

BELLWAY HOMES LIMITED (SOUTH LONDON)

WOODFORDS, SHIPLEY ROAD

HIGHWAYS TECHNICAL NOTE

**REPORT REF.
2108061_A-ACE-XX-XX-RP-C-0102A**

October 2025

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A. Proposed Site Layout

Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	1 st Draft Issue	JE	AG	DRAFT	22.08.25
-	Final Issue	JE	JE	PR	04.09.25
A	Revised to reflect revised layout	PR	JE 	PR 	06.10.25

Distribution

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1. Introduction

- 1.1 Ardent Consulting Engineers (ACE) has been appointed by Bellway Homes Ltd (South London) to provide transport and infrastructure support in relation to obtaining approval of a Reserved Matters application pursuant to the granted outline application DC/21/2180 to consider appearance, landscaping, layout and scale in respect of the erection of 73 dwellings, associated car parking and infrastructure, and new access from Shipley Road.
- 1.2 The purpose of this Highway Technical Note (HTN) is to present confirmation of how each of the highway related planning conditions associated with the granted outline planning consent have been suitability addressed.

Background Information

- 1.3 The development is located at the southwestern edge of the settlement of Southwater, approximately 1 kilometre south of the village centre. The site comprises a parcel of land to the east of Shipley Road (c. 4.1 hectares) comprising partly previously developed land, namely Woodfords house, associated outbuildings and areas of hardstanding and partly greenfield land which make up the sites surrounds. The site is bisected by a treeline which splits the northern and southern portion of the site. The main dwelling on-site is known as 'Woodfords', which is considered by the Council to be a non-designated heritage asset. The site has an existing vehicular access point from Shipley Road. Several existing dwellings are located to the north of the site served via Rascals Close.
- 1.4 The scheme was granted outline planning consent in July 2024. As part of the planning permission, the following transport-related plans were approved:
- Proposed Access Arrangement, Drawing Number J32-4384-011
 - Site access arrangement and visibility splays, Drawing Number J32- 4384-005
 - Proposed Pedestrian Crossing Improvements, Drawing Number J32-4384-012
 - Vehicle Swept Path Analysis, Drawing Number J32-4384-017
 - Proposed Shipley Footway at Tanglewood and Reksley, Drawing Number J32-4384-015
 - Vehicle Swept Path Analysis at Shipley Road/Mill Straight Junction, Drawing Number J32-4384-016 Rev A
- 1.5 An extract of the relevant Outline Planning Conditions that this document addresses are set out as follows.

Condition 6	<i>Pre-Commencement Condition: No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:</i> <i>The method of access and routing of vehicles during construction</i> <i>The parking of vehicles by site operatives and visitors</i> <i>The loading and unloading of plant, materials and waste</i> <i>The storage of plant and materials used in construction of the development,</i> <i>The provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders)</i> <i>An indicative programme for carrying out of the works</i> <i>The arrangements for public consultation and liaison during the construction works</i> <i>Details of any floodlighting, including location, height, type and direction of light sources and intensity of illumination</i> <i>Measures to control the emission of dust and dirt during construction</i> <i>A scheme for recycling/disposing of waste resulting from demolition and construction works</i> <i>Ecological and biodiversity mitigations (see informative)</i> <i>Reason: In the interests of highway safety and the amenities of the area, ecological and biodiversity interests, and in accordance with Policies 24, 33(2) and 40 of the Horsham District Planning Framework (2015).</i>
Condition 11	<i>Pre-Occupation Condition: No part of the development shall be first occupied until such time as the vehicular access, the proposed new footway along the eastern side of Shipley Road, and associated works serving the development have been constructed in accordance with the approved planning drawings J32-4384-005 Rev H, J32-4384-011, J32-4384-012, J32-4384-015, J32-4384-016 Rev A and J32-4384-017. Reason: In the interests of road safety and in accordance with Policy 40 of the Horsham District Planning Framework (2015).</i> <i>(see Proposed Access Arrangement 2108061_A-ACE-XX-00-DR-C-0502/Rev C)</i>
Condition 14	<i>Regulatory Condition: No part of the development shall be first occupied until visibility splays of 2.4 metres by 124 metres north and 161 metres south have been provided at the proposed site vehicular access onto Shipley Road in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed. Reason: In the interests of road safety and in accordance with Policy 40 of the Horsham District Planning Framework (2015).</i> <i>(see Proposed Access Arrangement 2108061_A-ACE-XX-00-DR-C-0502/Rev C)</i>

1.6 In addition to the off-site works, there were a number of highway related items secured through the S106. These were as follows:

- A Travel Plan needs to be submitted and approved in writing by the County Council.
- Prior to occupation, pay the County Council the Travel Plan Auditing Fee of £3,500.
- Prior to occupation, pay either Shipley Parish Council or Southwater Parish Council the Traffic Regulation Order fee of £9,370.60 in respect of the TRO for the change of the 30mph speed limit to south of the property.

1.7 An extract of the proposed site layout is shown in **Figure 1.1** and is included at **Appendix A**. The scheme as designed will deliver the following:

- A mix of semi-detached, detached and terraced two storey dwelling houses and two and a half storey apartment blocks
- Retention and enhancement of the existing dwelling
- 73 residential units comprised of a mix of 1-2 bed flatted units and 2 bed / family sized houses
- Provision of 29 affordable housing units (40%), of which 20 no. are affordable rented and 9 no. shared ownership
- Provision of open space, play space, sustainable drainage features and associated enhancements
- Retention of existing vegetation and delivery of landscaping enhancements and measurable gains in biodiversity and ecology.
- A water neutral development, via on-site and off-site measures
- A low carbon development which meets and exceeds the requirements of Building regulations working toward the Future Homes Standard.



Figure 1.1: Extract of Proposed Site Layout (Source: DHA Architecture)

- 1.8 West Sussex County Council (WSCC) is the local highway authority, though all relevant standards applied by Horsham District Council (HDC) as planning authority have also been considered. The site also lies within the Shipley Parish of HDC.

Policy and Guidance

- 1.9 This HTN has been prepared with due regard to a number of national, regional and local policy documents. The following have been taken into account:
- National Planning Policy Framework [NPPF] (MHCLG, December 2024);
 - National Planning Practice Guidance [NPPG] (DCLG, 2014);
 - Active Travel England Standing Advice Note: Active travel and sustainable development (Active Travel England, October 2023);
 - Manual for Streets [MfS] (DfT, 2007);
 - Manual for Streets [MfS2] – Wider Application of Principles (CIHT, 2010);
 - Design Manual for Roads and Bridges [DMRB] (Highways Agency, 1992);
 - Local Transport Note 1/20 Cycle Infrastructure Design (DfT, July 2020);
 - Guidance on Parking at New Developments (WSCC, September 2020);
 - WSCC Local Design Guide (WSCC, 2010);
 - Horsham District Planning Framework (HDC, November 2015);
 - Draft Horsham District Local Plan 2019-2036 (HDC, see note below); and
 - Shipley Parish Neighbourhood Plan 2019-2031 (Shipley Parish Council, June 2021).
- 1.10 As a note on HDC’s Local Plan, the Council submitted their latest Local Plan—covering the period 2023 to 2040—to the Secretary of State on 26 July 2024, following a six-week Regulation 19 representation period that ran from 19 January to 1 March 2024.
- 1.11 The examination hearings began in December 2024 but were paused by the Planning Inspector, with further sessions scheduled to resume between March and September 2025. The Planning Inspector issued an interim findings letter on 4 April 2025 recommending withdrawal of the Plan due to legal non-compliance. His main objections related to a failure of HDC to meet the Duty to Co-operate, an insufficient reliance on the Sussex North Offsetting Water Scheme (SNOWS) for water neutrality and a housing shortfall including the removal of strategic options.
- 1.12 As of July 2025, the Council is reviewing the Inspector’s initial findings and preparing a report for discussion on 23 July 2025, with Cabinet consideration set for 6 August 2025.

Report Structure

1.13 Following this chapter, the structure of this HTN is as follows: -

- **Section 2.0** outlines the proposed highway works and the proposed highway infrastructure;
- **Section 3.0** provides a summary of the Travel Plan prepared to support the reserved matters application;
- **Section 4.0** provides a summary of the Construction Management Plan prepared to support the reserved matters application; and
- **Section 5.0** sets out the report's key findings and conclusions.

2. Highway Infrastructure

Vehicular Access Proposals

- 2.1 The site currently has one existing access point, which serves an existing property (Woodfords). This access point is to be stopped up as part of the consented scheme.
- 2.2 Vehicular access for the development will be taken via Shipley Road, in the form of a new priority controlled 'T' junction. The proposed access will be 6.0 metres wide and include 10 metres kerb radii to accommodate the manoeuvring requirements of refuse vehicles. The proposed junction has been designed in accordance with the consented access, as per the requirements of Condition 11. A new access road to the existing Woodfords property is to be served from the internal access road, which is in turn served from the new site access junction. **ACE Drawing Number 2108061_A-CE-XX-00-DR-C-502C** shows the proposed access arrangement.
- 2.3 As per Condition 14, visibility splays of 124 metres to the north and 161 metres to the south taken from a 2.4 metre set back distance can be achieved within land located either within the boundary of the site or within publicly maintained highway.

