

DESIGN & ACCESS STATEMENT

Land West of Inglenook Hotel, 239-249 Pagham Road

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Introduction

ADM Architects has produced this Design & Access Statement to support a full planning application for the development of land to the west of The Inglenook Hotel, Nyetimber. The proposal comprises the construction of 9 dwellings with associated access and landscape design elements.

The residential units will be generously proportioned, of high architectural quality and will have ample private amenity space. Car parking will be integrated to minimise any negative impacts on the appearance of the public realm. Property types and sized will be mixed and include semi-detached and detached units of 2 and 3 bedrooms.

This statement supports the planning application and should be consulted together with the plans and other supporting reports. In addition to the requirement for a Design and Access Statement, this document also addresses:

- Landscape Strategy
- Lighting Strategy
- Noise/Extraction Strategy
- Bin Storage & Collection Provision

The application is also supported by the following:

- Planning Statement
- Transport Statement
- Tree Survey and Report
- Preliminary Ecological Appraisal, Bat Survey and Reptile Survey
- Validation Checklist
- Biodiversity Checklist
- Flood Risk Assessment

The statement describes issues relating to the site, its built environment and landscape contexts, the design principles and concepts that have been applied to the development and how issues relating to access have been dealt with.



Site Plan as proposed

Site Description

The proposed development site is located to the rear of the Inglenook Hotel, which is on the west side of the Pagham Road, in the settlement of Nyetimber, the civil parish of Pagham and in the Arun District of West Sussex.

The site is accessed via a lane to the south of the hotel. This also provides access to a rear parking area and, to its west, to a large garden that has long been used to accommodate the hotel's staff in static caravans. The site is to the west of these hotel-related areas and is a rectangular field, currently laid to grass but with no agricultural use or public access. It has been used for occasional overflow parking for the hotel, although is surplus to their needs and under-used. There is a stable in the southeast corner of the site. This has not been used for stabling but for storage associated with the hotel business.

The development site includes no trees or other features of landscape or ecological value.

The Inglenook Hotel is listed due to its historic core but has been variously extended in the twentieth century. There is no visual relationship between the hotel and the area of the application site proposed for development.

Nyetimber was historically a distinct hamlet but became joined to the expanding Bognor Regis conurbation in the mid-twentieth century, as may be appreciated by the satellite imagery. The site is now surrounded by development on all sides; it is behind the western street frontage of Pagham Road and borders the Mill Farm Residential Park Homes estate on north and west sides. In addition, the land to the south is being developed for 40 residential units (P/125/14/PL, 251 Pagham Road & Land R/O). As such, the site is entirely surrounded by built development and its undeveloped state is something of an anomaly.

The site area is about 4000m² (0.4ha) and is in Flood Zone 1. The topography is largely flat at a level of about 5.7m AOD. The land falls slightly from east to west



The site is surrounded by development on three sides, with further development recently consented on its south side

across the site by about 40cm, a gradient of about 1 in 180.

The proposed development site is closely related to the built up area and to the many amenities of the surrounding settlement. The Inglenook Hotel & Restaurant is to the east and there are several shops and businesses a short distance to the south, including a Tesco Metro, hairdresser, chiropractor, cafe, pub, Chinese and Indian takeaways, estate agents and upholsterer. There are bus stops in close proximity on the Pagham Road which provide regular services to Bognor Regis and Chichester.

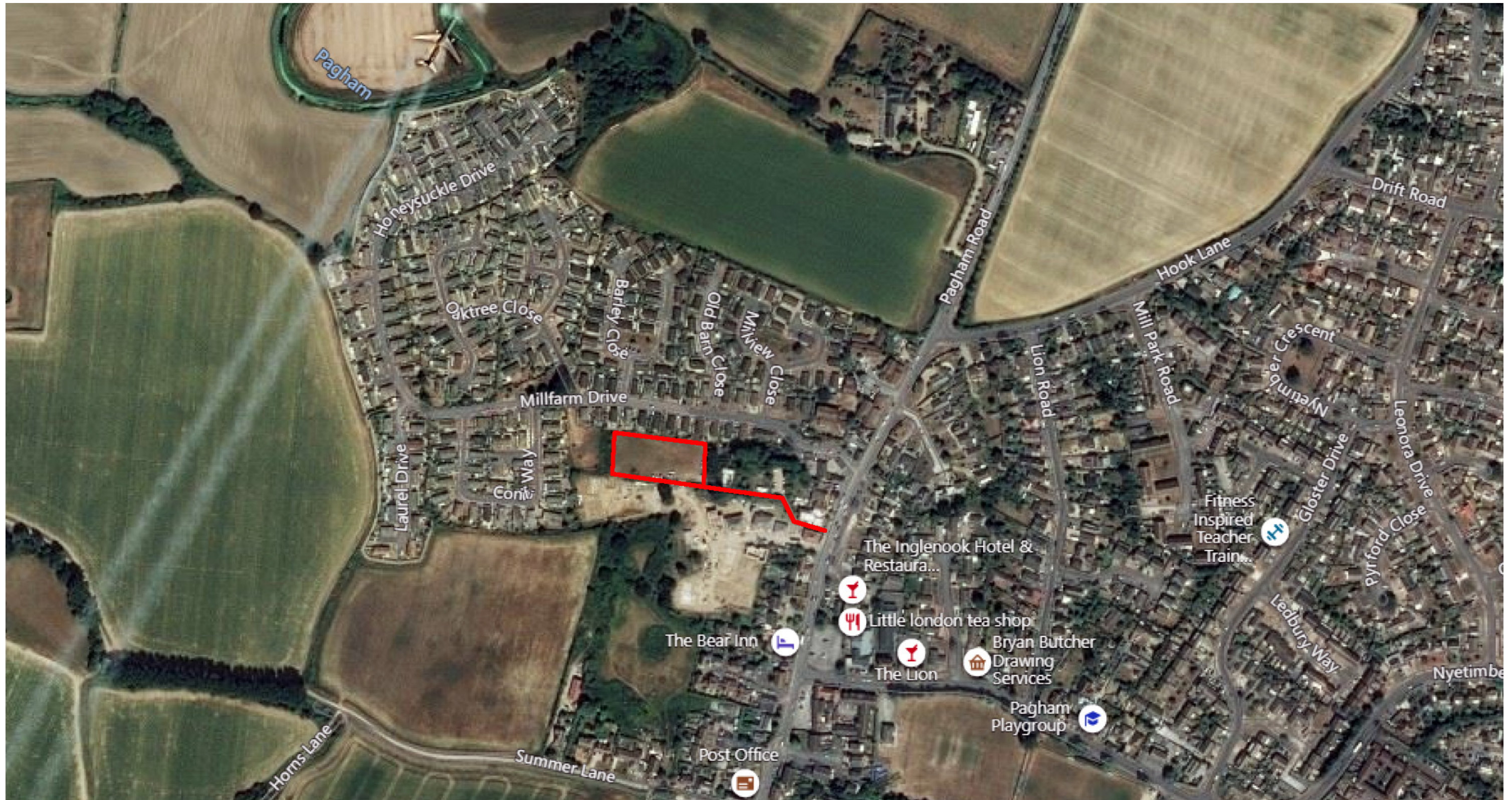
There is a public footpath along Mill Farm Drive, to the sites north, which provides access to a network of footpaths to the west, including those around Pagham Harbour.

