent road hump is located adjacent plot 24 at 80m spacing which facilitates a design speed of 16mph. A 18m x 2.4m visibility splay is required. The available visibility splay exceeds this being 21 x 2.4m at the tangent point.
- 3.6 Clockwise approaching plot 25 bend: The design approach speed to road hump adjacent plot 24 is 16mph (paragraph 3.5 refers) and with a spacing of 40m to the next road hump adjacent plot 25/26 this facilitates a design speed of 14mph around the bend. A 16m FSV is required and 31m FSV is provided.
- 3.7 Clockwise towards courtyard access adjacent plot 43: The design approach speed to the plot 25/26 road hump is 14 mph (paragraph 3.6 refers) and a subsequent road hump is located adjacent plot 45 at 60 m spacing which facilitates a design speed of 16 mph. A 11m x 2.4m visibility splay is required and provided.
- 3.8 Clockwise towards plot 45 bend: The design approach speed to road hump adjacent plot 43 is 16mph (paragraph 3.7 refers) and with a spacing of 60m to the next road hump adjacent plot 25/26 this facilitates a design speed of 15mph around the bend. A 17m FSV is required and 26m FSV is provided.
- 3.9 Anticlockwise towards Plot 45 bend: The approach speed to the road hump adjacent plot 45 is 30mph and a subsequent road hump is located adjacent plot 43 with a spacing of 60m which facilitates a design speed of 19 mph around the bend. A 13m FSV is required and a 19m FSV provided.

- 3.10 Anticlockwise towards courtyard access adjacent plot 43: The design speed between the plot 45 and plot 43 road humps is 19 mph (paragraph 3.9 refers). A 13m x 2.4m visibility splay is required and provided.
- 3.11 Anticlockwise approaching plot 25 bend: The design approach speed to road hump adjacent plot 43 is 19mph (paragraph 3.9 refers) and with a spacing of 80m to the next road hump adjacent plot 25/26 this facilitates an approach speed of 16mph to the Plot 25/26 road hump. The subsequent road hump adjacent plot 24 at 40m spacing facilitates a design speed of 14mph around the bend. A 11m FSV is required and 24m FSV is provided.
- 3.12 Anticlockwise approaching courtyard access adjacent plot 9: The design approach speed to the road hump adjacent plot 24 is 14 mph (paragraph 3. 11 refers) and a subsequent road hump is located adjacent plot 9 at 80m spacing which facilitates a design speed of 16mph. A 11m x 2.4m visibility splay is required. The available visibility splay exceeds this.
- 3.13 Anticlockwise towards plot 8 bend: Consecutive road humps adjacent plots 24 and 9 at 80m spacing facilitate a design speed of 16mph to the plot 9 road hump. The subsequent road hump adjacent plot 6 at 60m spacing facilitates a design speed of 15 mph around the bend. A 11m FSV is required and 24m FSV is provided.
- 3.14 Anticlockwise approaching courtyard access adjacent plot 9: The design approach speed to the road hump adjacent plot 6 is 15 mph (paragraph 3. 13 refers) and a subsequent road hump is located adjacent plot 2 at 60m spacing which facilitates s design speed of 15mph. A 11m x 2.4m visibility splay is required. The available visibility splay exceeds this.
- 3.15 Anticlockwise outbound towards plot 2 junction: The outbound approach speed to plot 2 road hump is 15mph (paragraph 3.14 refers). A visibility splay of 17 x 2.4m is required. The available visibility splay exceeds this.
- 3.16 Plot 2 junction left hand visibility splay: This is controlled by the carriageway tangent point. Full visibility of 13 x 2.4m is provided to the tangent point.
- 3.17 The visibility splays are annotated on drawing FAEF2300-C390-P1 contained in Appendix B.
- 3.18 The highway arrangement accommodates swept path manoeuvres for fire and refuse vehicles. These are shown on the following drawing contained in Appendix B:
- FAEF2300-C450-P1 Swept Path Refuse Vehicle
 - FAEF2300-C451-P1 Swept Path Fire Tender

APPENDIX A:

Offsite Highway Drawings



- STANDARD NOTES:**
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 - The electronic information from this drawing cannot be guaranteed as dimensionally drawn exact. Figured dimensions must be used for setting out and detailing. OPUS logos and company information must be removed from copies if information is re-used.
 - The main Contractor is responsible for the design of all temporary works, and is also responsible for the safe maintenance and stability of existing buildings at all times.
 - The main Contractor is responsible for the mitigation of all occurrences of ground water during the construction period.
 - Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not guaranteed. The main Contractor is responsible for checking all information on site prior to work commencing and taking due care and attention whilst undertaking the works.
 - The contractor must comply with all current legislation relating to Health & Safety.