Public Rights of Way

- 2.4 There are no Public Rights of Way (PROWs) within site. The nearest PROWs are 1688 and 2804. PROW 1688, located approximately 80 metres North of the site, connects to Shipley Road, runs parallel along Rascals Close and eventually links Mill Straight. PROW 2804 located 85 metres south of the site, links between Shipley Road and A24 Worthing Road.

Parking Proposals

- 2.5 The development comprises a total of 73 residential dwellings, of which 14 will be flats and 59 houses.
- 2.6 Parking at the site has been considered in line with the requirements of the WSCC Guidance on Parking at New Developments (September 2020) document. Parking Behaviour Zones (PBZs) have been allocated to different locations within the county to correspond with the expected levels of parking demand. The development site is

located within PBZ 2. It is noted that the site is bordered by the Southwater ward to the north, which is also located within Zone 2. The following car parking standards are therefore applicable to the proposed development:

- 1-bedroom – 1.5 spaces per dwelling
- 2-bedrooms – 1.7 spaces per dwelling
- 3-bedrooms – 2.2 spaces per dwelling
- 4+ bedrooms – 2.7 spaces per dwelling

2.7 Regarding garages, the document states that:

"If garages are provided they should be at least 6m x 3m internally. If garages meet this requirement, they will be regarded as an allocated parking space of 0.5 and calculations of parking demand will take this into account."

2.8 It is worth noting that the document also states that:

"To accommodate potential variations in parking demand within a single ward, consideration may be given to varying the expected parking demand by 10% above or below, which is based on the average variation in demand between PBZs."

2.9 With regards to visitor parking, the document states that:

"Developers should take an approach that is consistent with national research which suggests, "that no special provision should be made for visitors where at least half of the parking provision associated with the development is unallocated. In all other circumstances it may be appropriate to allow for additional demand for Visitor parking of 0.2 spaces per dwelling."

2.10 WSCC parking standard for Parking Behaviour Zone 2 are shown in **Table 2.1**. The table also includes the expected maximum provision, which is an allowance of 151 spaces, plus 15 visitor spaces.

No. Beds	No. Units	Parking Req.	Max Req.
1 bed	0	1.4	0
2 bed	31	1.7	53
3 bed	27	2.1	57
4 bed	15	2.7	41
Total (max.)	73	-	151
Visitor	73	0.2	15

Table 2.1: Parking Requirements (WSCC – September 2020)

- 2.11 A full breakdown of the parking strategy is contained within **ACE Drawing 2108061_A-ACE-XXX-00-DR-C-0506B**, which demonstrates the provision of 156.5 site-wide parking spaces (this includes the provision of garages which are noted to represent 0.5 spaces), comprising 110 allocated spaces, 30 unallocated spaces and 16.5 garage spaces. A total of 15 visitor spaces is also provided, with one of these spaces highlighted for potential use as a car club bay. This takes the total number of parking spaces up to 171.5.
- 2.12 Once the 10% variation on non-visitor spaces, as allowed by the WSCC guidance, has been accounted for, this provision is noted to fall within the recommended parking standards as set out in **Table 2.1**.
- 2.13 All garages provided across the site measure a minimum of 6 by 3 metres internally in accordance with WSCC requirements. All on-street bays measure a minimum of 2 by 6 metres.
- 2.14 In line with Part S of the Building Regulations, all spaces are to be provided with electric vehicle charging infrastructure.
- 2.15 HDC's adopted District Planning Framework states that "*Adequate parking and facilities must be provided within developments to meet the needs of anticipated users*", whilst the emerging Local Plan states that "*in line with adopted standards (currently West Sussex County Council's 'Guidance on Parking at New Developments')*". Shipley Parish has also prepared its own Neighbourhood Plan (adopted June 2021), which is used to influence development within the parish in the period 2019 to 2031. The Neighbourhood Plan has been reviewed and this does not set out any specific parking standards. The use of WSCC standards is therefore considered appropriate.

- 2.16 It is considered that the implementation of a Travel Plan (see **Section 3.0**) will encourage a modal shift that will also assist with reducing car-use further than might otherwise be expected at the site (Section 5.4 of the WSCC parking guidance supports this particular approach). The level of parking proposed is therefore considered sufficient to meet the demand of the development, reduce the likelihood of obstructive parking both in and around the site and promote sustainable travel where possible.
- 2.17 A comprehensive provision of cycle parking is included within the proposals to ensure that opportunities for travelling by non-car modes are enhanced where possible. WSCC's Guidance on Parking at New Developments (September 2020), requires the following:
- 1 & 2 bedroom house – 1 space per dwelling
 - 3+ bedroom house – 2 spaces per dwelling
 - 1 & 2 bedroom flat – 0.5 spaces per dwelling (if communal)
- 2.18 Cycle storage for houses is provided either within garages or within stores located within rear gardens where no garage is present. The cycle stores have been provided to have sufficient space for the correct number of cycles stipulated in the policy requirements. Cycle storage for the block of flats is contained in a secure and suitably located communal bicycle store. Applying the above standards to the development requires a minimum of 108 cycle parking spaces to be provided.
- 2.19 There was an informal requirement to review the provision of e-bike/electric scooter provision. This has not been included as it is understood that there are no local providers to operate the station at this stage. It is, however, considered that the site is in a sustainable location and cycle storage will be provided throughout the development to encourage cycling.

Road Hierarchy

- 2.20 The following road hierarchy has been adopted throughout the site (this is also shown on **ACE Drawing 2108061_A-ACE-XXX-00-DR-C-0503B**), in line with the principles of Manual for Streets, as well as in line with WSCC guidance. Roads are proposed to be designed to an adoptable standard in terms of highway geometry but due to other constraints, such as drainage, are not being put up for adoption.

Primary Streets

- 2.21 A primary street is provided from the site access bell mouth and also along the initial section of the site after a junction between the initial access road and an internal estate road. Beyond the initial flared tie-in to Shipley Road, primary streets are designed to be 5.5 metres in width with 2 metres wide footways on both sides of the carriageway. Traffic calming should be provided every 60 to 100 metres to maintain low vehicle speeds.
- 2.22 Uncontrolled crossing points have been provided which connect with the footpath network through the development.

Secondary Streets – Shared Surface

- 2.23 Two types of secondary streets are proposed within the development. The first of these are shared surfaces, which are designed to be 6 metres wide to allow for vehicles to comfortably pass pedestrians or cyclists. Wherever possible, utilities will be laid within a 1 metre wide verge adjacent to the shared surface.

Secondary Streets – Alternate

- 2.24 The alternate type of secondary street contains 2 metres wide footways on one or both sides of the carriageway. The road itself measures 4.8 metres wide. If no footway is present, utilities will be laid within a 1 metre wide verge.

Private Drives

- 2.25 Shared private drives have been designed to a minimum width of 4.1 metres to allow for Fire Tender Access. Wherever possible, utilities will be laid within a verge adjacent to the shared surface, however where this is not possible a service strip will be provided on the high side of the shared private driveway, allowing space for the gullies to be located on the low side.

Parking Courts

- 2.26 Parking courts have been designed to allow a 6 metres wide aisle between opposite spaces to allow drivers to manoeuvre into and out of spaces.

Extent of Adoption

- 2.27 Roads are proposed to be designed to adoptable geometry, however, due to the site's drainage design (Permavoid systems are located beneath the majority of estate roads) much of the site road network cannot be adopted by WSCC.

Footways

- 2.28 A network of footpaths has been provided throughout the landscaped areas forming part of the development. These have been carefully designed to minimise impact upon the retained trees, however where within the Root Protection Areas a no-dig construction will be provided.
- 2.29 The provision of footways within the site also includes 2 metres wide footways on primary streets, with 2 metres wide footways also provided on a number of secondary streets. It is considered that cyclists of all ability can safely cycle within the carriageway due to traffic calming, constrained design speeds and low vehicle flows. No footways are provided on private drives.
- 2.30 A footway is to be provided connecting to the north-western corner of the site at the location of an existing gate. This is shown on **ACE Drawing 2108061_A-ACE-XX-00-DR-C-0502C**. It is proposed that a new length of footway will then continue from this connection to existing provision at Foxfield Cottages.

Road Geometry and Site Levels

- 2.31 The longitudinal gradients across the site achieve a minimum 1:80 for both flexible surfacing and a maximum of 1:20 for all surfaces. The carriageways are designed to crossfall at a gradient of 1:40 whilst the footways are design to crossfall towards the carriageway at gradient of 1:40.

2.32 Where possible, dwellings that are only located on one side, the carriageway falls away from the dwellings. Kerbs with an upstand of 125mm have been provided where footways are present, whilst 25mm upstands are proposed within the shared surfaces.

2.33 The proposed road geometry is shown on **ACE Drawing 2108061_B-ACE-XX-XX-DR-C-0101B**, along with indicative finished floor levels for the dwellings and proposed and existing spot levels across the development.

Street Lighting

2.34 A Lighting Strategy has been developed based upon West Sussex requirements. The lighting has been designed to accommodate the proposed trees to ensure adequate lighting of both the adoptable and private roads.

