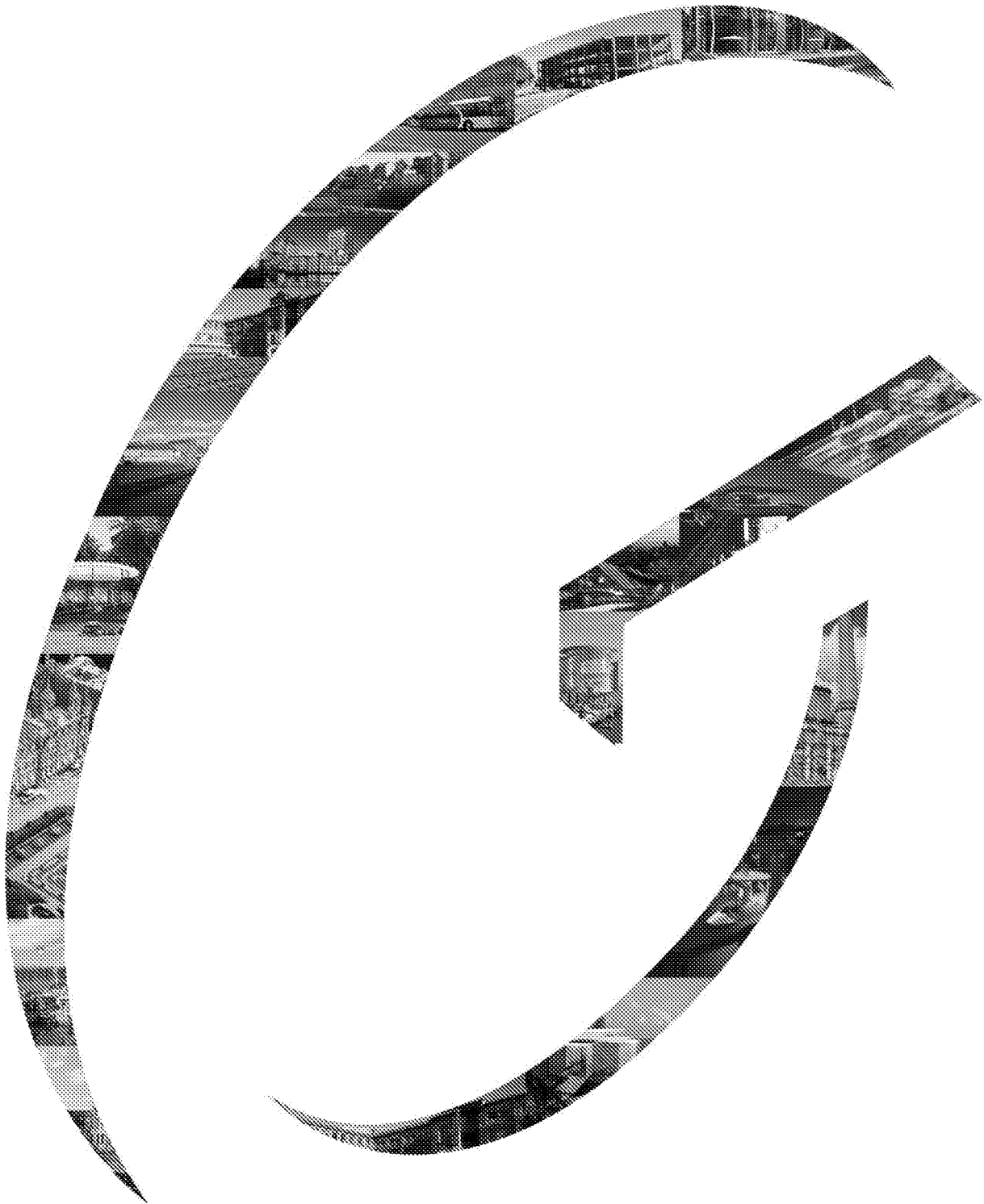




TRANSPORT STATEMENT
Land to the South of Cornfield Close, Littlehampton

Prepared for: Thakeham Client Limited
Issue 5: 12 November 2018
Ref: CV8171223/MW/025

Document History

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4	31 Oct 18	Final Issue	M Walton	J Birch
5	12 Nov 18	Revised for Updated Site Plan	M Walton	J Birch

Glanville

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- BIM

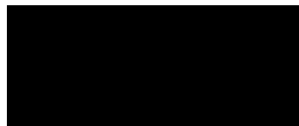
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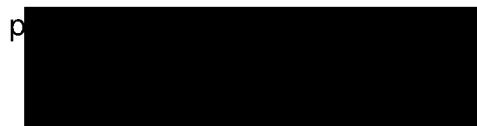
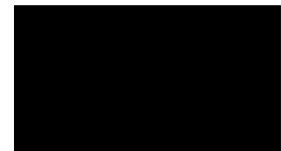
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Contents

1.0	Introduction	1
2.0	Site Description and Proposed Development	2
3.0	Traffic Generation.....	5
4.0	Traffic Assignment and Development Impact Appraisal.....	8
5.0	Site Sustainability	11
6.0	Summary and Conclusions.....	13

Appendices

Appendix A:	Highway Boundary Records
Appendix B:	Site Location Plan
Appendix C:	Proposed Site Layout
Appendix D:	A259 Corridor Improvements
Appendix E:	Proposed Site Access Arrangements
Appendix F:	Proposed Parking Plan
Appendix G:	Swept Path Analysis
Appendix H:	TRICS Outputs
Appendix I:	Development Traffic Assignment
Appendix J:	Arun Transport Study - Summary Sheet of Model Results

1.0 Introduction

- 1.1 This Transport Statement has been prepared by Glanville Consultants on behalf of Thakeham Client Limited to accompany a Full planning application for the residential development on land at Cornfield Close, Littlehampton, comprising 77 dwellings. Thakeham Client Limited have collated the planning application on behalf of the applicant, Clarion Housing Association.
- 1.2 Given the scale and nature of the proposal, it is considered appropriate for the application to be accompanied by a Transport Statement rather than a full multi-modal Transport Assessment in accordance with Department *for* Transport and West Sussex County Council guidance.
- 1.3 The report describes the use of the existing site and the scale of the proposed development. Matters pertaining to access, parking, traffic generation, refuse collection and the accessibility of the site by means other than the car are also given consideration.
- 1.4 The report follows guidance contained in Guidance on Transport Assessment (March 2007) published by the Department *for* Transport, which although now withdrawn remains a key industry reference document, as well as advice from Central Government in the form of the National Planning Policy Framework (NPPF) and accompanying Planning Practice Guidance on Transport Assessments and Statements.