- WSCC NOTES:**
- No works shall commence within the existing public highway until the Agreement is signed.
 - 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 highways to be approved and compacted in layers as directed and to the satisfaction of the Highways Inspector.
 - Any damage caused to the existing highway during the course of the works to be repaired as directed and to the satisfaction of the Highways Inspector and/or Area Engineer.
 - Continuity of access to occupied areas to be maintained to satisfaction of Highways Inspector, Area Office Engineer and/or Local Authority.
 - 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).
 - 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.
 - 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.
 - Developer/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 2deg C on a falling max/min thermometer or before the temperature reaches 2deg C on a rising max/min thermometer (to be provided by the Contractor and displayed in a position agreed by the Highways Inspector).
 - All road signs and markings to comply with the Traffic Signs Manual.
 - All road markings to be thermoplastic.
 - Contractor to comply with Chapter 8 of the Traffic Signs Manual 2009.
 - Highway Inspector to approve all kerbs 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.
 - *All adoptable highway works to be carried out in accordance with the DfT Specification of Highway Works or as amended by the West Sussex County Council's Standard Details (2013) - both available on the Internet.

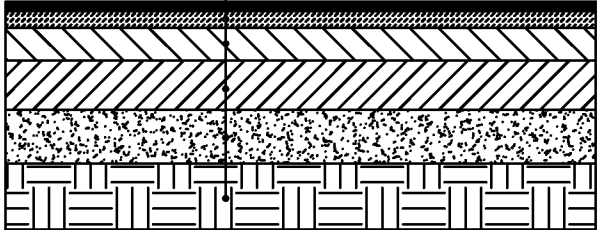
- LEGEND:**
- BN drop kerb laid flush
 - HB2 kerb
 - CS2 channel block
 - EF edging
 - Kassel bus boarding kerb (or similar)
 - Granite setts - double row
 - Existing highway boundary
 - Pedestrian sightline
 - Junction sightline
 - Proposed tactile paving
 - Proposed full depth carriageway construction & tie-in
 - Proposed footway construction
 - Proposed verge construction

Note: Existing pavement crossfalls are to be maintained.

This drawing is to be read in conjunction with drawing E-F1939.00 / 002 Signing, Lining & Drainage

AGREEMENT PLAN
SCALE 1:200

- Surface course: 30mm, 0/10mm Close graded asphalt concrete (100 / 150 pen)
- Binder course: 50mm, 0/20mm Dense asphalt concrete (40 / 60 pen)
- Road-base course: 100mm 0/32mm Dense asphalt concrete (40 / 60 pen)
- Sub-base course: 150mm, Granular sub-base material type 1 to clause 803 table 8 / 2 MCHW Volume 1 Series 800 sq
- Capping: Type 4F1/6F2 material. For thickness refer to Table 1 on WSCC drawing S278/38/21/C
- Sub-Soil: Natural ground.

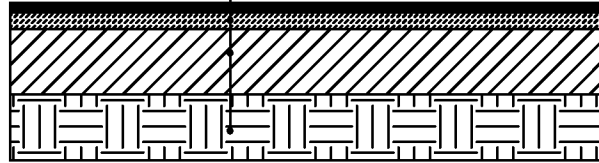


**CARRIAGEWAY CONSTRUCTION
FULL DEPTH - FLEXIBLE SPECIFICATION**
To be read in conjunction with S278/38/21/C
NOT TO SCALE

