

DRAINAGE AND VEHICLE TRACKING STATEMENT

INTRODUCTION

This statement accompanies the updated drainage and vehicle tracking drawings prepared by WSP in support of the proposed non-material amendment application.

Submitted Drawings:

2026UK673794-WSP-CIV-XX-DR-C-0500 P01 Proposed Drainage Strategy (Phase 8)

2026UK673794-WSP-CIV-XX-DR-C-2400 P02 Vehicle Tracking Analysis

DRAINAGE – SURFACE WATER

Updated drainage strategy drawings have been prepared to reflect the revised dwelling layouts and plot arrangements proposed within Phase 8. The amendments comprise local revisions to the internal surface water drainage network necessary to serve the amended house types and revised plot configuration. 2026UK673794-WSP-CIV-XX-DR-C-0500 -P01 demonstrates the revised arrangements.

The proposed amendments do not alter the approved strategic drainage principles established for the wider Highwood development. Surface water runoff will continue to discharge into the approved site-wide drainage infrastructure and attenuation system in accordance with the approved drainage strategy. The amendments are limited to localised drainage alterations required to accommodate the revised development layout and do not affect the operation of the wider drainage network.

No changes are proposed to the approved site-wide attenuation strategy, discharge regime, drainage catchments or outfall arrangements serving the development. The strategic Sustainable Drainage System (SuDS) infrastructure approved for the wider allocation remains unchanged and continues to provide the necessary attenuation and flow control measures.

The approved Flood Risk Assessment for the wider West Horsham allocation confirmed that development parcels would be served by a comprehensive drainage strategy incorporating attenuation storage and controlled discharge to greenfield runoff rates. The proposed amendments do not alter these approved principles and therefore do not result in any material change to surface water flood risk either on-site or elsewhere.

The development therefore remains fully consistent with the approved flood risk and drainage strategy for the wider Highwood development and the conclusions of the approved Flood Risk Assessment remain valid.

DRAINAGE AND VEHICLE TRACKING STATEMENT

DRAINAGE – FOUL

Updated foul drainage layouts have been prepared as part of the revised drainage strategy to reflect the amended dwelling layouts and plot arrangements. These revisions comprise local amendments to private plot drainage and connections within the development parcels only.

The proposed amendments do not result in any increase in the number of dwellings beyond those previously approved and do not generate additional foul drainage flows beyond those already assessed as part of the consented development. Consequently, there is no material change to the foul water loading assumed within the approved foul drainage strategy for the site.

All foul flows will continue to discharge to the approved wider foul drainage network serving the Highwood development. The strategic foul drainage infrastructure, points of connection and approved off-site foul drainage arrangements remain unchanged.

As the quantum of development remains unchanged, the amendments do not impact the capacity requirements of the approved foul drainage system and do not give rise to any additional demand on the wider network. The revised layout can therefore be accommodated within the approved foul drainage strategy without the need for any strategic infrastructure changes.

The proposed amendments accordingly have no material impact on the operation or capacity of the approved foul drainage network serving the site.

VEHICLE TRACKING

Updated swept path analysis has been undertaken using a standard three-axle refuse vehicle. The assessment demonstrates that the amended layout continues to provide suitable access for servicing, refuse collection vehicles and emergency services.

The tracking exercise confirms that refuse vehicles can enter, manoeuvre through and exit the development safely whilst remaining within the available carriageway and turning areas. The amended layout therefore maintains acceptable service vehicle access arrangements.

DRAINAGE AND VEHICLE TRACKING STATEMENT

CONCLUSIONS

The updated drainage and tracking drawings demonstrate that the proposed amendments can be delivered without changes to the approved strategic infrastructure serving the development.

The approved drainage principles remain unchanged.

Connections continue to be made to the wider approved drainage network.

The approved site-wide flood risk strategy remains valid.

Refuse and service vehicle access remains acceptable.