The geology of the site and the wider settlement is the London Clay Formation consisting of clay, silt and sand. This geology was laid down 48 to 56 million years ago in the Palaeogene Period, when the local environment was dominated by deep seas. Coarse to fine grained slurries of debris were transported from the continental shelf, flowing into a deep-sea environment.

The surrounding landscape to the west, beyond the settlement, is flat and low-lying, crossed by meandering rife and straight drainage ditch systems. It is within an area classified as Built Up Areas for purposes of landscape classification but adjacent to the Manhood Peninsula landscape character area of the Landscape Character Assessment of West Sussex.

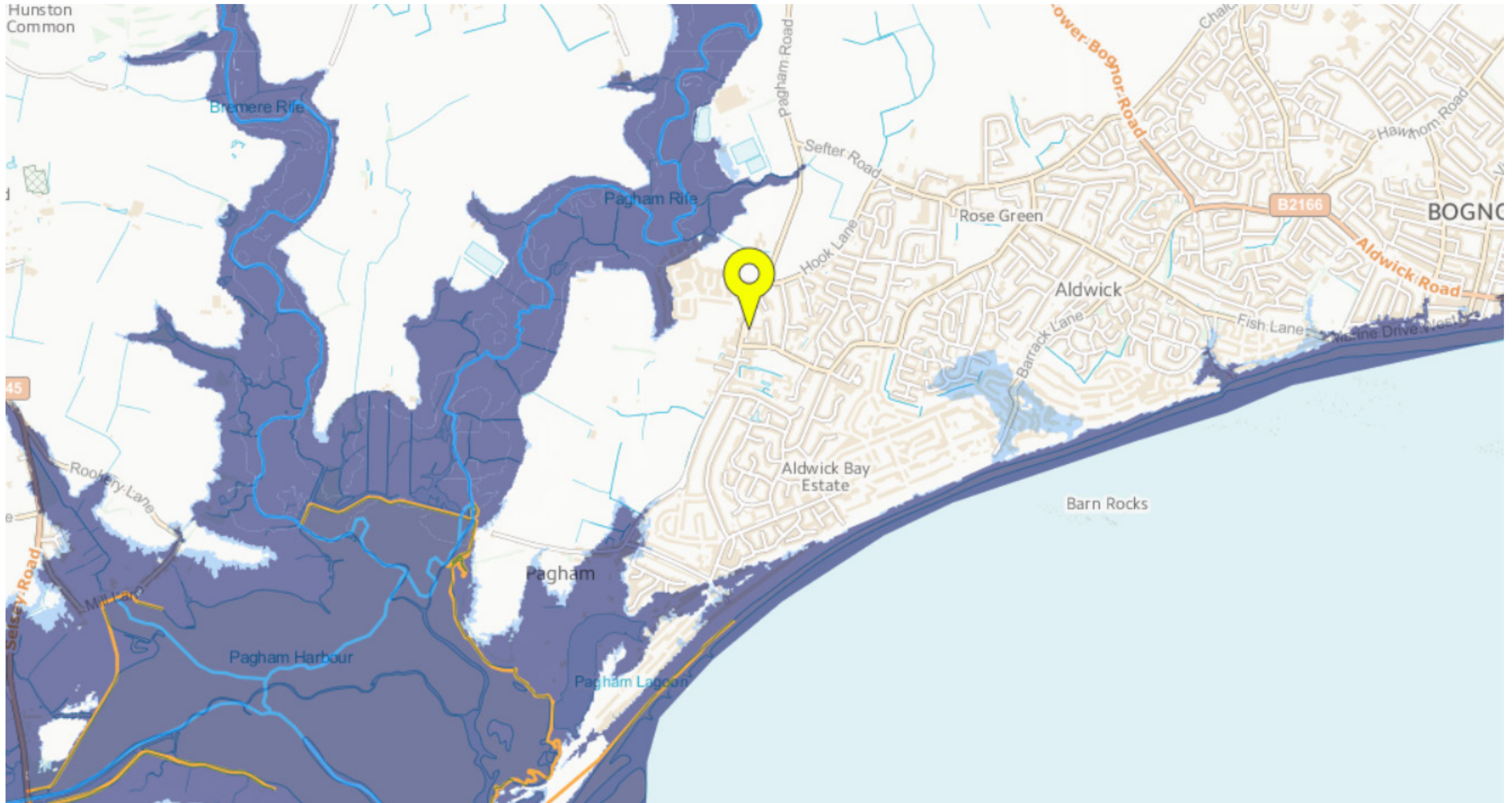
With the land being so low-lying, hedgerows and trees become prominent features of the landscape. The site is enclosed by existing development but it is recognised that its appearance and ecological value could be enhanced by tree and hedge planting.