2.0 Site Description and Proposed Development

Site Description

- 2.1 The application site is located immediately to the south of Cornfield Close in Littlehampton, West Sussex. Cornfield Close is a cul-de-sac which takes access from and runs parallel to Worthing Road (A259) approximately 250m west of The Body Shop roundabout. The highway boundary records provided at Appendix A demonstrate that the entirety of Cornfield Close is publically maintained highway. The National Grid co-ordinates of the site are TQ 03368 03233 and a nearby postcode is BN17 6HY. A site location plan is included in Appendix B.
- 2.2 The site area extends to around 2.7ha and is roughly square in shape. The site is bound by Cornfield Close to the north, Cornfield School to the west, the rear gardens of properties fronting Oakcroft Gardens to the north-east and public open space to the south-east and south. There is a single access point for vehicles, taken from Cornfield Close in the north-east corner of the site.
- 2.3 The site was formerly occupied by Daisyfields Caravan Park and comprises a large area of undeveloped grassland, with the exception of an access road which extends southwards into the site from Cornfield Close and circles the site perimeter. Several fixed outbuildings and other external features are present in the north-east corner of the site. A strip of dense woodland is located along the borders of the site to the west, south and east.
- 2.4 The A259 runs east to west in a relatively straight alignment in the vicinity of the site. As part of West Sussex County Council's (WSCC) planned highway improvements a 2km stretch of the existing single carriageway on the A259 is to be widened to a dual carriageway.

Proposed Development

- 2.5 The proposals seek permission for the demolition of existing buildings and the erection of 77 residential homes with associated access, car parking, cycle parking, refuse/recycling storage, landscaping, earthworks and infrastructure. The proposed accommodation schedule is summarised in Table 1 below.

Table 1: Proposed Accommodation Schedule

No. Bedrooms	Houses	Flats
1	0	2
2	27	16
3	32	0
Total	59	18

- 2.6 A copy of the proposed site layout is included at Appendix C.

Access Arrangements

- 2.7 Vehicular access to the site will continue to be taken from A259 via the existing priority 'T' junction with Cornfield Close. The A259 / Cornfield Close junction is a well-established junction and is to become a left-in / left-out arrangement as part of WSCC's planned highway improvements for the A259 corridor. Therefore all traffic arriving at the development will need to do so via the 'Body Shop' roundabout to the east and exit via the new Fitzalan Link Road roundabout to the west, U-turning at these junctions as necessary. A plan detailing the A259 corridor improvements is provided at Appendix D.
- 2.8 The eastern kerb line of Cornfield Close is to be extended into the site and used as the setting out point for a new site access road. The access road is to be 5.5m in width with a 2m wide footway along the western side. New dropped kerbs will allow pedestrians to cross Cornfield Close and use the existing footway on the western side of Cornfield Close that leads to the A259. A pedestrian crossing with central refuge is present at the A259 / Cornfield Close junction, and will continue to exist following the A259 corridor improvements.
- 2.9 The proposed works to the public highway as described above are considered minor and would not give rise to any additional pedestrian or highway safety concerns. As such it has been determined that a Stage 1 Road Safety Audit is not required.
- 2.10 A plan detailing the proposed site access arrangements described above is provided at Appendix E.

Vehicle Parking

- 2.11 Residential car parking within the development will be provided in accordance with WSCC's '*Guidance for Parking in New Residential Developments September 2010*'. The WSCC '*Car Ownership Parking Demand Tool*' was used to calculate the level of parking required for the proposed development mix.
- 2.12 In summary it is proposed to allocate each house with two vehicle parking spaces, Block A with 12 allocated spaces (two per unit) and Block B with 12 allocated spaces (one space per unit), resulting in a total provision of 142 allocated parking spaces. A further six unallocated resident parking spaces and 14 unallocated visitor spaces will be distributed throughout the development.
- 2.13 A plan detailing the proposed parking provision is provided at Appendix F.

Cycle Parking

- 2.14 Cycle parking within the development will be provided in accordance with the standards set out in WSCC's '*Guidance for Parking in New Residential Developments September 2010*'.
- 2.15 Future residents of the proposed houses will be able store bikes securely in their rear gardens.
- 2.16 Secure and covered communal cycle stores will be provided for the apartments in Blocks A and B with space for 6 and 12 bikes respectively.

Refuse Collection / Servicing

- 2.17 A swept path analysis has been undertaken for the proposed site layout and is provided at Appendix G. The swept path analysis demonstrates that a refuse vehicle of the type used by Arun District Council can enter the site with sufficient turning space to manoeuvre and exit the site in a forward gear.
- 2.18 Communal bin stores have been provided for both Blocks A and B. The site layout complies with *Manual for Streets* (MfS) guidance and BS 5906:2005 regarding drag and carry distances for refuse collection.

Emergency Access

- 2.19 A fire tender / pump appliance can achieve access within 45m of every point of a dwelling in accordance with Building Regulations Approved Document B Section B5. A swept path analysis drawing demonstrating this is provided at Appendix G.

3.0 Traffic Generation

- 3.1 This section of the report assesses the impact of the development on the local highway network, with an emphasis on the network peak hours. The TRICS database has been interrogated to determine likely trip rates for the sites existing and proposed land uses, to allow for a comparison of traffic generation to be undertaken. All TRICS outputs are provided in full at Appendix H.

Existing Use

- 3.2 The TRICS database is limited in terms of land-use selection, with no associated land-use option available for caravan sites. However, it is understood that the caravan site was used in the past to provide long-term as opposed to short-term holiday accommodation.
- 3.3 Therefore, to determine the level of traffic generated by the former caravan site, reference has been made to the TRICS database under the land-use category 'Affordable/Local Authority Flats' as the most suitable proxy in this case. The resulting weekday trip rates are outlined in Table 2 below.

Table 2: Trip Rates – Affordable/Local Authority Flats

Period	Trip Rates (per dwelling)		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	0.089	0.097	0.186
PM Peak (17:00 to 18:00)	0.137	0.089	0.226
Daily (07:00 to 19:00)	1.531	1.463	2.994

- 3.4 The trip rates outlined in Table 2 have been used to estimate the traffic generation associated with the former caravan park, which is shown in Table 3 below. Although the caravan park had a greater capacity, the traffic generation of the site's previous use has been established based on 20 caravans, which provide for a robust assessment.