2.35 Bat surveys carried out as part of the Ecological Appraisal for the scheme have identified bat activity within the site, which was largely recorded along the retained tree lines which form the boundaries of the site. As such, wherever possible, the lighting strategy has been designed to follow Guidance Note 08/23 Bats and Artificial Lighting at Night (Bat Conservation Trust and Institute of Lighting Professionals).

2.36 The lighting design will comply with the British Standard BS 5489 2013 and BS EN 13201-2:2015 recommendations:

- Lighting Class P5
- Average maintained illuminance (Eav) = 3.00 Lux – 4.50 Lux
- Minimum illuminance (Emin) = 0.60 Lux
- Overall Uniformity = 0.20 Uo

2.37 Full details of the street lighting strategy will be submitted separately as part of this application.

Visibility (Internal)

2.38 At all internal junctions, visibility splays of 2.4 by 25 metres are provided in accordance with Manual for Streets standards for a 20mph design speed (noting that

residential streets should aim for speeds below 20mph, as per Section 1.6 of Manual for Streets).

Refuse Access and Turning Areas

2.39 Turning heads have been provided throughout the development at appropriate locations to facilitate access for a refuse vehicle. Vehicle swept paths for refuse vehicles are contained in **ACE Drawing 2108061_A-ACE-XX-00-DR-C-0505B**. Refuse collection will be a mix of on-street collection and collection from bin stores/collection points. The layout has been designed to ensure that the following parameters, as set out in Manual for Streets, have been accounted for:

- Residents should not be required to carry waste more than 30 metres to the storage point.
- Waste collection vehicles should be able to get within 25 metres of the storage point of 2 wheeled bins (140l / 240l).
- Waste collection vehicles should be able to get within 10 metres of the storage point of 4 wheeled bins (1100l / 1280l)
- Refuse vehicles shall not reverse more than 20 metres.

2.40 The current layout has been designed to reflect the principles of Manual for Streets, which notes in Section 6.8.6 that *'the operation of waste collection services should be an integral part of street design and achieved in ways that do not compromise quality of place'*. It also advocates the use of collection points and suggests that designing new streets around large vehicles (many of which comprise infrequent movements) can *'conflict with the desire to create quality places'*.

Fire Access

2.41 Building Regs Approved Document B outlines the following requirements:

- Minimum carriageway width of 3.7 metres to accommodate fire tender, with minimum pinch points of 2.75 metres.
- Fire appliance should be able to access within 45 metres of every dwelling, covering the total area and not just building entrance.
- A fire appliance should not be required to reverse more than 20 metres.

2.42 For blocks of flats fitted with fire mains:

- Dry fire mains - access should be provided for a pumping appliance to within 18 metres of each fire main inlet connection (to be located on the face of the building and visible from the parking position).
- Wet fire mains - access within 18 metres and within sight of an entrance giving access to the fire main (and within sight of the inlet to replenish the suction tank for the fire main).

2.43 Vehicle swept paths for fire vehicles are contained in **ACE Drawing 2108061_A-ACE-XX-00-DR-C-0504B**. Note that this shows hose distances to the front door of dwellings, with internal dimensions to be provided by the site architect.

3. Travel Plan

- 3.1 In accordance with the S106, a Residential Travel Plan (TP) has been prepared to support development at the site and maximise opportunities for travel by non-car modes. ACE has prepared a TP (**Report Ref: 2108061_A-ACE-XX-00-RP-C-0101A**), which sets out the aims of the document, in addition to the measures and mitigation proposals which are being implemented at the site to encourage sustainable modes of travel. It also sets out initial details of a monitoring framework for the ongoing implementation of the TP.
- 3.2 The TP will be continually reviewed and updated by the appointed Travel Plan Co-Ordinator.

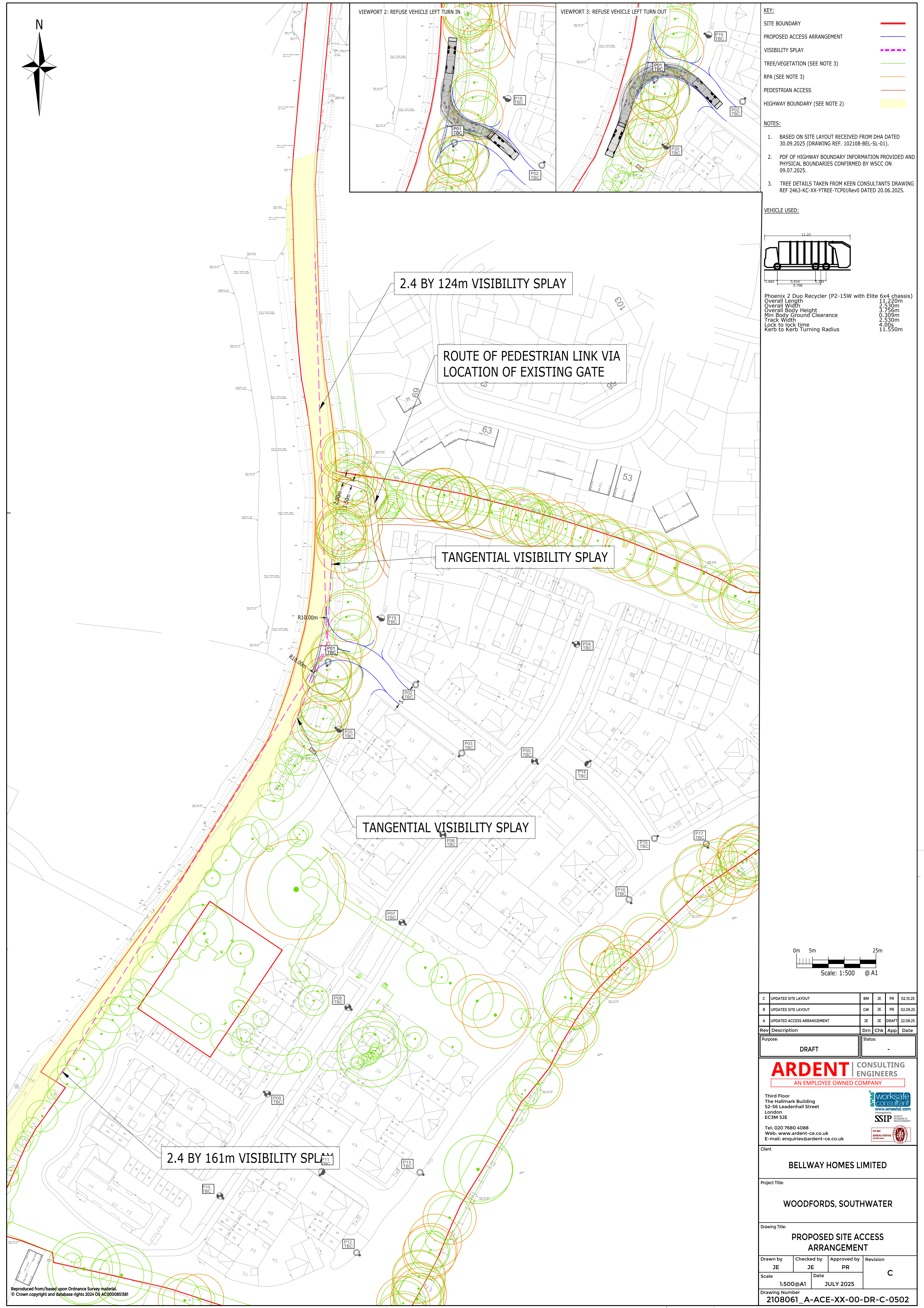
4. Construction Management Plan

- 4.1 In accordance with Condition 6, a Construction Management Plan (CMP) has been prepared to support construction of the development and to ensure that the impact of construction activity is mitigated. ACE has prepared a CMP (**Report Ref: 2108061_A-ACE-XX-00-RP-C-0103**), which out the aims of the document, in addition to the measures and mitigation proposals which are to be implemented during construction to allow for safe access and unloading activity, as well as to minimise any adverse effects on neighbouring amenity.

5. Summary and Conclusion

- 5.1 This Highways Technical Note supports Bellway Homes Limited (South London)'s submission of an application for Approval of a Reserved Matters application pursuant to the consented outline application DC/21/2180 to consider appearance, landscaping, layout and scale in respect of the erection of 73 dwellings, associated car parking and infrastructure, and new access from Shipley Road.
- 5.2 Access to the development is proposed to be taken from Shipley Road in accordance with the outline consent via a new priority-controlled T-junction.
- 5.3 The internal road network is formed by:
- 5.5m wide Primary Streets with 2.0m footways on either side;
 - Shared surfaces of 4.8m width, incorporating localised narrowing to 4.1m; and
 - Private Shared Surface / Drives of 4.1m minimum width.
- 5.4 The highway layout for Steers Lane has been designed with consideration given to both the West Sussex County Council Design Guide and the Manual for Streets.
- 5.5 Parking for both cars and cycles is to be provided in line with the latest adopted guidance which is WSCC's 'Guidance on Parking at New Developments (September 2020)'.
- 5.6 The development is supported by both a Travel Plan and Construction Management Plan seeking to reduce the impact of the site during both construction and operational phases, and to encourage sustainable travel patterns.
- 5.7 This report and the supporting drawings and appendices include information suitable for review in relation to the discharge of conditions 6, 11 and 14.