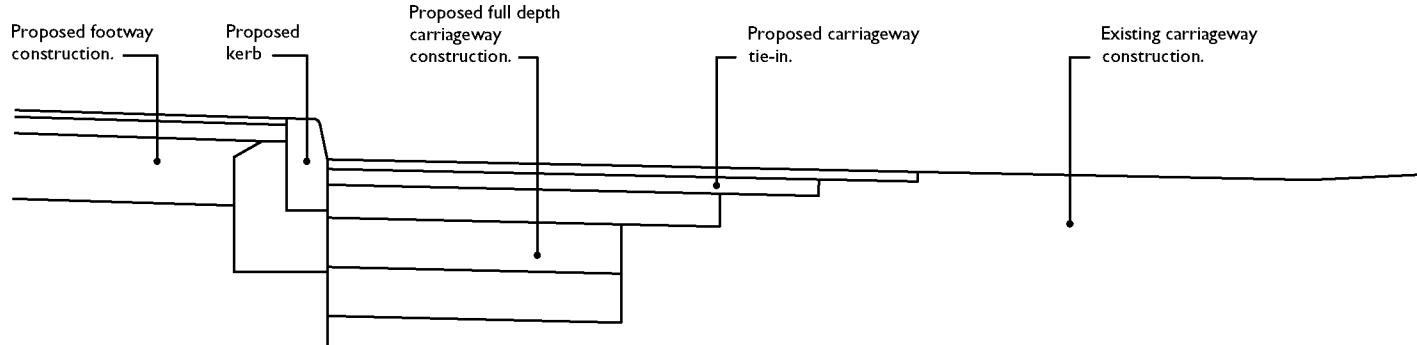
NOTES:
1. For carriageway tie-in construction details refer to WSCC standard details drawing S278/38/20/B.

- FOR OTHER DETAILS REFER TO WSCC DRAWINGS:
- S278/38/02/A Approved Kerb Type Selection Sheet 1
 - S278/38/04/B Footway/Cycleway Type 1 & 2
 - S278/38/11/a Drainage- Gully A Pre-cast Concrete
 - S278/38/18/A Street Furniture- Tactile Crossings
 - S278/38/20/B Carriageway - Tie-in Options
 - S278/38/21/C Carriageway - Flexible Specification

- Surface course: 20mm, 0/6mm Close graded asphalt concrete (100 / 150 pen)
- Binder course: 50mm, 0/20mm Dense asphalt concrete (40 / 60 pen)
- Sub-base course: 200mm, Granular sub-base material type 1/2 to clause 803 table 8 / 2 MCHW Volume 1 Series 800 sq
- Sub-Soil: Natural ground.



**FOOTWAY CONSTRUCTION
TYPE 1 & 2 - FLEXIBLE SPECIFICATION**
To be read in conjunction with S278/38/04/B
NOT TO SCALE



**SECTION A-A
INDICATIVE SECTION THROUGH LAY-BY**
NOT TO SCALE

NOTES:
1. For construction details refer to WSCC standard detail drawings.



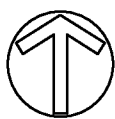
SITE LOCATION PLAN
SCALE 1:2500

-BURIED PRIVATE SERVICES		
Construction Risks	Maintenance/Cleaning Risks	Demolition/Adaption Risks
The table above is provided to assist the Principal Contractor to fulfil his obligations under the Construction (Design & Management) Regulations 2015. It does not include residual risks that a competent Contractor will be aware of nor does it absolve the Principal Contractor of his legal responsibilities.		
SAFETY HEALTH AND ENVIRONMENTAL INFORMATION BOX		

1:1 @ A1
1:2 @ A3
0 10 20 30 40 50 60 70 80 90 100 mm

Revision	Amendment	Approved	Revision Date
P1	FIRST ISSUE	APT	06.03.2018

OPUS Fareham Office +44 1329 822021			Project BURNDILL ROAD YAPTON		
Crayfern HOMES			Sheet S278 AGREEMENT DRAWING		
Designed JPS	Approved APT	Approved Date 06.03.2018	Project No. FA E-F2300.00	Sheet No. 001	Revision P1
Drawn JPS	Scale AS SHOWN AT A1				