Site Description



Site position indicated in red on aerial photograph

Site Description



Environment Agency Flood Map

Heritage Statement

Historic OS maps show the degree to which the neighbouring settlements have expanded and coalesced in the twentieth century. In 1896 Nyetimber consisted only of a linear hamlet of cottages, farm buildings, a windmill, blacksmiths and public houses. Although now surrounded by later development, several of these survive and lend their historic character to the Pagham Road.

The Inglenook Restaurant is Listed Grade II and is described as:

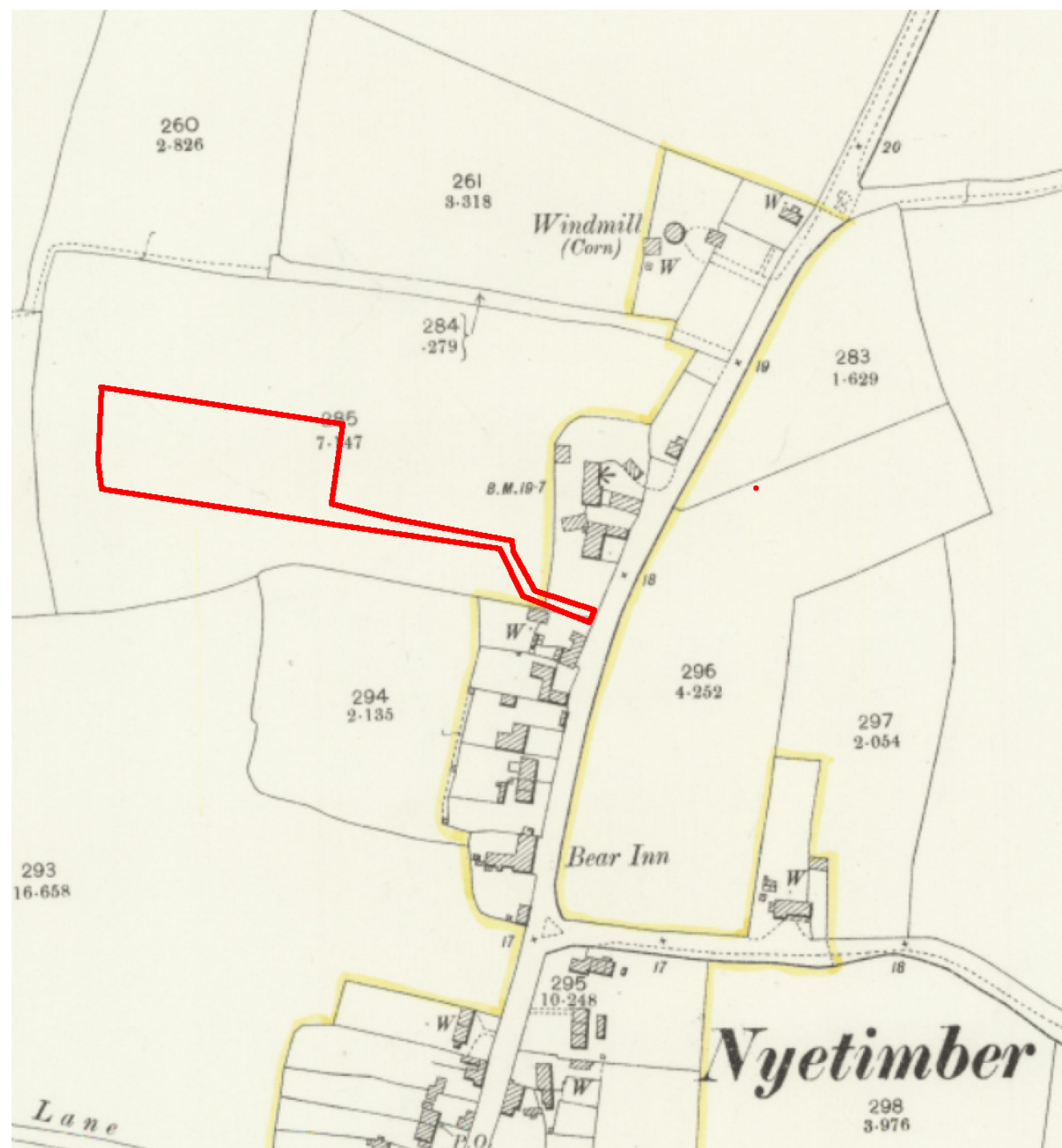
C18 or earlier. Two storeys and attic. Three windows. One large modern gabled dormer. Stone rubble, now painted. Modern hipped tiled roof. Casement windows.

Only the northern part of the Inglenook building (the restaurant) is historic, with the southern building (the hotel) having been constructed relatively recently. This later building is adjacent to the lane that provides access to the application site and serves as an effective screen and buffer to the Listed building. As such, the proposed access will not have any impact on the heritage asset.