Drawings



SITE BOUNDARY	
PROPOSED ACCESS ARRANGEMENT	
VISIBILITY SPLAY	
TREE/VEGETATION (SEE NOTE 3)	
RPA (SEE NOTE 3)	
PEDESTRIAN ACCESS	
HIGHWAY BOUNDARY (SEE NOTE 2)	

1. BASED ON SITE LAYOUT RECEIVED FROM DHA DATED 30.09.2025 (DRAWING REF. 102108-BEL-SL-01).
2. PDF OF HIGHWAY BOUNDARY INFORMATION PROVIDED AND PHYSICAL BOUNDARIES CONFIRMED BY WSCC ON 09.07.2025.
3. TREE DETAILS TAKEN FROM KEEN CONSULTANTS DRAWING REF 2463-KC-XX-YTREE-TCP01Rev0 DATED 20.06.2025.

Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)	
Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

ROUTE OF PEDESTRIAN LINK VIA
LOCATION OF EXISTING GATE

TANGENTIAL VISIBILITY SPLAY

TANGENTIAL VISIBILITY SPREAD

2.4 BY 161m VISIBILITY SPLAY P11 FRC



C	UPDATED SITE LAYOUT	BM	JE	PR	02.10.25
B	UPDATED SITE LAYOUT	CW	JE	PR	02.09.25
A	UPDATED ACCESS ARRANGEMENT	JE	JE	DRAFT	22.08.25

Rev	Description	Drn	Chk	App	Date
Purpose: DRAFT		Status: -			

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Client _____

BELLWAY HOMES LIMITED

Project Title:	
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Project title:

WOODFORDS, SOUTHWATER

Drawing Title: **PROPOSED SITE ACCESS**

PROPOSED SITE ACCESS ARRANGEMENT

Drawn by	Checked by	Approved by	Revision
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JE	JE	PR	C
Scale		Date	

Scale	Date
1:500@A1	JULY 2025

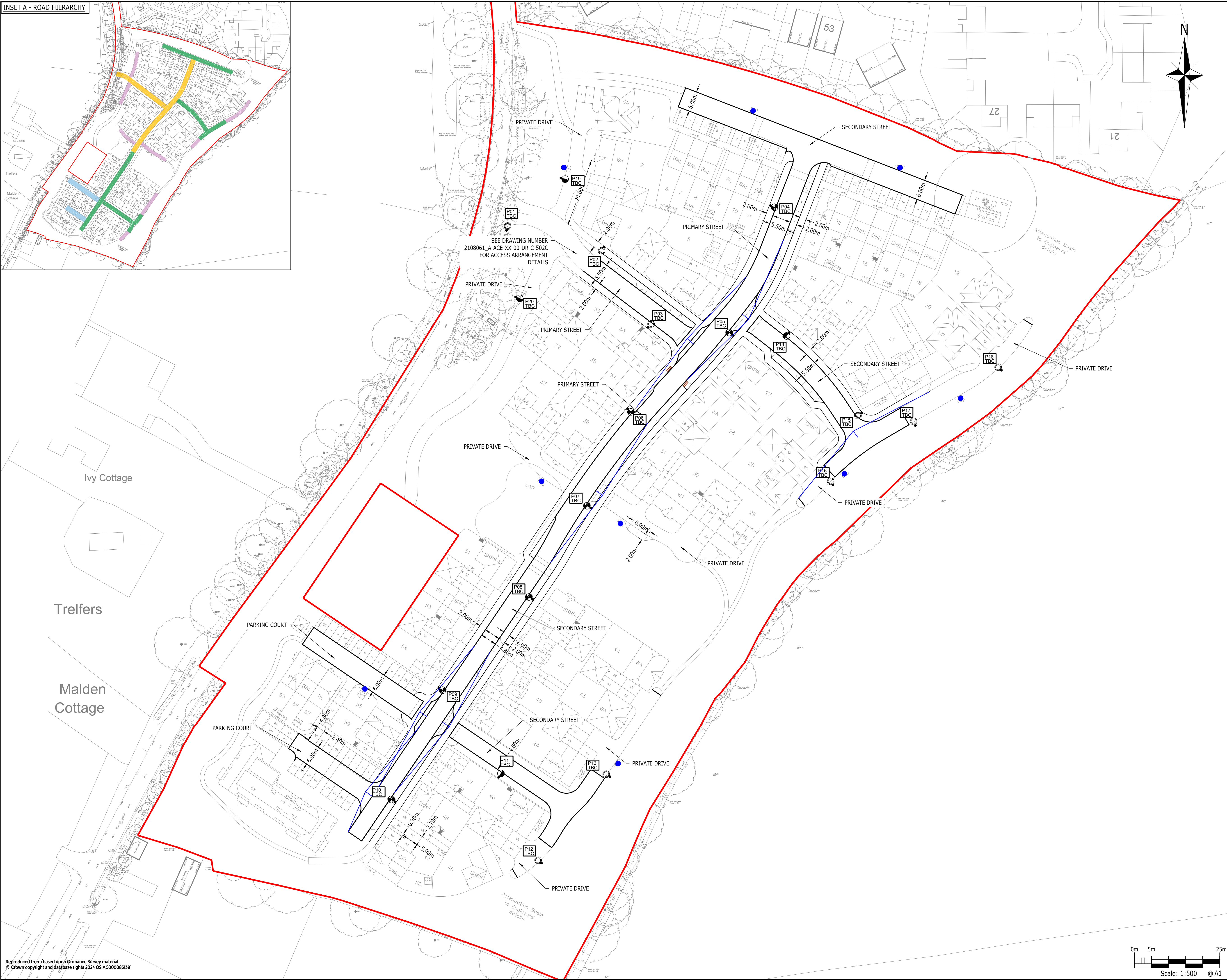
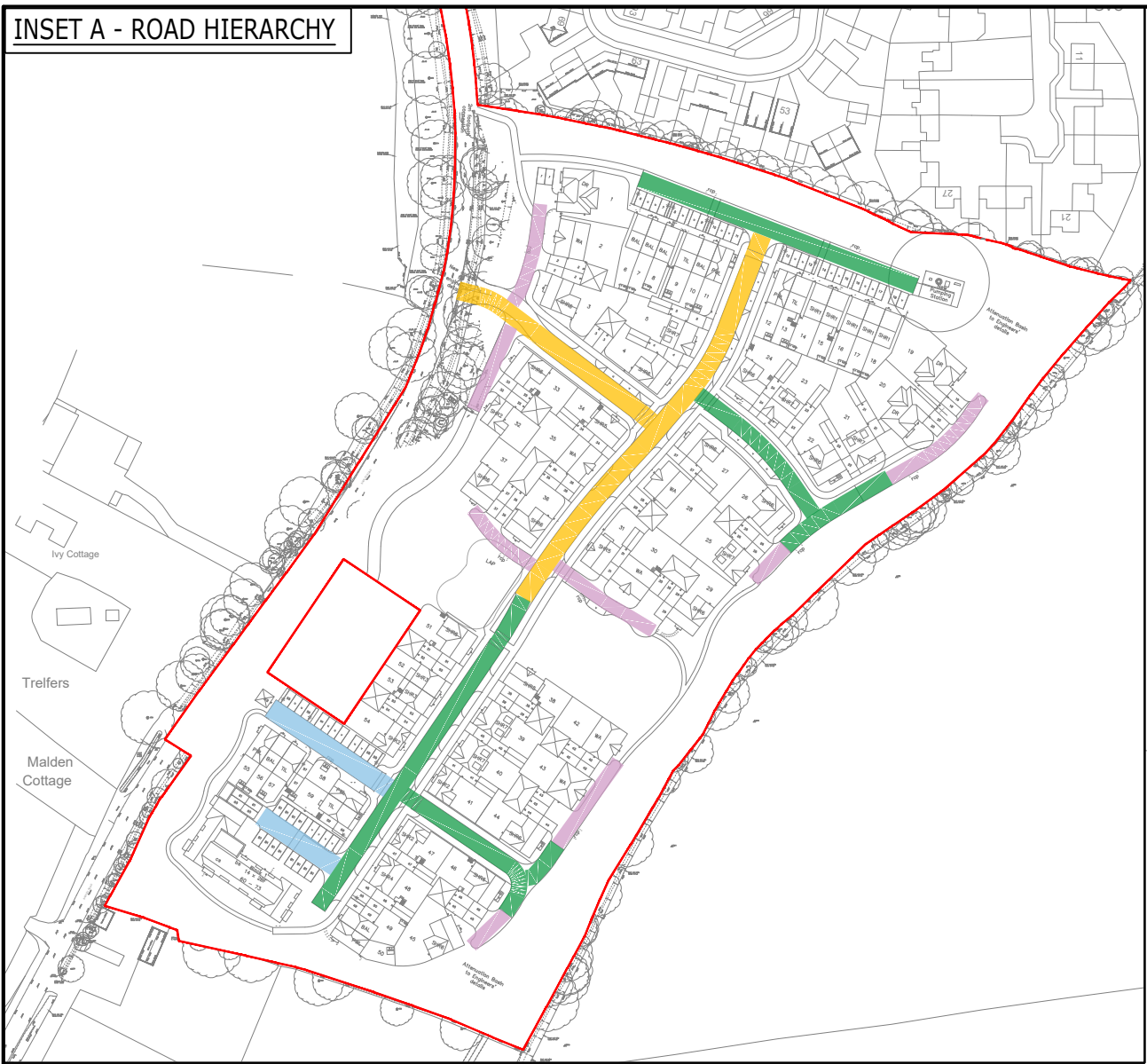
Drawing Number
2108061 A-ACE-XX-00-DR-C-0502