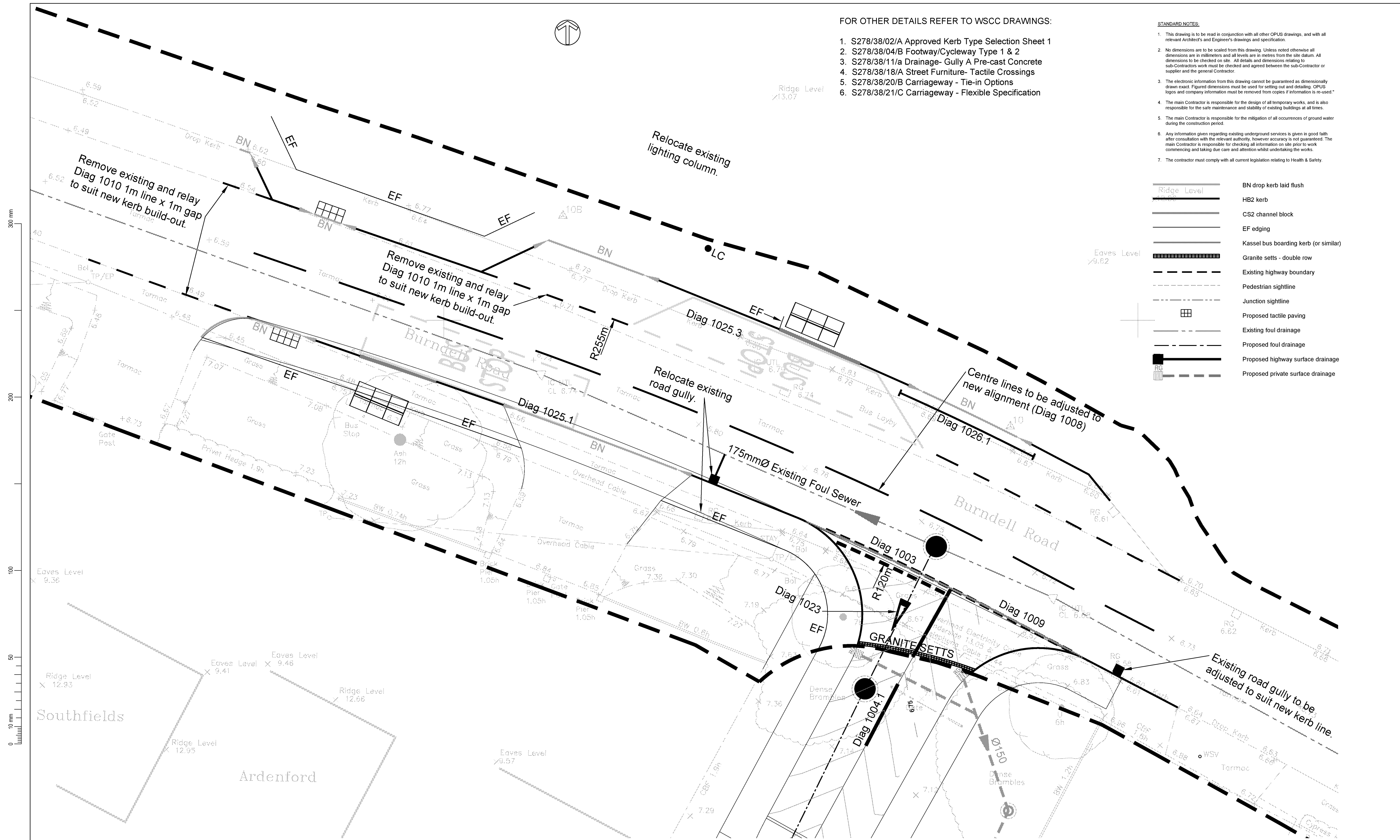
FOR OTHER DETAILS REFER TO WSCC DRAWINGS:

1. S278/38/02/A Approved Kerb Type Selection Sheet 1
2. S278/38/04/B Footway/Cycleway Type 1 & 2
3. S278/38/11/a Drainage- Gully A Pre-cast Concrete
4. S278/38/18/A Street Furniture- Tactile Crossings
5. S278/38/20/B Carriageway - Tie-in Options
6. S278/38/21/C Carriageway - Flexible Specification

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	Ridge Level
	Eaves Level
	BN drop kerb laid flush
	HB2 kerb
	CS2 channel block
	EF edging
	Kassel bus boarding kerb (or similar)
	Granite setts - double row
	Existing highway boundary
	Pedestrian sightline
	Junction sightline
	Proposed tactile paving
	Existing foul drainage
	Proposed foul drainage
	Proposed highway surface drainage
	Proposed private surface drainage

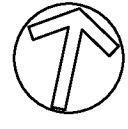


APPENDIX B:

On Site highway Drawings

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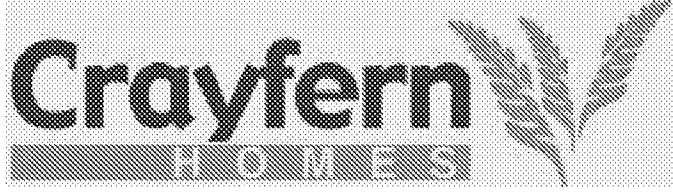


BACKGROUND IS BASED ON THE ARCHITECT'S GA DRAWING

ANY DISCREPANCIES OR UNCERTAINTY WITH THE CONTENT OF THIS DRAWING ARE TO BE REPORTED TO THE ENGINEER PRIOR TO CONSTRUCTION.

PRELIMINARY

Revision	Apparatus	Approved	Revision Date
P1	FIRST ISSUE	APT	06.03.2018



Fareham Office
+44 1329 822021

Modulus House,
Salmons Lane, Fareham
Hampshire PO16 0QD

Dateline	Approved	Approved Date
JPS	APT	06.03.2018
Drawn	Drawn	
JPS	1:250 AT A0	

Project
BURNDELL ROAD
YAPTON

Sheet
ROAD LEVELS
& VISIBILITIES

Project No.
FA E-F2300.00

Sheet No.
C390

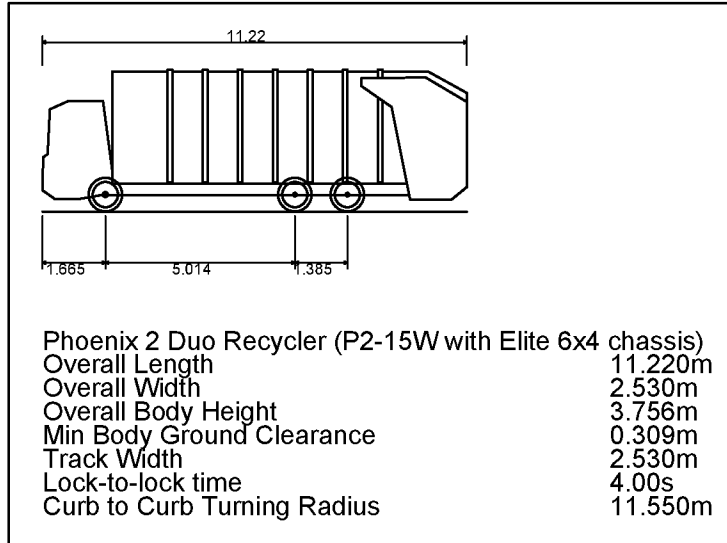
Revision
P1

300 mm
200
100
50
10 mm
0



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P1	FIRST ISSUE	APT	06.03.2018



Fareham Office +44 1329 822021		
Designed JPS	Approved APT	Approved Date 06.03.2018
Drawn JPS	Scale 1:250 AT A0	

Project BURDELL ROAD YAPTON	
Sheet SWEPT PATH ANALYSIS REFUSE VEHICLE	
Project No. FA E-F2300.00	Sheet No. C450
	Revision P1

350 mm
200
100
50
10 mm
0



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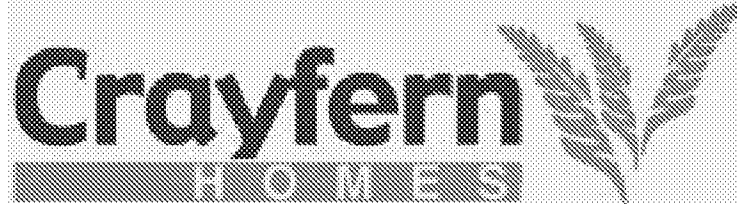
Pumping Appliance	7.900m
Overall Length	2.500m
Overall Width	3.300m
Overall Body Height	0.140m
Min Body Ground Clearance	2.500m
Track Width	4.00m
Lock-to-lock time	7.750m
Curb to Curb Turning Radius	

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Designed	Approved	Approved Date
JPS	APT	06.03.2018
Drawn	Scale	
JPS	1:250 AT A0	

Project		BURNDELL ROAD YAPTON	
Sheet		SWEEP PATH ANALYSIS FIRE TENDER	
Project No.		FA E-F2300.00	
Sheet No.	Revision	C451	P1

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