In addition, the site area is set some way to the rear of Inglenook and there is no visual relationship between the two. This is both due to the separation distance of over 100m and the intervening trees. The proposed development will therefore have no impact on the setting of the Listed building



Image © Mr Paul Bailey from www.imagesofengland.org.uk



OS 25" map: Sussex LXXIII.8, Revised: 1896, Published: 1898

Site Photographs



View of development site from above

Site Photographs



Aerial view of development site from southwest

Site Photographs



Above: The Inglenook Hotel and Restaurant viewed from Pagham Road
Below: Side of Inglenook Hotel looking towards Pagham Road



Above: Site entrance from Pagham Road with adjacent site under construction
Below: View from Inglenook car park and adjacent site to south (now under construction)



Site Photographs



View of development site from southeast corner

Site Photographs



Above: Building in southeast corner of development site, currently used by the hotel for storage
Below: Trees beyond eastern site boundary



Above: Park homes to north side of site
Below: Bund beyond western site boundary



Landscape Strategy

The site lies within the Manhood Peninsula South Coast Plain Landscape Character Area as defined in the West Sussex Landscape Character Assessment (November 2003).

The West Sussex Landscape Land Management Guidelines describe the character of the landscape and a number of characteristics and issues which are considered relevant to this site:

- Mainly low-lying flat landform.
- Narrow, right-angled or winding lanes.
- Few trees or hedgerows, partly as a result of Dutch Elm Disease from the 1970s and the Great Storm in 1987 and high value agricultural land, although where they do exist, they form prominent features.
- Scattered vernacular villages with mixed building materials, often flint, brick, half timber and stone, often with sprawling modern fringes.

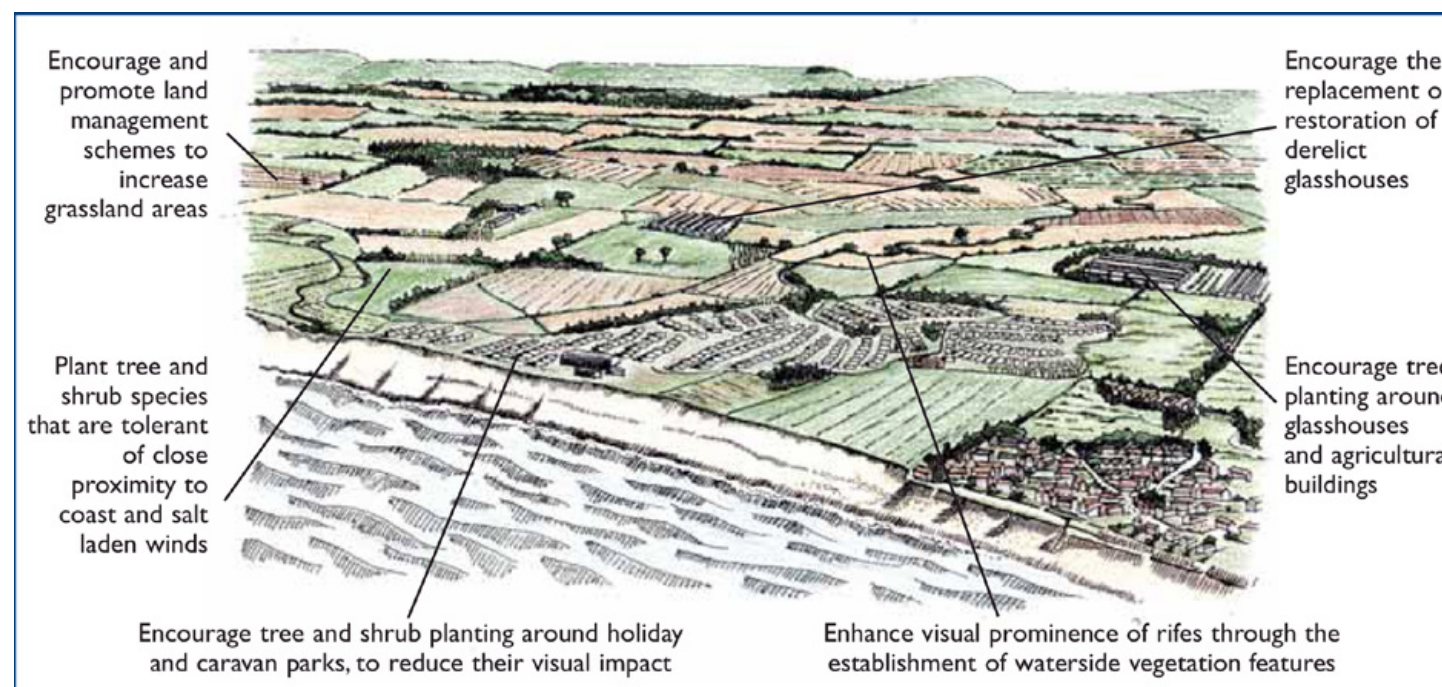
Land Management Guidelines that have potential to be addressed through the proposals relating to this site are:

- Conserve and enhance the character and setting of the villages.
- Promote sympathetic design of new road schemes.
- Promote the planting of trees and scrub within and around caravan parks and holiday camps to reduce their visual impact.
- Substantially extend woodland and hedgerow cover around village fringes to screen unsightly elements.
- Maintain and link existing remnant hedgerows and tree lines to re-establish coherent field boundaries and wildlife corridors, strengthening the wider network.



Above: West Sussex County Council Land Management Guidelines Sheet SC2 Manhood Peninsula South Coast Plain

Below: Illustration depicting Land Management Guidelines



- Establish new vegetation features by the planting of hedgerows and hedge trees along roadsides, especially those approaching settlements, and tree clumps in field corners.
- Plant tree and shrub species that are tolerant of close proximity to the coast and salt laden winds.

The development proposal addresses the Land Management Guidelines through:

- responding to the traditional vernacular character of the surrounding settlement;
- being accessed via a winding lane of rustic character that is not over-engineered;
- planting new trees and hedges to help existing and proposed development to be assimilated into the landscape context;
- enhancing wildlife connectivity through the planting of trees and hedgerows; and
- ensuring that new planting is tolerant of salt-laden winds.

Built Environment Character

Proposals have been developed with regard to the unadopted Pagham Neighbourhood Plan (PNP) and the Pagham Village Design Statement.