Table 3: Traffic Generation – Existing Caravan Site (approx. 20 caravans)

Period	Traffic Generation (Vehicles)		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	2	2	4
PM Peak (17:00 to 18:00)	3	2	5
Daily (07:00 to 19:00)	31	29	60

Proposed Development

- 3.5 The planning application seeks consent for 30% of the dwellings to be affordable units in accordance with Arun District Council planning policy. The TRICS database has been interrogated to determine likely weekday trip rates for the proposed residential development mix. The results of this interrogation are outlined in the following tables.

Table 4: Trip Rates – Houses Privately Owned

Period	Trip Rates (per dwelling)		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	0.132	0.402	0.534
PM Peak (17:00 to 18:00)	0.349	0.168	0.517
Daily (07:00 to 19:00)	2.286	2.352	4.638

Table 5: Traffic Generation – 41 Privately Owned Houses

Period	Traffic Generation (Vehicles)		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	5	17	22
PM Peak (17:00 to 18:00)	14	7	21
Daily (07:00 to 19:00)	94	96	190

Table 6: Trip Rates – Affordable/Local Authority Houses

Period	Trip Rates (per dwelling)		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	0.156	0.284	0.440
PM Peak (17:00 to 18:00)	0.293	0.209	0.502
Daily (07:00 to 19:00)	2.289	2.260	4.549

Table 7: Traffic Generation – 18 Affordable Houses

Period	Traffic Generation (Vehicles)		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	3	5	8
PM Peak (17:00 to 18:00)	5	4	9
Daily (07:00 to 19:00)	41	41	82

Table 8: Trip Rates – Flats Privately Owned

Period	Trip Rates (per dwelling)		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	0.109	0.406	0.515
PM Peak (17:00 to 18:00)	0.375	0.078	0.453
Daily (07:00 to 19:00)	2.112	2.050	4.162

Table 9: Traffic Generation – 13 Privately Owned Flats

Period	Traffic Generation (Vehicles)		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	1	6	7
PM Peak (17:00 to 18:00)	5	1	6
Daily (07:00 to 19:00)	27	27	54

- 3.6 The trip rates shown in Table 2 have been applied to estimate the level of traffic expected to be generated by five affordable flats.

Table 10: Traffic Generation – 5 Affordable Flats

Period	Traffic Generation (Vehicles)		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	0	1	1
PM Peak (17:00 to 18:00)	1	0	1
Daily (07:00 to 19:00)	8	7	15

Table 11: Total Proposed Development Traffic Generation

Period	Traffic Generation (Vehicles)		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	10	27	37
PM Peak (17:00 to 18:00)	25	12	37
Daily (07:00 to 19:00)	170	171	341

Traffic Impact

- 3.7 Table 12 below details the resulting change in traffic generation that is likely to occur following the development of the site.

Table 12: Resulting Change in Traffic Generation

Period	Traffic Generation (Vehicles)		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	+8	+25	+33
PM Peak (17:00 to 18:00)	+22	+10	+32
Daily (07:00 to 19:00)	+139	+142	+281

- 3.8 It has been demonstrated that the proposed development would result in an approximate increase of 33 two-way vehicle movements during the AM peak hour, and 32 during the PM peak hour when compared to the site's former use. This equates to approximately one trip every two minutes during the peak hours.

4.0 Traffic Assignment and Development Impact Appraisal

Traffic Assignment

4.1 The following junctions have been identified as those considered most likely to experience a material impact following completion of the development:

1. A259 / Cornfield Close (site access)
2. Fitzalan Link Road Roundabout
3. Wick Roundabout
4. Body Shop Roundabout

4.2 2011 Census 'Travel to Work' data for Arun Ward 007 has been interrogated in order to gain a broad understanding of the likely traffic assignment from the proposed development. The interrogation resulted in the level of traffic shown in Tables 13 and 14 being assigned throughout the study area.

Table 13: Development Traffic Assignment - AM

Junction	Arm / Direction	Assignment		Vehicles		Total
		Inbound	Outbound	Inbound	Outbound	
Site Access	Cornfield Close	100%	0%	8	0	33
	A259 (westbound)	0%	100%	0	25	
Fitzalan Roundabout	A259 (eastbound)	42%	58%	3	15	29
	A259 (westbound)	0%	27%	0	7	
	Southbound	0%	15%	0	4	
Wick Roundabout	A259 (westbound)	27%	21%	2	5	8
	A259 (eastbound)	0%	0%	0	0	
	A284 (northbound)	0%	6%	0	2	
Body Shop Roundabout	B2187 (eastbound)	0%	30%	0	8	23
	A259 (westbound)	100%	0%	8	0	
	A259 (northbound)	0%	23%	0	6	
	Norway Lane	0%	5%	0	1	

Table 14: Development Traffic Assignment - PM

Junction	Arm / Direction	Assignment		Vehicles		Total
		Inbound	Outbound	Inbound	Outbound	
Site Access	Cornfield Close	100%	0%	22	0	32
	A259 (westbound)	0%	100%	0	10	
Fitzalan Roundabout	A259 (eastbound)	42%	58%	9	6	20
	A259 (westbound)	0%	27%	0	3	
	Southbound	0%	15%	0	2	
Wick Roundabout	A259 (westbound)	27%	21%	6	2	9
	A259 (eastbound)	0%	0%	0	0	
	A284 (northbound)	0%	6%	0	1	
Body Shop Roundabout	B2187 (eastbound)	0%	30%	0	3	28
	A259 (westbound)	100%	0%	22	0	
	A259 (northbound)	0%	23%	0	2	
	Norway Lane	0%	5%	0	1	

4.3 Due to the planned left-in / left-out arrangement of the A259 / Cornfield Close, development traffic wishing to travel east must perform a U-turn at the Fitzalan Link Road roundabout. Similarly inbound traffic approaching the site from the west must U-turn at the Body Shop roundabout to access the site. It should be noted that the extended journey times associated with the U-turn manoeuvres are negligible and are not deemed a burden to future residents.

4.4 Traffic flow diagrams demonstrating the traffic assignment are provided at Appendix I.

Development Impact Appraisal

4.5 It is evident from Tables 13 and 14 that the proposed development would have the greatest impact upon the A259 / Cornfield Close junction, the planned Fitzalan Link Road roundabout and the Body Shop roundabout. Nonetheless the impact upon the Wick roundabout has also been assessed.