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user name: bradley morgan

File Location: y:\arident projects\2108061_a - woodfords, southwater\technical\acad\drawings\2108061_a-ace-xx-00-dr-c-0502c proposed access arrangement.dwg

INSET A - ROAD HIERARCHY



KEY:

- SITE BOUNDARY
- 2.4m X 25m JUNCTION VISIBILITY SPLAY (20mph) AS PER MfS GUIDANCE
- PROPOSED STREET LIGHTING COLUMN
- REFUSE COLLECTION POINT
- PRIMARY STREET
- SECONDARY STREET
- PRIVATE DRIVE
- PARKING COURT

NOTES:

- DRAWING BASED UPON DHA ARCHITECTURE DRAWING 102108-BEL-SL-01 DATED 30.09.25 PROVIDED TO ARDENT ON 30.09.25
- SUBJECT TO DISCUSSIONS WITH WSCC

B	UPDATED SITE LAYOUT	BM	JE	PR	02.10.25
A	UPDATED SITE LAYOUT	CW	JE	PR	02.09.25

Rev	Description	Drn	Chk	App	Date
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Purpose:	DRAFT	Status:	NOT YET APPROVED
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INSTITUTIONS

ISO 9001
BUREAU VERITAS
CERTIFICATION

Client

BELLWAY HOMES LIMITED

Project Title:

WOODFORDS, SOUTHWATER

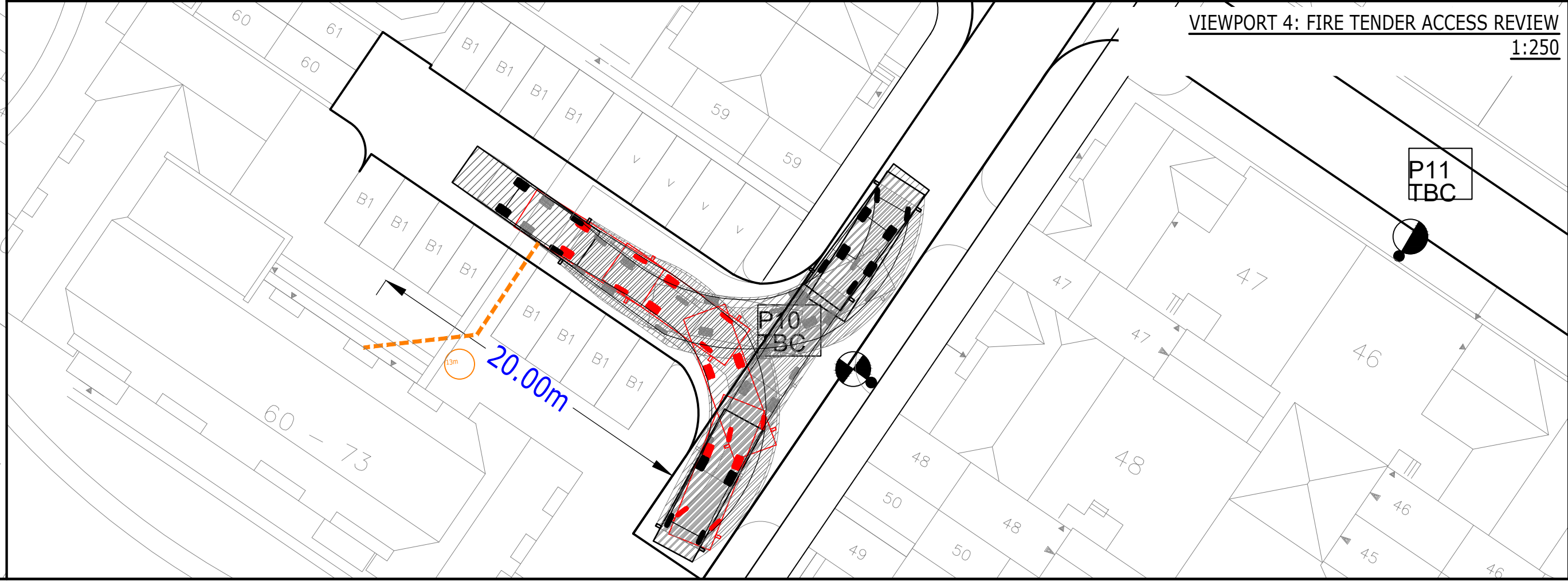
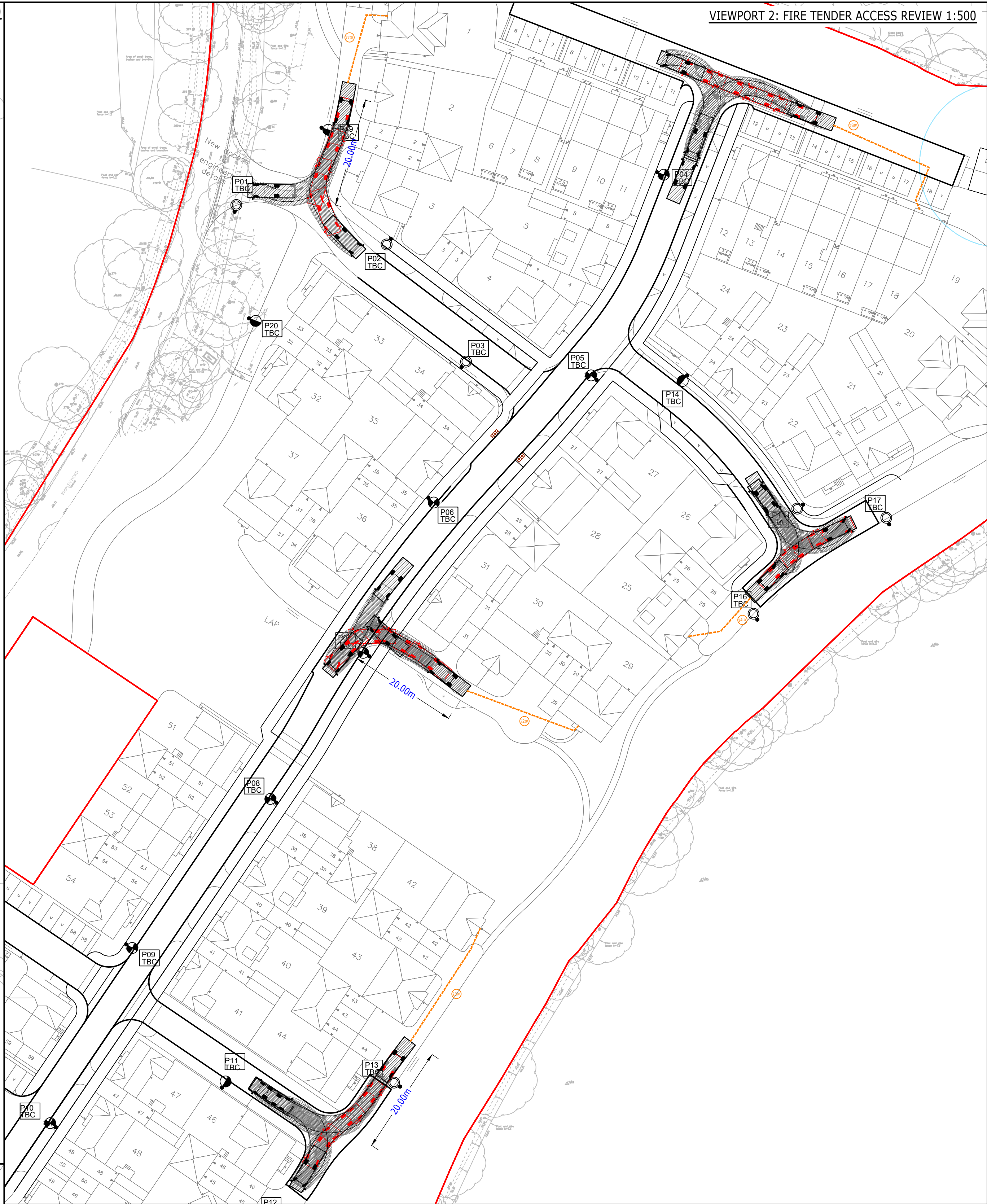
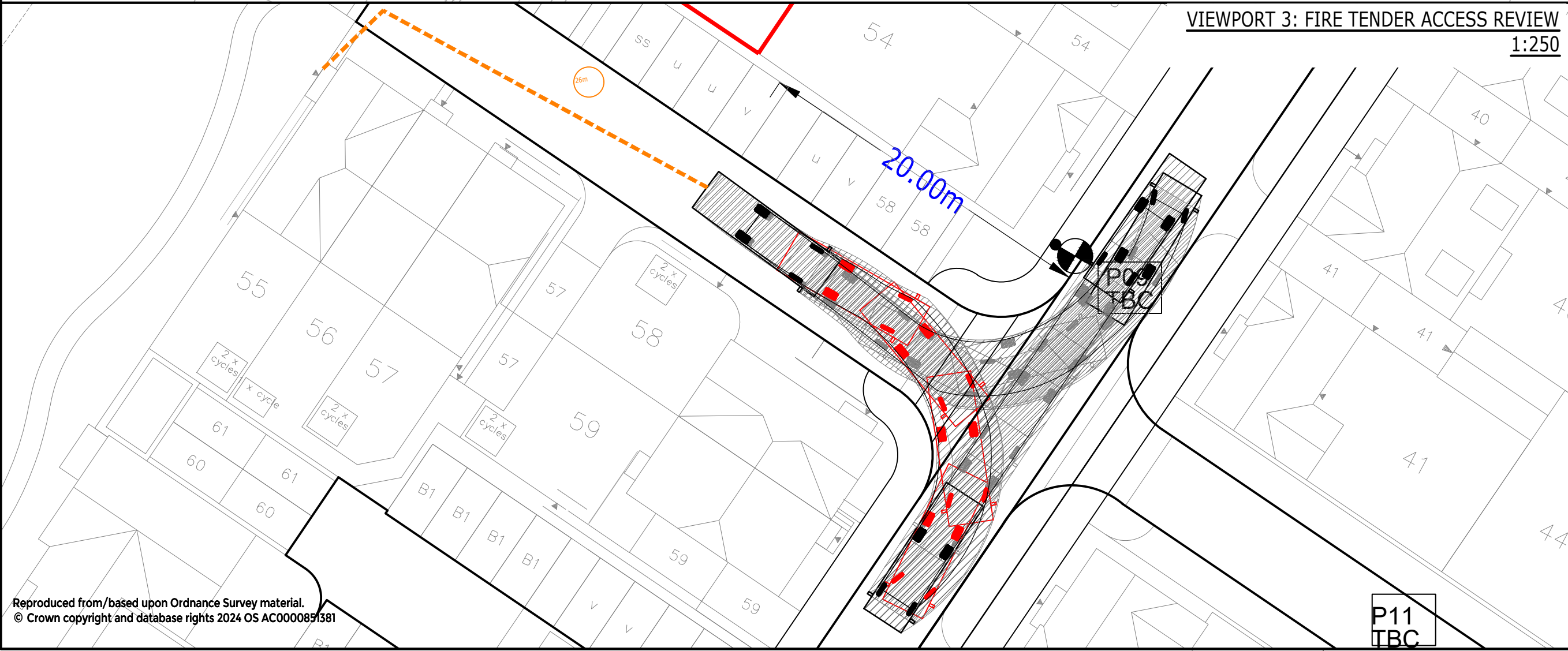
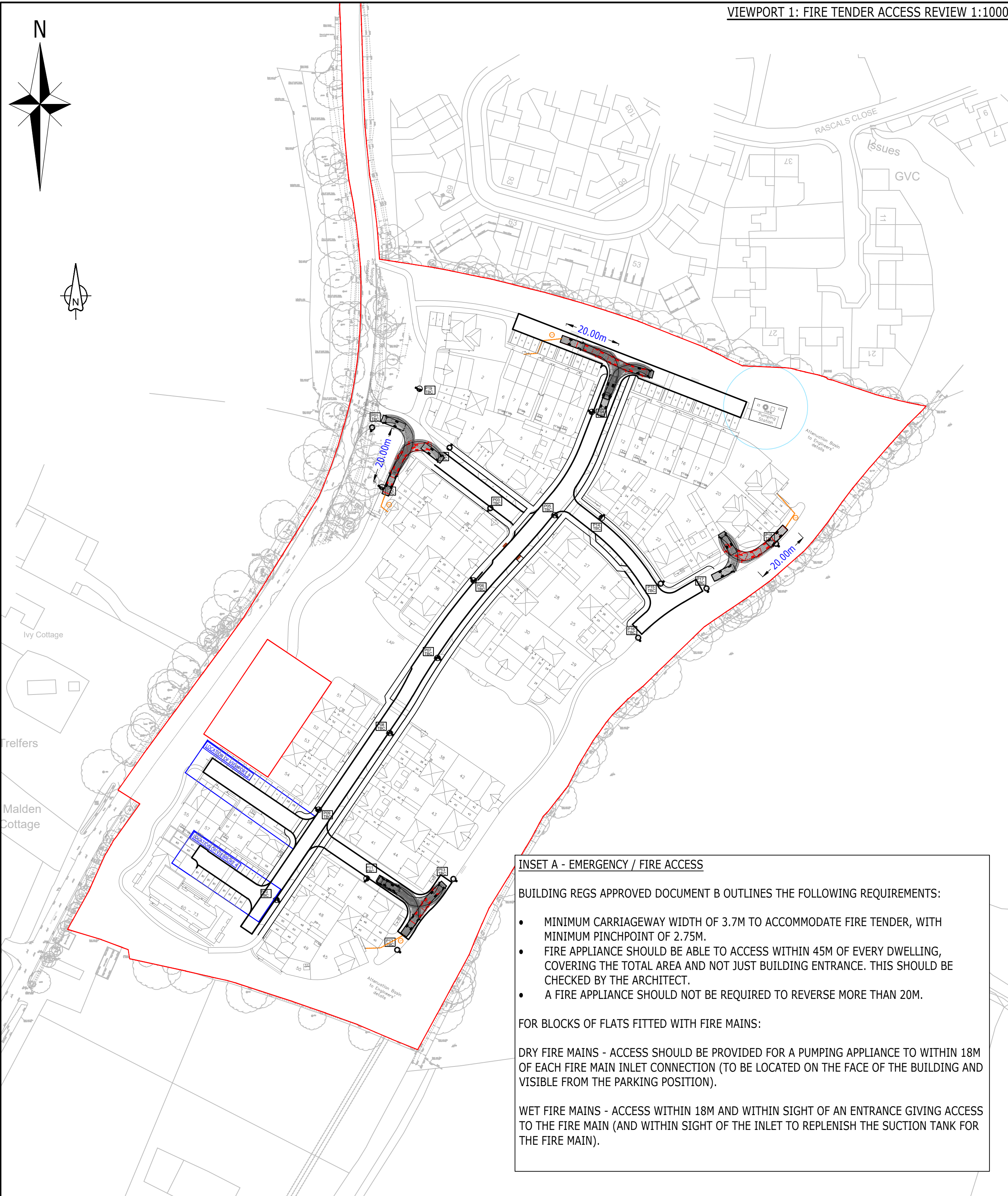
Drawing Title:

HIGHWAYS OVERVIEW

Drawn by	BT	Checked by	JE	Approved by	PR	Revision	B
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Scale	1:500@A1	Date	14.08.25
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Drawing Number
2108061_A-ACE-XXX-00-DR-C-0503



NOTES:

- BASED ON SITE LAYOUT RECEIVED FROM DHA DATED 30.09.2025 (DRAWING REF. 102108-BEL-SL-01).
- DRAWING PRESENTS A HIGH-LEVEL OVERVIEW OF THE PROPOSALS FROM A FIRE ACCESSIBILITY PERSPECTIVE AND IS SUBJECT TO DETAILED REVIEW AND DISCUSSIONS WITH WEST SUSSEX COUNTY COUNCIL.

KEY:

SITE BOUNDARY

HOSE PIPE DISTANCE FROM FIRE TENDER TO DWELLING

VEHICLES USED:

Fire Appliance
Overall Length 8.640m
Overall Width 2.550m
Overall Body Height 3.300m
Min Body Ground Clearance 0.347m
Track Width 2.300m
Lock to lock time 6.00s
Kerb to kerb Turning Radius 8.900m

Scale: 1:1000 @ A1

B	UPDATED SITE LAYOUT	BM	JE	PR	02.10.25
A	UPDATED SITE LAYOUT	CW	JE	PR	02.09.25
Rev	Description	Drm	Chk	App	Date
Purpose:	DRAFT	Status:	NOT YET APPROVED		