Pagham Neighbourhood Plan

A key policy of the PNP is Policy 3: Housing Design. This states that proposals should reflect and enhance the architectural and historic character and scale of the surrounding buildings and landscape, as defined in the adopted Pagham Village Design Statement (VDS).

Traditional building materials are recommended to establish visual links to the few remaining historical buildings in the village. It also notes that proposals should be informed by local environmental qualities, having close ties and links to the natural environment. The policy advises that hedgerows and native trees should be provided rather than close-boarded fencing.

It is observed that intensive housing developments in Pagham over the last 50 years have resulted in a lack of breathing space between buildings and developments of higher densities. It recommends that developments should have a feeling of space and a sense of place in the wider landscape rather than be an extension of urban sprawl. This has been a primary motivation of the proposed development, which is characterised by a sense of generosity of space not often found in modern housing developments.

The importance of high quality design that is efficient and low-energy is also noted.

Pagham Village Design Statement

The site relates to the Pagham Road character area described within the Village Design Statement. Nyetimber residents value and defend the mature character and “villageness” of the area.

Development Criteria that have been taken into account in the development of proposals include:

- Highest quality layout and design
- Exclude development in existing Open Spaces
- Avoid demolition of buildings of merit
- Preserve character of area.
- Front boundaries should contribute to overall street scene
- Traditional materials where appropriate
- Extensions in keeping, well-related to existing buildings and space
- Maintain character of private road
- Maintain existing pattern e.g. setback, density
- Preserve existing boundary walls, trees and hedges
- Preserve views over open land to the west of Pagham Road
- Speed restrictions and traffic calming, especially on Pagham Road
- Maintain and enforce no-parking areas

PAGHAM VILLAGE DESIGN STATEMENT



PAGHAM PARISH COUNCIL

NOVEMBER 2007

Pagham Village Design Statement

Built Environment Character



Sustainable Drainage and Biodiversity

The Pagham Neighbourhood Plan's commitment to improving biodiversity and tackling flood risk has been taken as a principal driver in designing proposals for the development of the site.

The site does not include watercourses or ponds and is not at risk from flooding. It is, however, recognised that a sustainable drainage approach should be taken with regards to any new development to prevent damage to the land and habitats and to safeguard the area for leisure activity, local businesses and homeowners. The design also provides additional connecting habitats across the site. Perimeter trees and vegetation will be safeguarded and enhanced through additional native planting. Trees and hedgerows will also enclose and enhance the appearance of private gardens.

The trees or hedgerow trees proposed to be planted are:

- English Oak (*Quercus robur*)
- Field Maple (*Acer campestre*)
- Holly (*Ilex aquifolium*; evergreen)
- Hawthorn (*Crataegus monogyna*)
- Rowan (*Sorbus aucuparia*)
- Hazel (*Corylus avellana*)
- Common Alder (*Alnus glutinosa*)

The hedgerow mix is that recommended by the Sussex Wildlife Trust:

- 70% from a choice of hawthorn, blackthorn, buckthorn, privet, beech, hazel and dog rose;
- 25% from a choice of guelder rose, field maple, spindle, crab apple, holly and yew; and
- 5% from a choice of climbers, such as honeysuckle, blackberry, ivy and native clematis.

The tree and hedge planting within the site and around its perimeter will enhance its appearance and capacity for wildlife.

Sustainable Drainage

The sustainable drainage strategy has a number of methods to slow flow rates and increase infiltration. This includes:

- Permeable paving
- Rainwater harvesting
- Hedges and trees
- Green spaces in front and rear gardens
- Drainage to soakaways

Permeable Paving

Porous paving can help attenuate surface water run-off during storms and can help to recharge ground water; in summer a significant amount of water held temporarily in porous paving is evaporated after the rain event. We propose three types of porous paving:

Modular concrete systems:

Within the home zone (straight road within the development area) it is proposed to use porous concrete paving that accommodates space for a living element over 50% of its area. Fine crushed brick may be used to fill the voids to prevent compaction, which kills plant growth and restricts percolation. A low nutrient substrate keeps the green element low and biodiverse.

Block paving with gap-graded sub-base:

For the turning head it is proposed to use a type of permeable block paving or setts that do not support vegetation but allow water to percolate below the surface of the road to a gap graded sub-base.

Rather than using conventional concrete kerbs, gullies and underground pipes for surface water drainage it is proposed to employ a paving detail of brick pavers, cobbles or setts laid in an open, dished channel. This will create a moderated transition between road surface and pavement or verge. These channels would flow into soakaways, contributing to groundwater recharge.

Permeable footpaths:

Pedestrian footpaths and pavements may be surfaced

in permeable bonded gravel or bitumen. This enables water percolation whilst also ensuring that public areas remain smart and do not prevent a tripping/slipping hazard to users.

Rain water harvesting

Harvesting rainwater for watering gardens is part of a holistic approach to dealing with natural resources, although the water storage of water butts does not count as part of the temporary storm water attenuation requirement of the site. Excess water from butts will overflow to channels, issuing to the soakaways and infiltration zones.

Hedges and trees

Planting trees and hedges can slow the flow of water and reduce surface water runoff by up to 62 per cent compared to asphalt. Trees also increase the interception of water as it falls, increasing the infiltration of water into the soil and lowering the risk of surface water flooding.