- 4.6 The *Arun Transport Study Stage 3 Report (2017)* undertaken by Systra examined a series of development sites to inform refinement of the Local Plan. Where junctions were assessed to be adversely impacted by the developments, a set of appropriate mitigation schemes were devised and tested. These mitigations removed all 'severe' impacts and included the construction of the Fitzalan Link Road roundabout, as well as resulting in the planned left-in / left-out arrangement of the A259 / Cornfield Close junction.
- 4.7 As part of the study detailed modelling of the Body Shop and Wick roundabouts was undertaken and growthed to a future year of 2031. The results of the modelling demonstrated that with the planned mitigation measures both the Body Shop and Wick roundabouts were operating within capacity in the future year scenario with no 'severe' impacts. Therefore the modest level of additional traffic expected to be generated by the proposed development will have a negligible impact upon the functioning of the roundabouts. An extract of the *Arun Transport Study Stage 3 Report (2017)* which contains the summary sheet of model results is included at Appendix J for reference.
- 4.8 The Fitzalan Link Road roundabout has been designed to account for future housing growth and to a standard whereby spare capacity is available in the modelled future year scenario. A Department for Transport traffic count (ID 78244) is located on the A259 in the vicinity of the planned Fitzalan Link Road roundabout. The latest recorded data from the traffic count indicates the A259 has an annual average daily two-way flow (AADF) of 24,707 vehicles. The modest uplift in traffic which will pass through the Fitzalan Link Road roundabout as a result of the proposed development, which equates to approximately 200 two-way daily trips, is considered minimal compared to the AADF through the roundabout. As such the development traffic cannot be seen as having a 'severe' impact upon the junction and thus detailed modelling is not considered necessary and has not been undertaken.
- 4.9 The widening of the A259 to a dual carriageway and the planned left-in / left-out arrangement of the existing A259 / Cornfield Close junction mitigates the impact of the proposed development traffic and as such it has been determined that no detailed junction modelling is required.
- 4.10 Given the above, the impact of the proposed development cannot be considered as 'severe' in the context of the NPPF.

5.0 Site Sustainability

- 5.1 This section of the report appraises the site from the perspective of sustainable travel and general site accessibility.

Walking and Cycling

- 5.2 It is generally considered that 2km for walking and 5km for cycling are acceptable distances to travel to work or nearby facilities and amenities. These distances are illustrative and approximate, will vary by individual according to their personal mobility and fitness, and will be influenced by their perception and prejudices on such factors such as local topography and attitude towards particular travel modes.
- 5.3 The site is located in Wick, Littlehampton and is well positioned to encourage trips to be undertaken on foot and by cycle. The site is within the above acceptable walking and cycling distance to many local amenities, including a supermarket, other shops and services, and a number of schools. There is a nearby business park with large retail warehouses, contributing to the many local employment opportunities.
- 5.4 Littlehampton town centre is also within suitable walking and cycling distances, approximately 1.8km from the site (23 minute walk / 6 minute cycle) which provides further retail stores and services, leisure and employment opportunities. The seafront and beach are located approximately 2.4km from the site (30 minute walk, 9 minute cycle) offering additional leisure opportunities.
- 5.5 The local environment within Littlehampton has a well-developed network of footways which provide convenient and safe access to and from the site. The footways provided are wide, hard surfaced and in good condition, with pedestrian refuge islands where appropriate, promoting walking as a safe and viable option to travel to and from the site. An existing toucan crossing is present upon approach to the Body Shop roundabout, allowing users to cross the A259 in order to access the Body Shop headquarters and Amazon warehouse facility.
- 5.6 As part of the planned A259 corridor improvements a new 3m wide combined footway / cycleway is to be constructed along the southern side of the A259. A new centre reserve 2.5m in width (3m at crossings) is to be provided along the A259 as part of the same works.

Public Transport

Bus

- 5.7 The closest bus stop is located adjacent to the cemetery on Horsham Road, which is a 450m (6 minute) walk from the site. The stop is frequented by the Stagecoach Coastliner 700 service, which offers regular services every 10-20 minutes (Monday – Sunday) between Brighton to the east and Portsmouth to the west, via Worthing, Littlehampton, Wick, Bognor Regis, Chichester and Havant.

Rail

- 5.8 The nearest accessible rail station to the site is Littlehampton, located 1.9km (24 minute walk, 7 minute cycle) south-west. The station is served by Southern Rail and provides regular direct services to Portsmouth & Southsea, Brighton and London Victoria. The station can be accessed via the Coastliner 700 bus service, which after making a stop at Anchor Springs requires a 5 minute walk to the station. The station has good cycle storage availability with 82 spaces, making cycling to the station a realistic option.