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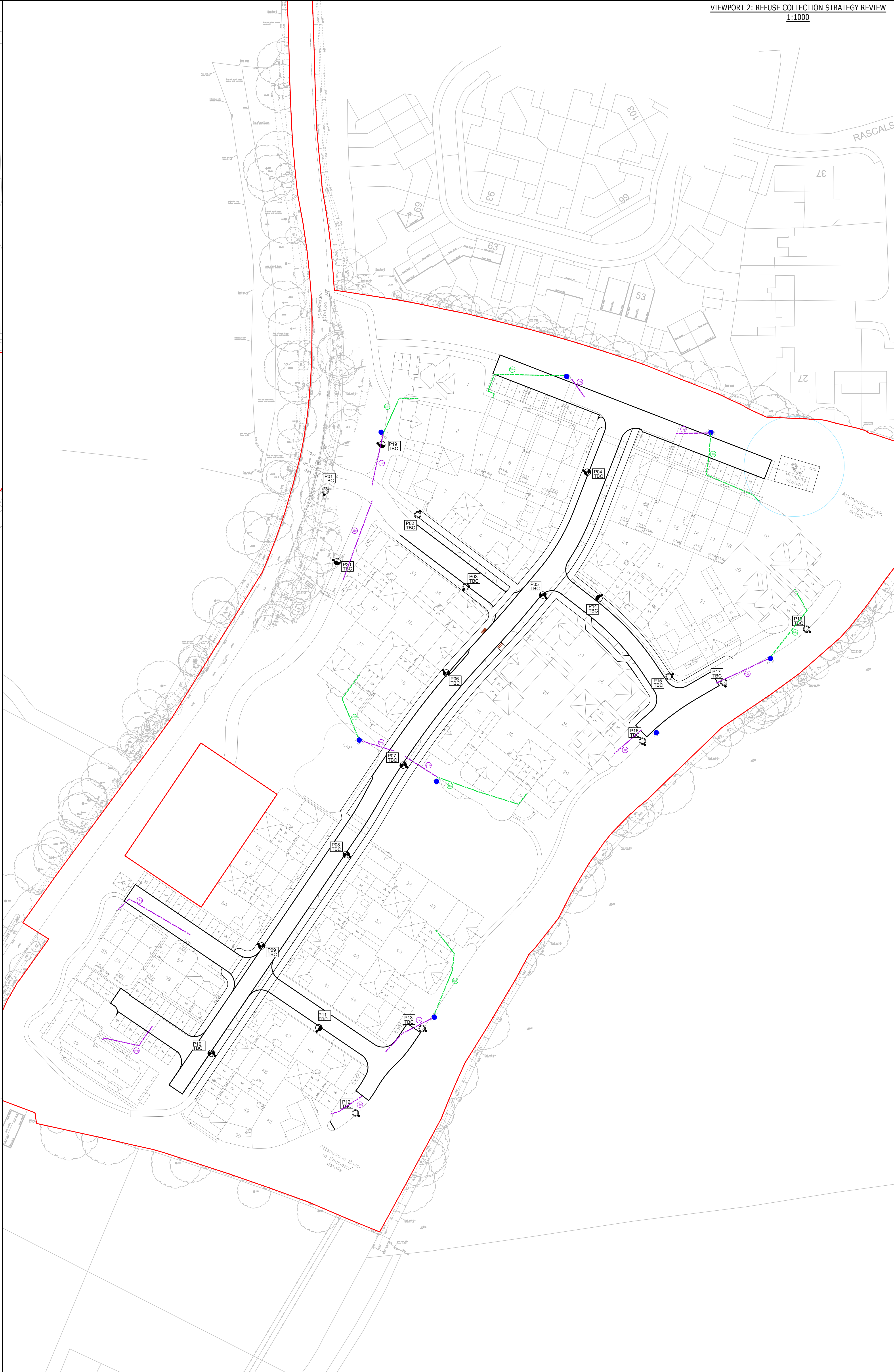
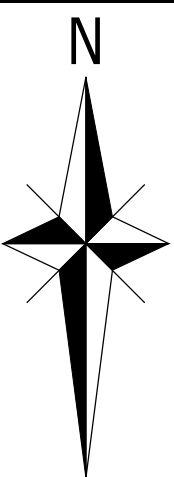
Client: BELLWAY HOMES LIMITED

Project Title: WOODFORDS, SOUTHWATER

Drawing Title: FIRE STRATEGY

Drawn by	Checked by	Approved by	Revision
SR	JE	PR	B
A1 Scale	Date		
AS SHOWN	21.08.25		

Drawing Number: 2108061_A-ACE-XXX-00-DR-C-0504



- NOTES:**
1. BASED ON SITE LAYOUT RECEIVED FROM DHA DATED 30.09.2025 (DRAWING REF. 102108-BL-SL-01).
 2. DRAWING PRESENTS A HIGH-LEVEL OVERVIEW OF THE PROPOSALS FROM A REFUSE ACCESSIBILITY PERSPECTIVE AND IS SUBJECT TO DETAILED REVIEW AND DISCUSSIONS WITH WEST SUSSEX COUNTY COUNCIL.
 3. SEE DESIGN AND ACCESS STATEMENT FOR DETAILS ON REFUSE STORAGE NUMBERS.

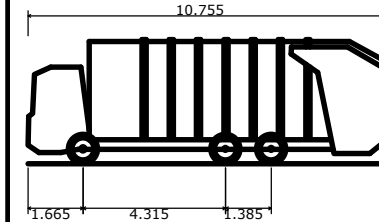
KEY:

SITE BOUNDARY

DISTANCE BETWEEN B
COLLECTION POINTS
AND REFUSE VEHICLEDISTANCE BETWEEN PROPERTY
CURTILAGE AND
REFUSE COLLECTION POINT

REFUSE COLLECTION POINT

VEHICLES USED:



Phoenix 2 Duo Recycler (P2-12W with Elite 6x2 MS chassis)	
Overall Length	10.755m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.450m



B	UPDATED SITE LAYOUT	BM	JE	PR	02.10
A	UPDATED SITE LAYOUT	CW	JE	PR	02.09

Rev	Description	Drn	Chk	App	Dat
Purpose: DRAFT		Status: NOT YET APPROVED			

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Certification

Client

BELLWAY HOMES LIMITED

Project Title:

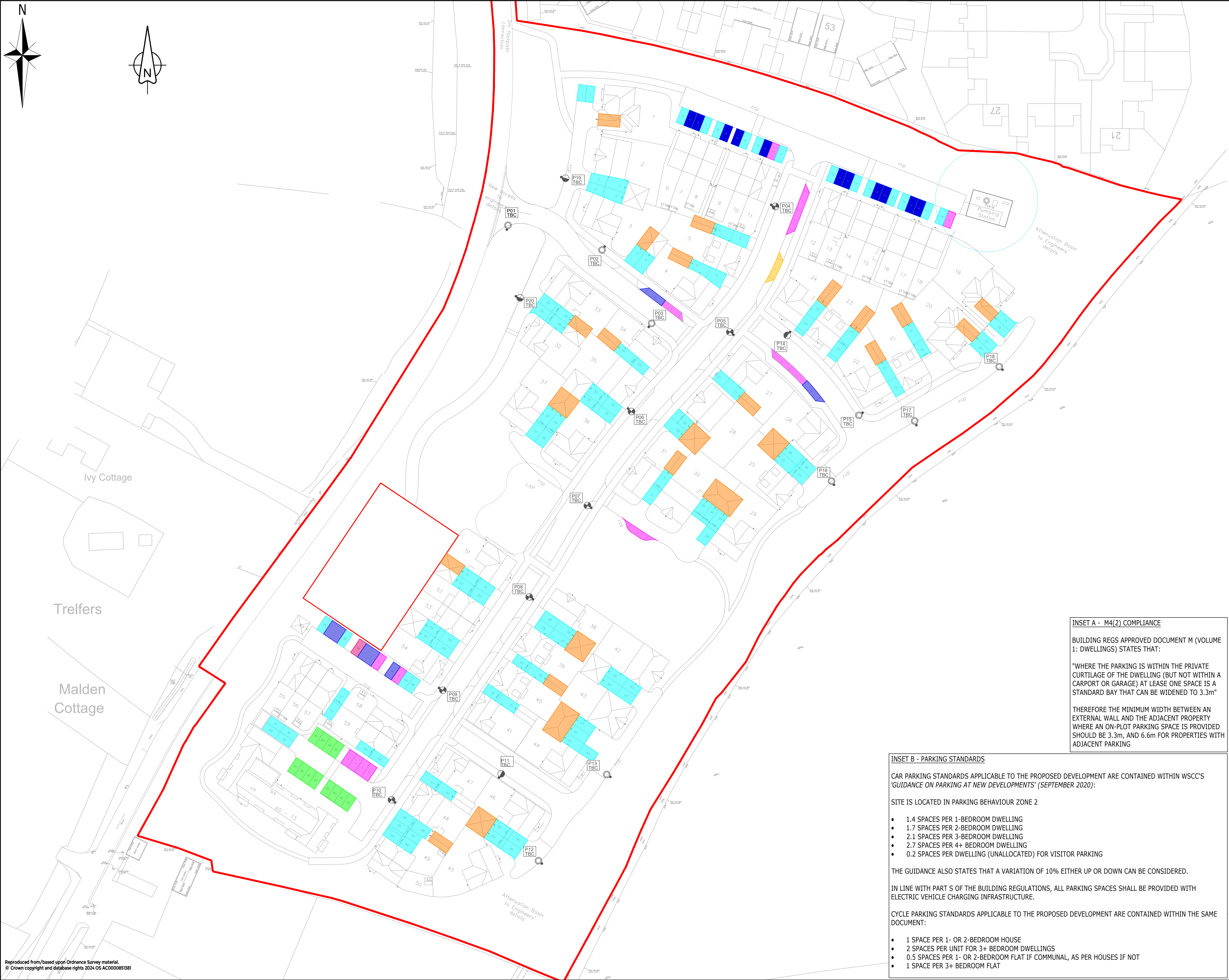
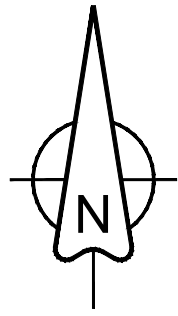
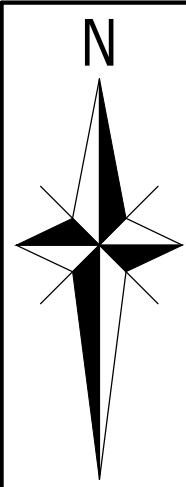
WOODFORDS, SOUTHWATER