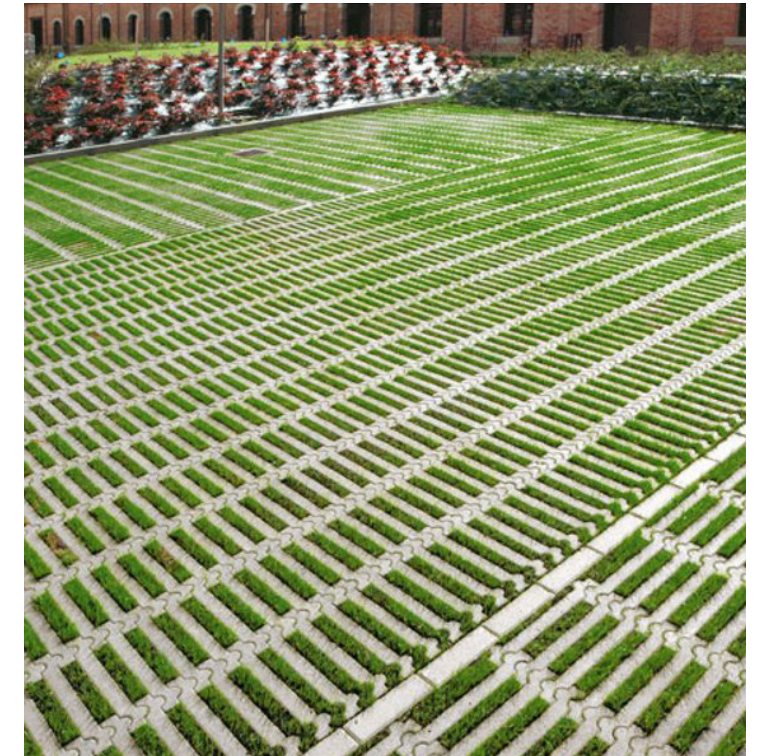
Links between woodland, hedgerows, copses, individual trees form ecological networks of, and between, priority habitats and are important assets for biodiversity. Maintaining, creating and enhancing these links help to provide a resilient landscape that is better able to respond to the changing climate and provide refuges and corridors for wildlife

Front and rear gardens

Front and rear gardens can be used to accommodate soakaways and vegetation that will ensure that on-side hydrological conditions are conserved or enhanced. This is proposed to be a green development and residents will be provided with information on how they may contribute to sustainable drainage and wildlife through the management of their private space.

Soakaways

These will be located at a sufficient distance from trees so that they may be maintained without causing root damage.



Above: Examples of porous paving with living component
Below: Private water butts will enable rainwater harvesting



Design and Access

Design Objectives

The design approach is informed by an appreciation for the positive environmental qualities of the surrounding environment and an objective to benefit the settlement as a whole. This draws on the qualities of the site, its surroundings, the vernacular building tradition and contemporary living and sustainability principles.

The development will:

- Create an attractive and enjoyable living environment for its occupants.
- Make beneficial use of an under-used site that is surrounded by development.
- Employ locally characteristic building layouts, building types and materials.
- Incorporate a network of green infrastructure, responding to the landscape character of the area and retaining adjacent trees and hedges.
- Include space for nature, encouraging the use of native and locally characteristic plants.
- Employ a framework of Sustainable Urban Drainage features.
- Prioritise pedestrian and cyclist movements whilst controlling vehicle speeds.
- Meet the needs of all ages and groups within society.
- Avoid the introduction of standard, engineered or suburban highways or access features that would be contrary to the rural character.

This section of the document describes the proposals in relation to the requirements of Design and Access Statements, addressing Use, Amount, Layout, Scale, Appearance and Access. Landscape design is considered in relation to Appearance. This section also addresses Security, Drainage, Ecology, Noise and Lighting.

USE

The Planning Application consists of 9 residential dwellings and associated landscape design.

The residential use of the site relates to that of the surrounding context and is considered appropriate given the site's sustainable location.

Units 1-6: two-storey, 3-bedroom semi-detached
Unit 7: 1½-storey, 2-bedroom detached
Units 8 & 9: two-storey, 3-bedroom semi-detached

The map opposite illustrates that the site is in a sustainable location, with the amenities of the settlement located within a short walk or cycle.

Some of the community assets and amenities which are accessible from the site include:

- Bus stops (140m)
- The Inglenook Restaurant (100m)
- The Bear Inn (240m)
- The Lion (358m)
- The Lamb Inn (425m)
- Convenience store (185m)
- Post Office (340m)
- Jasmine House (305m)
- Qmin Indian Takeaway (280m)
- Primary School (0.7 miles)
- Junior School (0.7 miles)
- Village Hall (580m)
- Church (520m)
- Recreation ground and sports centre (340m)
- Grove House Surgery (1 mile)

The site is well located in relation to transportation networks, being positioned by the Pagham Road with direct links to Bognor Regis and Chichester. The nearest bus stop is directly opposite the Inglenook Hotel & Restaurant.

5 -9 have dedicated garages and the layout enables all properties to be able to charge an electric vehicle either within a dedicated garage or on the drive. The shift towards electric vehicles is accelerating with financial incentives and environmental awareness and road-based transportation is expected to continue to increase in its level of sustainability.

Nonetheless, many of the amenities within the village are accessible via a short walk or cycle. Electric cycles are also helping to encourage more people to opt for this form of transport, so increasing the proportion of people travelling by sustainable means.

Units 3 & 4 have ground floor studies to enable home working. A recent global study found that 70 percent of professionals work remotely — a phenomenon known as telecommuting — at least one day a week, while 53 percent work remotely for at least half of the week. The provision of studies will therefore enable the proposal to accommodate home-workers and will contribute to its sustainability by reducing the need to commute to a separate place of employment.

Several restaurants and pubs are located close to the site and will form a centre for community socialising and leisure. The proposed development will help contribute to the sustainability and viability of the village facilities and enable the businesses to grow and improve.

The Parish of Pagham and its surroundings is well served with sports and leisure facilities, churches and has both primary and secondary schools. There are also a number of nearby GPs and dental surgeries.



Walkability map: the site is well-located for the many community facilities

Design and Access

There are public footpaths leading from the Pagham Road to the countryside to the west. These pass through Millfarm Drive to the site's immediate north and Summer Lane, which is a short distance to the south. These pass through attractive countryside and lead to the Local Nature Reserve of Pagham Harbour.