Summary

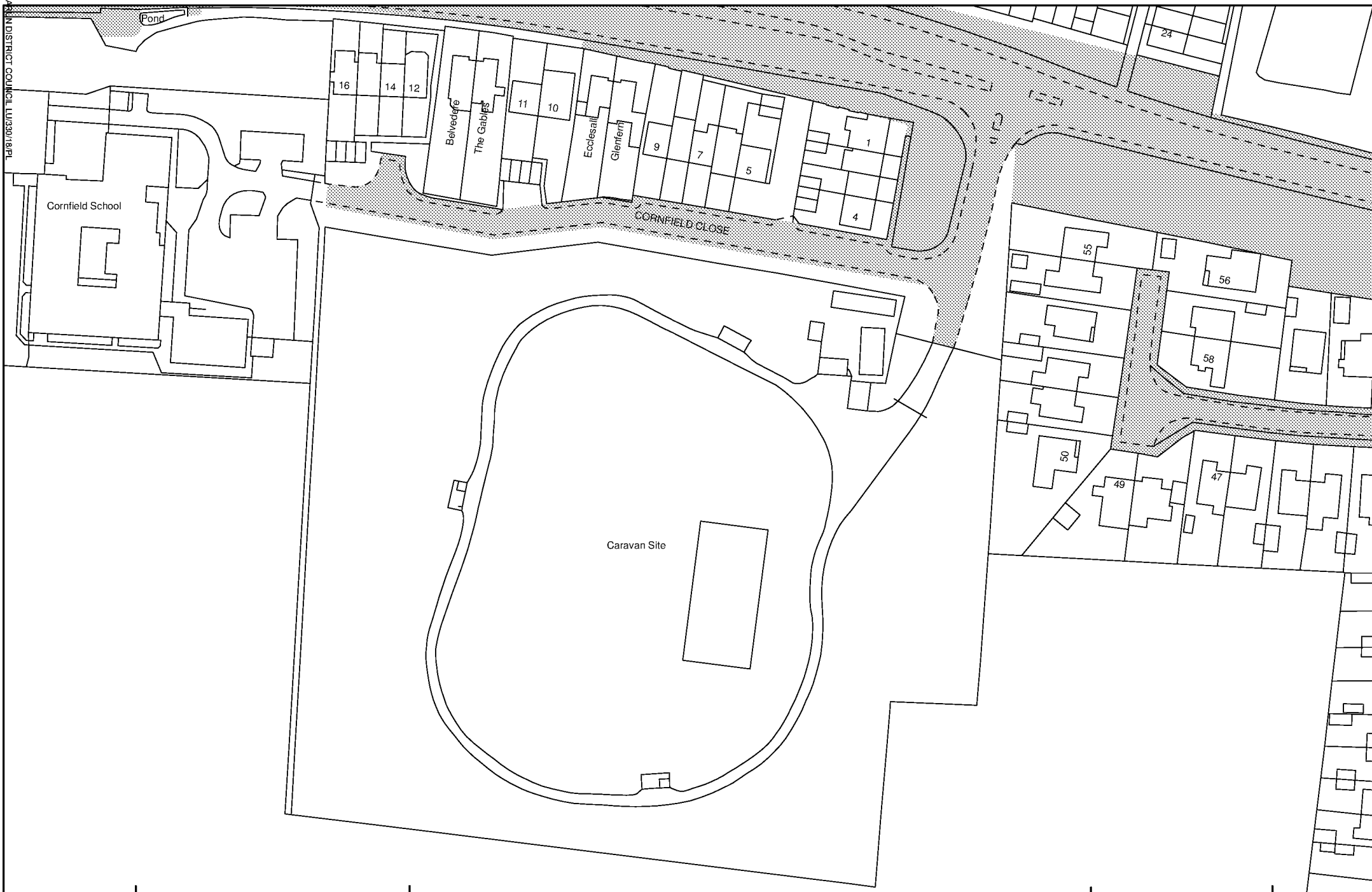
- 5.9 Given the above, it is considered that the site is appropriately located to enable travel by sustainable means. Residents are unlikely to be dependent on the use of private car, and the proposed development is likely to appeal to people who do not own a car at all.

6.0 Summary and Conclusions

- 6.1 This Transport Statement has been prepared by Glanville Consultants on behalf of Thakeham Client Limited to accompany a full planning application for residential development on land at Cornfield Close, Littlehampton.
- 6.2 Vehicular access to the site will be taken from A259 via the existing priority 'T' junction with Cornfield Close. The A259 / Cornfield Close junction is planned to become left-in / left-out as part of West Sussex County Council's planned highway improvements for the A259 corridor. The extended journey times associated with the U-turn manoeuvres are negligible and are not deemed a burden to future residents.
- 6.3 It is proposed to construct a new 5.5m wide access road taken from Cornfield Close with a 2m wide footway along the western side. An uncontrolled pedestrian crossing is proposed in order to provide a link to the existing footway on the opposite side of Cornfield Close.
- 6.4 It has been demonstrated that the level of car and cycle parking proposed on-site are in line with local guidance.
- 6.5 A swept path analysis has been undertaken and demonstrates there is sufficient turning space within the site for a refuse vehicle to manoeuvre and exit the site in a forward gear. Additionally a fire tender / pump appliance can achieve access within 45m of every point of a dwelling in accordance with Building Regulations Approved Document B Section B5.
- 6.6 The level of traffic generated by the site is not considered to give rise to a significant impact on the wider highway network in terms of capacity or safety.
- 6.7 Good opportunities exist for future residents to travel to local facilities by means other than the private car.
- 6.8 It is concluded that the proposed development is in accordance with the Revised National Planning Policy Framework (July 2018), which is in favour of sustainable development and advises that *'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'*. In light of the evidence presented in this report, it is considered that the development's transport impacts cannot be regarded as severe. Therefore, the local Highway Authority should be able to recommend approval of the planning application.

Appendices

Appendix A
Highway Boundary Records



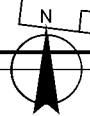
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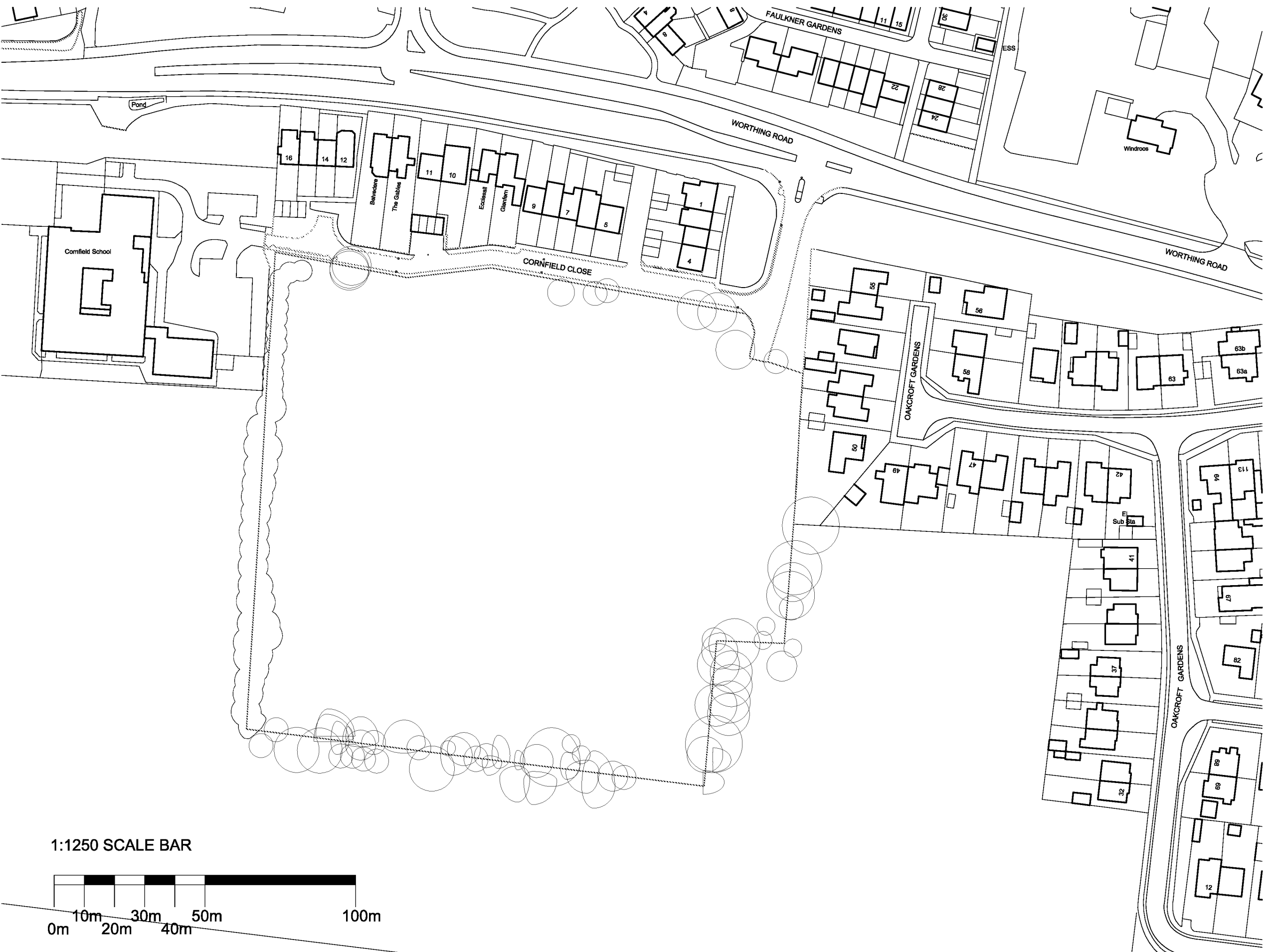
Information about the status of a highway, and in some circumstances the extent of the highway, may be taken from a number of sources held by the County Council. Unless taken from a legal agreement the information should be regarded as guidance only.