Drawing Title:

REFUSE STRATEGY

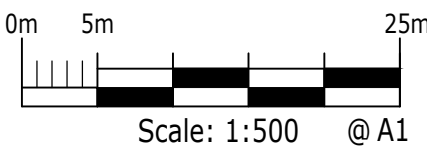
Drawn by SR	Checked by JE	Approved by PR	Revision B
A1 Scale		Date	

1:500	21.08.25	
Drawing Number		
2108061	A-ACE-XY-00-DB-C-0505	



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- KEY:
- SITE BOUNDARY
 - VISITOR BAYS (14)
 - ON-PLOT BAYS (110)
 - PARKING COURT BAYS (12)
 - GARAGE SPACES (16.5)
 - UNALLOCATED BAYS FOR RESIDENTS (18)
 - CAR CLUB PARKING (1)
 - SUB STATION PARKING (1)



INSET A - M4(2) COMPLIANCE

BUILDING REGS APPROVED DOCUMENT M (VOLUME 1: DWELLINGS) STATES THAT:

"WHERE THE PARKING IS WITHIN THE PRIVATE CURTILAGE OF THE DWELLING (BUT NOT WITHIN A CARPORT OR GARAGE) AT LEAST ONE SPACE IS A STANDARD BAY THAT CAN BE WIDENED TO 3.3m"

THEREFORE THE MINIMUM WIDTH BETWEEN AN EXTERNAL WALL AND THE ADJACENT PROPERTY WHERE AN ON-PLOT PARKING SPACE IS PROVIDED SHOULD BE 3.3m, AND 6.6m FOR PROPERTIES WITH ADJACENT PARKING

INSET B - PARKING STANDARDS

CAR PARKING STANDARDS APPLICABLE TO THE PROPOSED DEVELOPMENT ARE CONTAINED WITHIN WSCC'S 'GUIDANCE ON PARKING AT NEW DEVELOPMENTS' (SEPTEMBER 2020):

SITE IS LOCATED IN PARKING BEHAVIOUR ZONE 2

- 1.4 SPACES PER 1-BEDROOM DWELLING
- 1.7 SPACES PER 2-BEDROOM DWELLING
- 2.1 SPACES PER 3-BEDROOM DWELLING
- 2.7 SPACES PER 4+ BEDROOM DWELLING
- 0.2 SPACES PER DWELLING (UNALLOCATED) FOR VISITOR PARKING

THE GUIDANCE ALSO STATES THAT A VARIATION OF 10% EITHER UP OR DOWN CAN BE CONSIDERED.

IN LINE WITH PART S OF THE BUILDING REGULATIONS, ALL PARKING SPACES SHALL BE PROVIDED WITH ELECTRIC VEHICLE CHARGING INFRASTRUCTURE.

CYCLE PARKING STANDARDS APPLICABLE TO THE PROPOSED DEVELOPMENT ARE CONTAINED WITHIN THE SAME DOCUMENT:

- 1 SPACE PER 1- OR 2-BEDROOM HOUSE
- 2 SPACES PER UNIT FOR 3+ BEDROOM DWELLINGS
- 0.5 SPACES PER 1- OR 2-BEDROOM FLAT IF COMMUNAL, AS PER HOUSES IF NOT
- 1 SPACE PER 3+ BEDROOM FLAT

B		UPDATED SITE LAYOUT		BM	JE	PR	02.10.25
A		UPDATED SITE LAYOUT		CW	JE	PR	02.09.25
Rev		Description		Drm	Chk	App	Date
Purpose: DRAFT				Status: NOT YET APPROVED			

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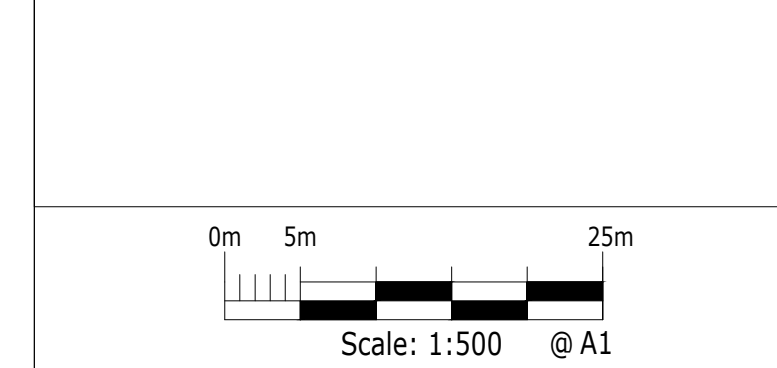


Client							
BELLWAY HOMES LIMITED							
Project Title:							
WOODFORDS, SOUTHWATER							
Drawing Title:							
CAR PARKING STRATEGY							
Drawn by		Checked by		Approved by		Revision	
BT		JE		PR		B	
Scale		Date					
1:500@A1		14.08.25					
Drawing Number							
2108061_A-ACE-XXX-00-DR-C-0506							



- NOTES:
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION, INC. RISK ASSESSMENTS AND ALL OTHER RELATED DRAWINGS ISSUED BY THE ENGINEER.
 - DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
 - ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN METRES UNLESS OTHERWISE STATED.
 - ALL DIMENSIONS, LEVELS AND SURVEY GRID CO-ORDINATES ARE TO BE CHECKED ON SITE AND THE ENGINEER NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF THE WORKS.
 - NO DEVIATION FROM THE DETAILS SHOWN ON THIS DRAWING IS PERMITTED WITHOUT PRIOR PERMISSION FROM THE ENGINEER.
 - ANY WORKS OUTSIDE RED SITE BOUNDARY ARE FOR INFORMATION PURPOSES ONLY. UNLESS SPECIFICALLY NOTED, ALL WORKS OUTSIDE THE SITE BOUNDARY WILL BE UNDERTAKEN BY OTHERS UNDER A SEPARATE CONTRACT.

- KEY:
- SITE BOUNDARY.
 - INDICATES REQUIREMENT FOR UNDERBUILD, I.E. WHERE EXTERNAL LEVELS ARE MORE THAN 150mm BELOW FFL.
 - REQUIREMENT FOR TANKING DETAIL, I.E. WHERE EXTERNAL LEVELS ARE GREATER THAN FFL.
 - REQUIREMENT FOR MORE THAN ONE GRAVEL BOARD UNDER FENCE, I.E. RETAINS GREATER THAN 150mm UP TO A MAXIMUM OF 450mm ON ONE SIDE.
 - RETAINING WALL. HEIGHT IN METRES IN BRACKETS WHEN MORE THAN 600mm.
 - FINISHED FLOOR LEVEL.
 - GARAGE FLOOR LEVEL. FINISHED LEVEL TAKEN FROM FRONT OF GARAGE. GARAGE TO BE BRICK COURSED WHEN ADJACENT TO PLOT.
 - PROPOSED HIGHWAY LONGITUDINAL GRADIENT.
 - PROPOSED PRIVATE GRADIENT.
 - INDICATED STEPPED APPROACH WITH NUMBER OF STEPS SHOWN.
 - STEPPED APPROACH TO REAR WITH NUMBER OF STEPS SHOWN.
 - INDICATES WHERE UNITS DON'T MEET M4(2) REQUIREMENTS.
 - STEP IN UNITS.
 - EXISTING SPOT LEVEL.
 - PROPOSED SPOT LEVEL.
 - PROPOSED CONTOURS (20mm AND 100mm).
 - INDICATES BANKING (1:3 MAX).
 - PROPOSED HEADWALL AND CULVERT.
 - RPA.
 - PROPOSED FRONT ACCESS PATH.
 - 1.5m x 1.5m LANDING FOR M4(2) COMPLIANCE.
 - 1.2m x 1.2m LANDING FOR M4(2) COMPLIANCE.
 - PROPOSED BASIN.
 - PROPOSED DITCH.



B	UPDATED TO SUIT NEW SITE LAYOUT	JTM	TR	BB	06.10.25
A	PRELIMINARY ISSUE	DC	TR	BB	08.09.25
Rev	Description	Drn	Chk	App	Date
Purpose:	DRAFT	Status:	NOT YET APPROVED		

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Client	BELLWAY HOMES LIMITED					
Project Title:						
WOODFORDS, SOUTHWATER						
Drawing Title:						
LEVELS STRATEGY						
Drawn by	Checked by	Approved by	Revision			
DC	TR	BB	B			
Scale	Date	SEPT 2025				
1:500@A1						
Drawing Number			2108061 _ B-ACE-XX-XX-DR-C-0101			

INFORMATION SUMMARY			
INFORMATION TYPE	SOURCE	REFERENCE	REVISION & DATE
SITE LAYOUT	DHA	102108-BEL-SL-01	02.10.25
TOPOGRAPHICAL SURVEY	HOOK SURVEY	S19/7188/01-07	July 2019 Rev. C
ROOT PROTECTION AREA	KEEN CONSULTANTS	2463-KC-XX-Y TREE-TC	20.06.2025

Appendix A
Site Plan