Being located between the sea and the South Downs, residents of the site will also have access to a wide range of recreational opportunities provided by this beautiful and diverse environment.

AMOUNT

The proposed development area is 4075m² and will accommodate 9 units; this equates to a density of 22 units/hectare. This is considered a relatively low density but accords with the village character and enables the incorporation of generous private garden spaces.

Unit areas:

LAYOUT

The layout of the site enables optimum accessibility according to traditional design patterns. This was the approach favoured by residents at the community consultation event and is reflected in the Neighbourhood Plan.

The layout of the proposed development responds to:

- community preferences;
- the site access position and vehicle access and turning movements;
- the shape of the developable area;
- the existing framework of trees to the east;
- the park home site to the north;
- the housing development to the south;
- the boundary conditions to east and west;
- the characteristic settlement patterns of the village and its surroundings;
- passive solar gain;
- road hierarchy; and
- considerations of safety and security.

With the access position in the southeast corner of the site it was natural that the scheme would be laid out with an access road on its south side and with properties facing towards it. All houses are oriented towards the street to which they relate, ensuring that active frontages provide passive surveillance to the public realm, so minimising the potential for crime or antisocial behaviour. This arrangement also enabled back gardens to be positioned on the north side of the site, so minimising impacts on the park home development to the north.

The layout was amended following community consultation, rotating units 5 and 6 so that they faced south and presented back gardens to the north. This change was considered to provide a better relationship with the park homes and a more attractive and legible frontage to the south.

Thought was also given to how the development might relate to and enhance the new development to its south, creating a public space in the triangular area between the two opposite frontages.

In turning northwards through 90 degrees after unit 6, the entrance road is addressed by the front of unit 9. This contributes to the creation of an enclosed, overlooked public realm with a distinct sense-of-place, which would not be the case if all properties faced south. Such a characteristic and logical approach contributes to the legibility of the proposal and enables it to be understood and navigated intuitively by users.

Trees and hedges define the boundaries between the public lane and the private gardens. This contributes to a pleasant, green space and delivers environmental benefits. Tree and hedge planting around the site perimeter also helps the proposal to enhance its immediate context, providing benefits to residents and mitigating any negative impacts on neighbours. Rather than typical close-board fencing, gardens will be separated by native hedges.



Previous layout option presented at community consultation



Revised option, amended following community consultation responses

Design and Access

Unit 1 has been positioned to prevent any adverse impacts on neighbouring trees to the east.

SCALE

The scale of the proposed houses accord with the locally characteristic domestic buildings of the wider area, which is predominantly of two-storeys.

In response to feedback from the community consultation event, the scale of unit 7 has been reduced to 1½-storey to mitigate against impacts on the park homes to the north. This is in addition to unit 5 has been moved away from the mutual boundary altogether. A thicker vegetative boundary has been proposed to form a 5m visual screen.

APPEARANCE

The community consultation event identified a preference for traditional buildings that relate to the characteristic buildings of the area. A number of these have been looked at and assessed for their formal and material qualities. These examples have been referred to in designing detailed proposals. As such, the development will have a strong relationship with the positive characteristics of the area.

The houses are all proposed to be similar in their appearance. They will be built of brick with plain clay tile roofs. Joinery elements such as bargeboards, windows, doors and porches will be made of timber and painted. The architectural design and detailing conveys a Victorian character that is familiar within the surrounding area.

In addition to building typologies, the proposed development's appearance will be influenced by the landscape design and SUDS strategy. The proposed indigenous planting will give a strong identity to the development.

This approach to the design of the scheme is intended to counter the hard, highways-led approach of many housing developments and return to the more rustic

appearance of traditional villages like the historic parts of Nyetimber and Pagham.

ACCESS

A Transport Assessment has been prepared by RGP. The application site is proposed to be accessed via the lane to the immediate south of the Inglenook Hotel. The lane skirts around the back garden to the hotel before turning due west to the development site.

The site access will have little effect on existing road users. It is currently used as an access to the rear car park and for the residents of the staff accommodation. The development of the application site for nine houses will cause some intensity of use but will not lead to any adverse effects.

The access strategy within the site area follows the principles described in Manual for Streets and seeks to provide character and variety through design and materials.

The layout ensures that service vehicles can be accommodated with turning areas provided as appropriate.

Within the site, pedestrian movement is facilitated via a combination of pavements, shared surfaces and dedicated footpaths.

Parking is to be accommodated within private garages and driveways.

Lighting

The lighting strategy is to provide a low-energy street lighting scheme that is responsive to both personal safety and reducing light pollution.

The design approach will ensure that the development does not harm the quality of dark night skies, for the benefit of people and wildlife. Lighting has been assessed as to whether it is necessary and, if required designed to minimise the overall impact of light. The principal tests that have been applied to the lighting design are:

1. Is the proposed lighting necessary/ has the installation of lighting been avoided?
2. Where lighting is necessary, has the design and installation ensured that adverse impacts are avoided (from internal and external sources)?

Lighting levels can be minimised through:

- 'Curfews' or automatic timers;
- Proximity 'PIR' sensors, timers or any additional shielding or coving, including angling the front surface of lights to the horizontal;
- Different surface types to reduce the amount of reflectivity;
- Appropriate use of glazing to reduce light transmittance; and
- Screening or shielding to reduce the impact of reflectivity.

Noise

Planning Practice Guidance has been consulted in assessing the degree of change to the site's acoustic environment.

The proposed residential use carries with it a level of noise that may be associated with domestic life, including the movement of vehicles, garden machinery and general human activity. Such noises are expected in a village environment and cause no issues of disturbance. Distances between properties contribute to the acceptability of acoustic relationships.

The development will be built in accordance with the Considerate Constructors Scheme, which seeks to minimise the impact of vibration, and air, light and noise pollution. It may, therefore, be confirmed that no adverse affect is likely to occur and that a good standard of amenity can be achieved. The existing and proposed planting will also mitigate against noise impacts.