Date: 05/01/2018

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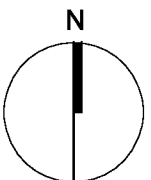
Appendix B
Site Location Plan



This drawing is not to be scaled. The architect is to be informed of any errors before work proceeds. The general contractor is responsible for checking all dimensions

Notes

For hard and soft landscaping and roadway finishes please refer to Landscape Architect and Highways Engineer's drawings.



1	2018.09.28 Development boundary amended. Issued for Information.	TW	SH
0	14.09.2018 Issued for Information	TW	SH
Rev	Date + notes	Drwn	Chld

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Project
Land to the south of Cornfield Close Littlehampton

Drawing
Site Location Plan

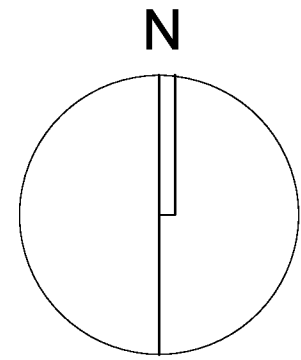
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Status
Preliminary

Appendix C
Proposed Site Layout

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Notes



Please refer to Landscape Architect's information for hard and soft landscaping and planting.

0 2018.10.24 Issued for Planning. TW SH

Rev Date + notes Drwn Chkd

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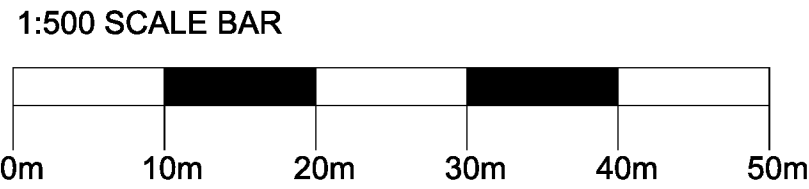
Project
Land south of Cornfield Close
Littlehampton

Drawing
Proposed Site Plan

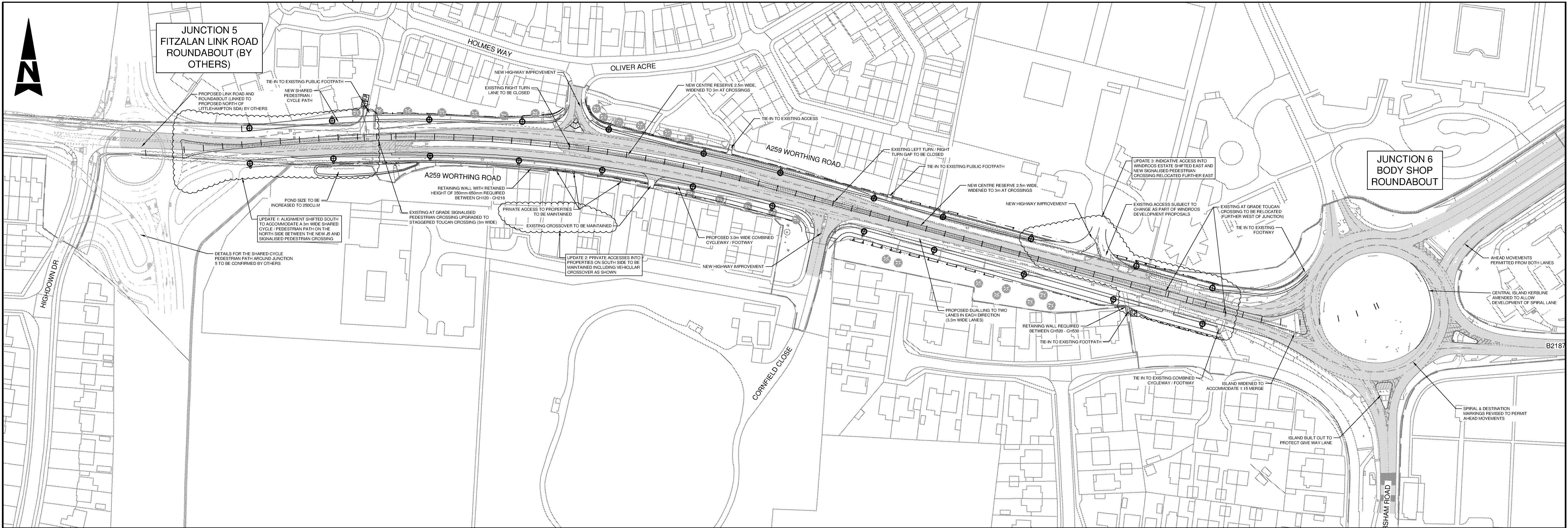
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Status
Planning