Natural barriers provide a more pleasing aesthetic alternative to artificial ones constructed of concrete or wood. Trees can reduce surrounding noise through a combination of reflection and absorption of sound. Larger leaved trees in particular, such as beech, are more effective than smaller leaved ones, with low shrubs and hedges also providing good sound barriers. The denser a natural barrier and the closer it is to the source of the noise, the more effective it will be at lessening the impact.

Bin Storage and Collection Provision

Policy Requirement

The maximum pulling distances allowed under Health and Safety legislation are 10 metres 1100 litre bins and 50 meters for 240 litre bins.

The Manual for Streets recommends maximum bin carry distance thresholds of 25m for collectors and 30m for residents.

Each home will be provided with the equivalent of 240 litres of residual waste storage/bins with the same amount of storage space/bins for recyclable materials.

The access road is provided up to full highway standards for the use of the council's dust carts. This will be accessible/passable for collection schedules with no parking or other obstruction. An indemnity will be provided for the Council's contractors to pass across servicing.

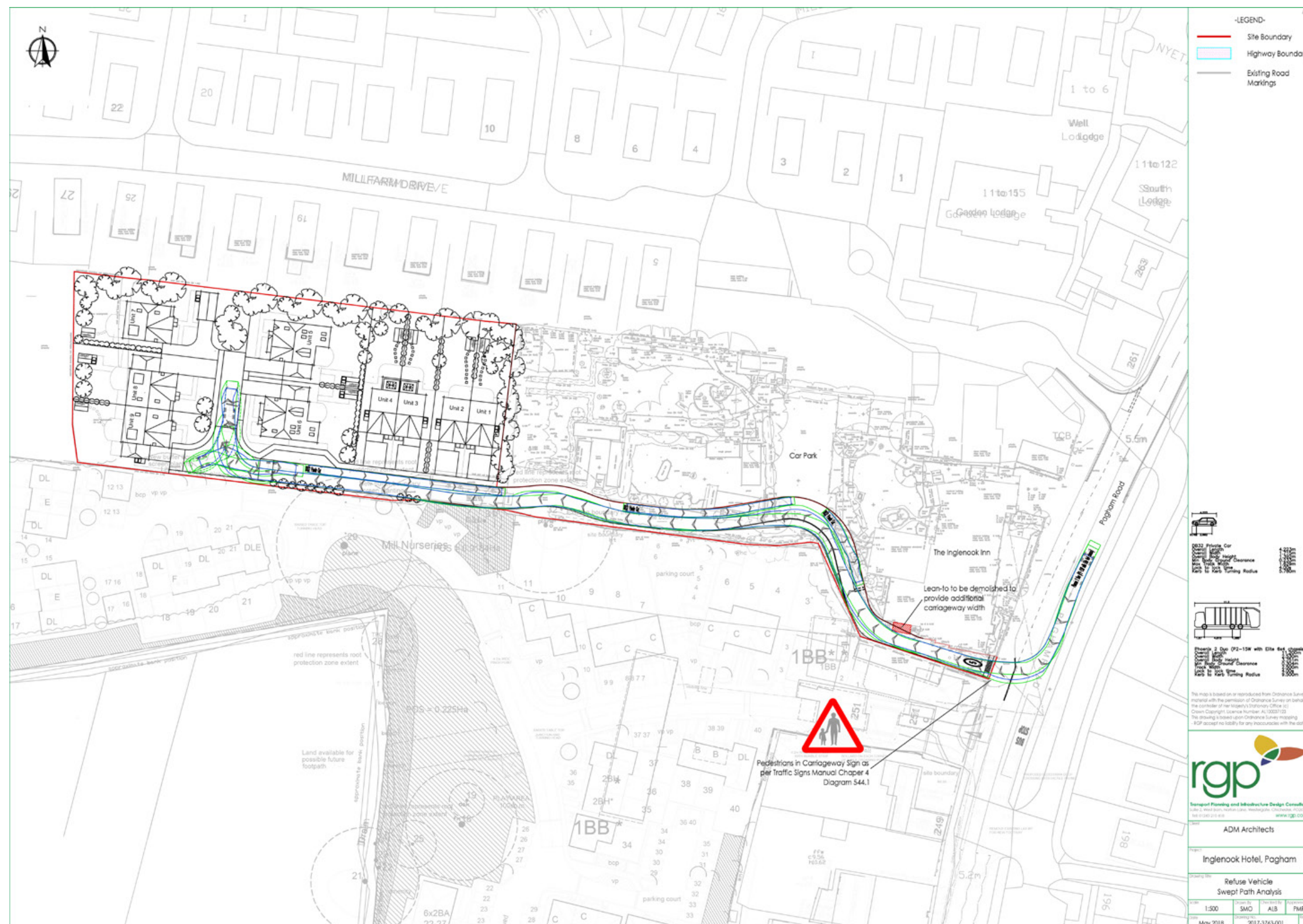
Proposed Bin Storage and Collection Provision

It is proposed for two 240 litre wheelie bins to be provided for each house. The storage positions for the bins is indicated on the submitted site plan.

Suitability

The access is proposed to be a minimum of 4.8m wide. A second access to four houses is located in the northeast part of the site.

The carriageway geometries would allow refuse and standard car sized vehicles to pass unhindered. The site's carriageway geometries are such that large service vehicles can negotiate the internal roads and perform turning manoeuvres within the site, allowing service vehicles to safely enter and exit the site in a forward gear. A vehicle swept path analysis has been undertaken by Russell Giles Partnership Ltd demonstrating a large refuse vehicle (the largest service vehicle) negotiating the internal carriageways, and performing turning manoeuvres. Full details of this evidence is found in the accompanying Transport Statement and is illustrated here.



RGP Swept Path Analysis

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