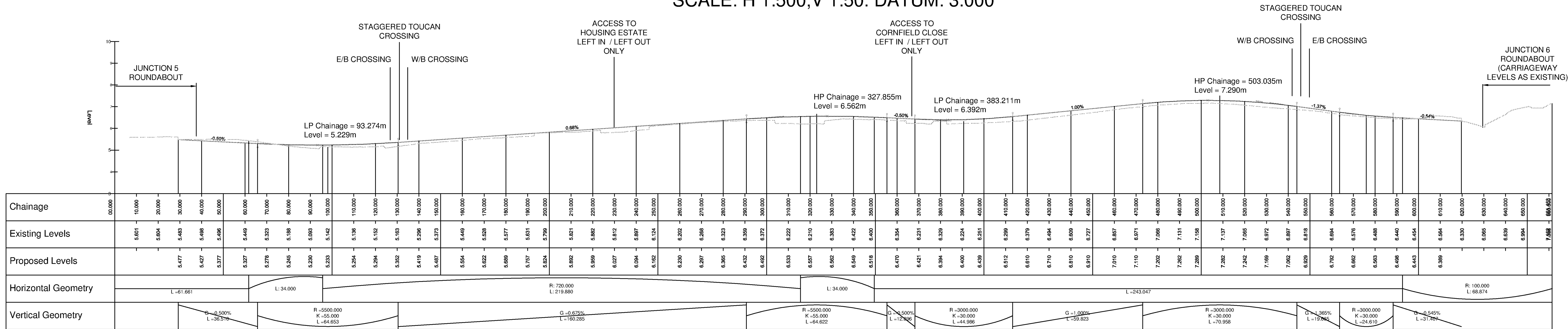
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Appendix D
A259 Corridor Improvements



MC02 - MAINLINE J5-6 - LONGSECTION
SCALE: H 1:500,V 1:50. DATUM: 3.000



KEY:

- PROPOSED KERBLINE
- PROPOSED ROAD MARKINGS
- PROPOSED IMPROVEMENTS BY THIRD PARTY DEVELOPERS
- LIMIT OF DEVIATION
- SAFETY BARRIER

NOTE:

1. DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.

Rev	Revision details	Chkd	Appd	Date
B	UPDATED NOTES	TC	BS	15/02/17
A	FOR TENDER	BS	BS	08/12/16
Rev	Revision details	Chkd	Appd	Date
Drawn:	KAH			For comment
Chkd:	BS			For tender
Appd:	BS			For construction
Date:	09/12/2016			As constructed

WSP | PARSONS BRINCKERHOFF

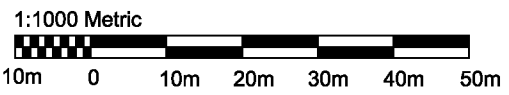
WSP | Parsons Brinckerhoff
Westbook Mills, Godalming, Surrey,
GU7 2AZ
Tel : (01483) 528400
Fax : (01483) 528989

West Sussex County Council
Infrastructure Group
County Hall,
West Street
Chichester
West Sussex
PO19 1RH
(01243) 642105

Project Name
A259 CORRIDOR IMPROVEMENTS
WSCC Ref No.

Drawing Title
GENERAL ARRANGEMENT
LONGITUDINAL SECTION
JUNCTIONS 5 - 6

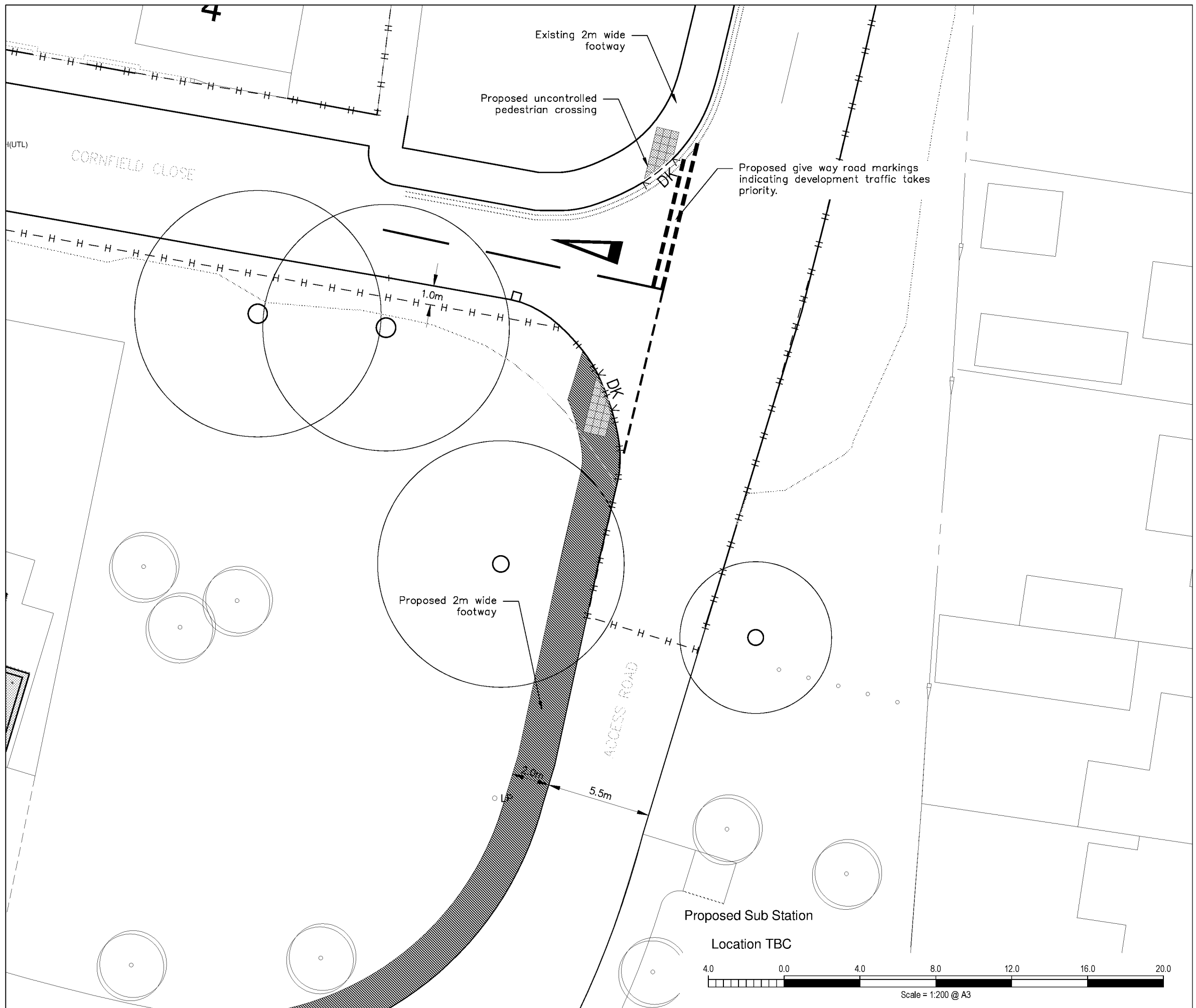
Original Drawing Size : A1
Scale : 1:1000 Dimensions : m
Drawing No 70022751-100-010 Rev B



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Appendix E

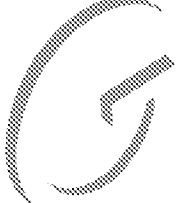
Proposed Site Access Arrangements



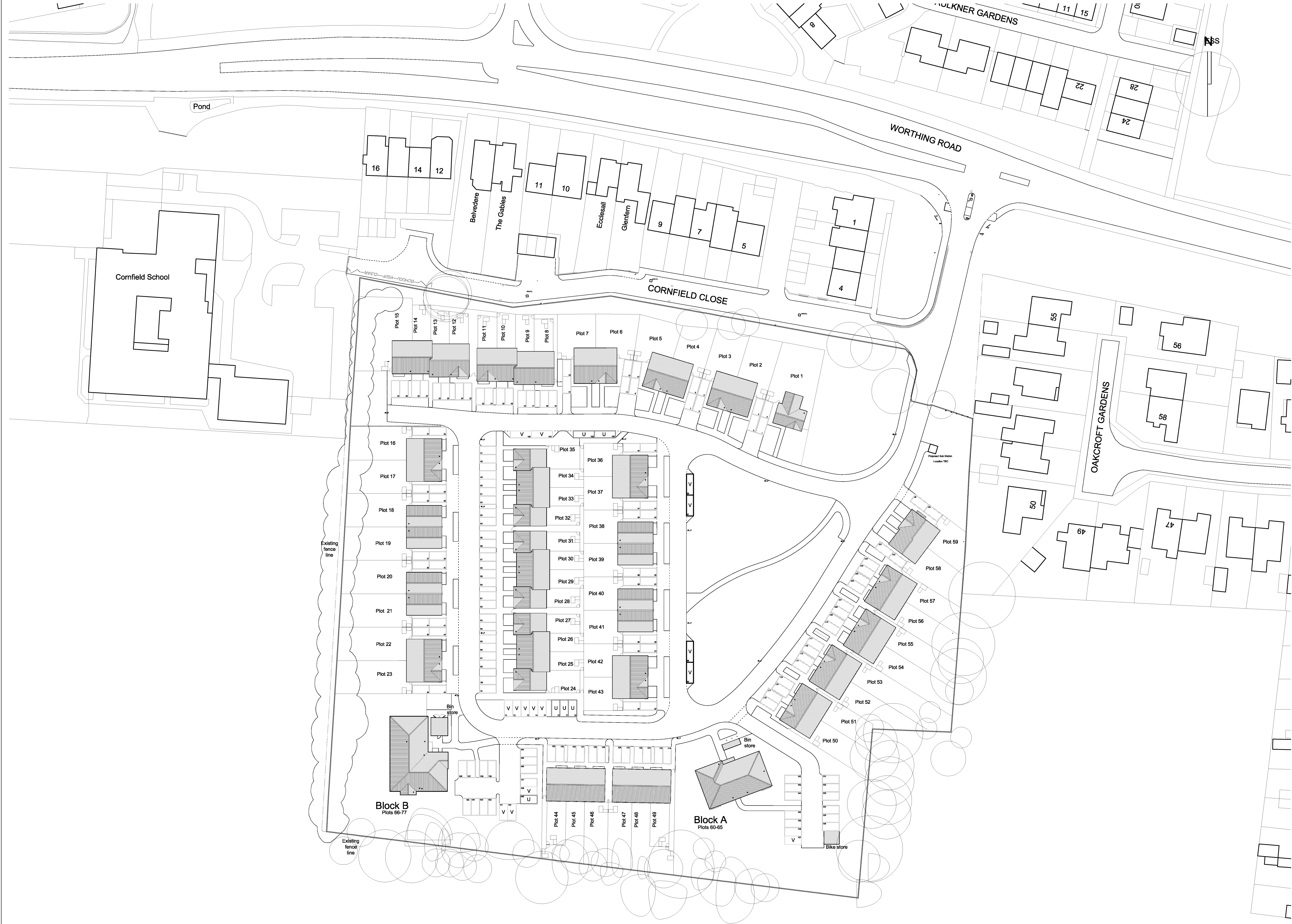
NOTE
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KEY
- H - H - Highway boundary
V - - - V Dropped kerb

Rev.	Description	Date	Chkd
 Glanville Cornerstone House 62 Foxhall Road, Didcot Oxon, OX11 7AD Tel: (01235) 515550 Fax: (01235) 817799 postbox@glanvillegroup.com www.glanvillegroup.com			
Client : Thakeham Client Limited			
Project : Land to the South of Cornfield Close, Littlehampton			
Title : Proposed Site Access Arrangements			
Project Engineer : M. Walton		Scale :	1:200 @ A3
Project Director : J. Birch		Date :	September 2018
Status : PRELIMINARY			
Drawing No. 8171223/6102			Rev

Appendix F
Proposed Parking Plan



This drawing is not to be scaled. The architect is to be informed of any errors before work proceeds. The general contractor is responsible for checking all dimensions

Notes

The WSCC Parking Calculator has been used to calculate the required parking provision
A total of 163 allocated, unallocated and visitor parking spaces have been provided.

- Allocated Parking Bay 142no;
- Unallocated Parking Bay 6no;
- Visitor Parking Bay 15no;

01	2018.10.12	Number of general/visitor bays amended. Issued for information.	TW	SH
0	28.09.2018	Issued for information.	TW	SH

Rev Date notes Drwn Chkd

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Project
Land to the south of Cornfield Close
Littlehampton

Drawing
Proposed Parking Plan

Job Ref	Dwg No	Revision
P0516	2003	01
Scale(s)	Size	Drwn Chkd
1:500	A1	TW SH

Status
Preliminary

Appendix G
Swept Path Analysis