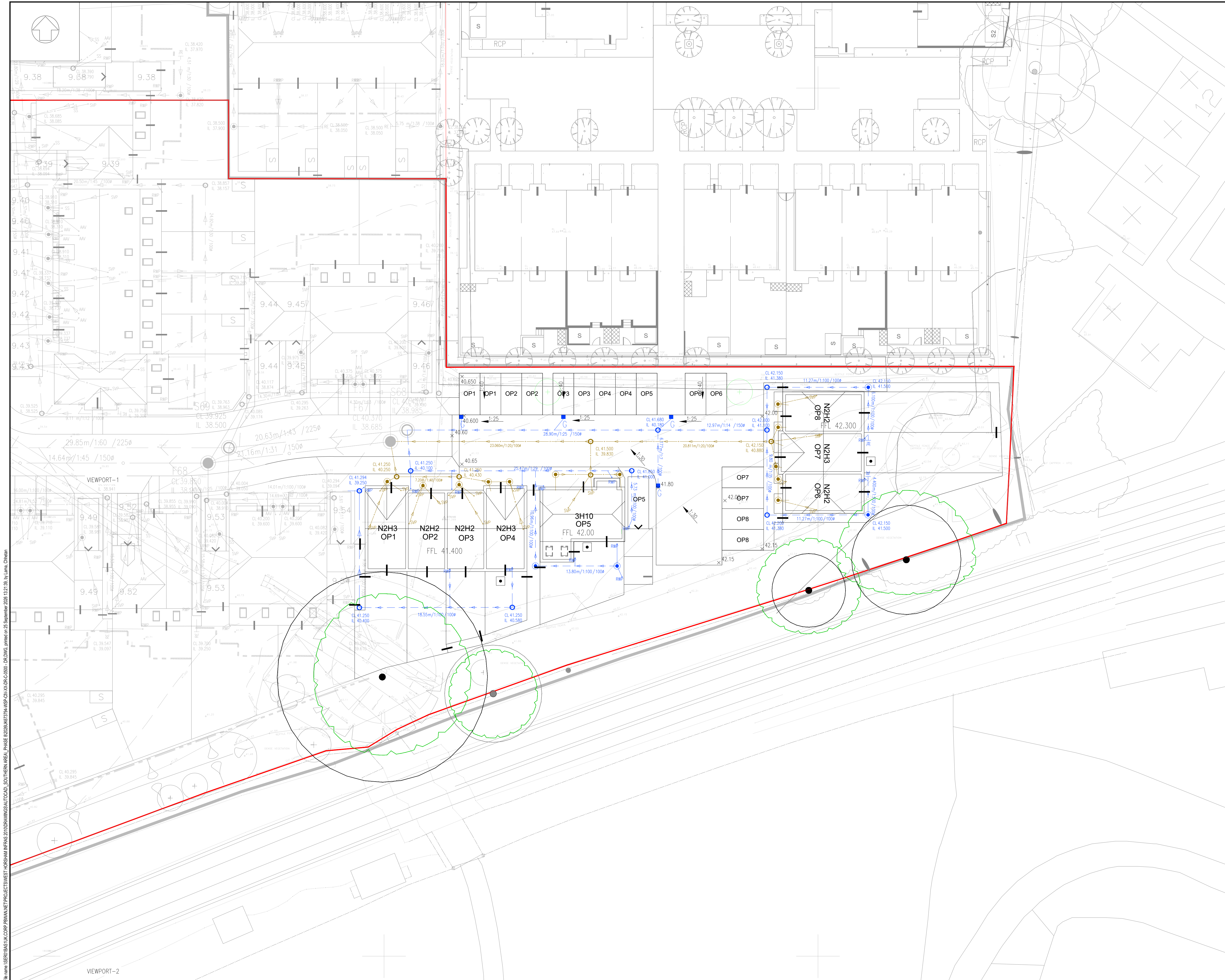
The proposed amendments are therefore acceptable from both drainage and highway operational perspectives and can be supported as part of the Section 96A application.

APPENDIX A

2026UK673794-WSP-CIV-XX-DR-C-0500 P01 Proposed Drainage Strategy (Phase 8)

2026UK673794-WSP-CIV-XX-DR-C-2400 P02 Vehicle Tracking Analysis

File name: S:\01\BAS\UK CORP\PIWA\NET\PROJECTS\WEST HORSHAM\INFRA\2010\DRAWINGS\AUTOCAD_SOUTHERN AREA\PHASE 8\2026\UK673794-WSP-CIV-XX-DR-C-0500 - DR.LWG, printed on 25 September 2026 12:21:58 by Liana, Cheian



DO NOT SCALE

NOTES

- ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
- THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECT AND ENGINEERING DETAILS, DRAWINGS AND SPECIFICATIONS.
- ANY DISCREPANCIES SHOULD BE REPORTED TO THE ARCHITECT AND/OR ENGINEER IMMEDIATELY, SO THAT CLARIFICATION CAN BE SOUGHT PRIOR TO COMMENCEMENT OF WORK.
- ALL WORKS ARE TO BE IN ACCORDANCE WITH, NPPF GUIDANCE, BUILDING REGULATIONS AND DCC GUIDANCE FOR FOUL AND SURFACE WATER SEWERS AND WEST SUSSEX COUNTY COUNCIL DESIGN CODE.
- ALL DETAILED INFORMATION INCLUDING DRAINAGE LEVELS, PIPEWORK SPECIFICATIONS, CHAMBER DETAILS, AND STANDARD DETAILS FOR DRAINAGE ELEMENTS WILL BE PROVIDED AT THE DETAILED DESIGN STAGE.

KEY

	RED BOUNDARY
	EXISTING LEVEL
	PLANNING APPROVED SW SEWER & MANHOLE
	PLANNING APPROVED FOUL SEWER & MANHOLE
	LENGTH/GRADIENT/SIZE
	SURFACE WATER DRAIN & MANHOLE
	FOUL WATER DRAIN & MANHOLE
	PLANNING APPROVED SURFACE WATER DRAIN
	PLANNING APPROVED FOUL WATER DRAIN
	WATER BUTT
	RAIN WATER PIPE
	STORM ACCESS CHAMBER [300mm DIA]
	STORM INSPECTION CHAMBER [450mm DIA]
	RODDING EYE
	SOIL VENT PIPE
	STUB STACK
	AIR ADMITTANCE VALVE
	FOUL ACCESS CHAMBER [300mm DIA]
	FOUL INSPECTION CHAMBER [450mm DIA]
	GULLY
	DRAINAGE CHANNEL WITH VERTICAL OUTLET
	THRESHOLD DRAIN - ACC BRICKSLOT

Health and Safety Symbols Legend

	INDICATES A RESIDUAL RISK REQUIRING A COMPULSORY ACTION
	INDICATES A RESIDUAL RISK FOR INFORMATION
	INDICATES A RESIDUAL RISK REQUIRING A PROHIBITIVE ACTION
	INDICATES A RESIDUAL RISK AS A WARNING

P01	21/09/2026	CL	FIRST ISSUE	LC	AK
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:

S3 - FOR REVIEW

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CLIENT:

Designed for life

ARCHITECT:

JTP STUDIOS

SITE/PROJECT:

WEST HORSHAM
PHASE 8,10-13, HIGHWOOD (S96A)

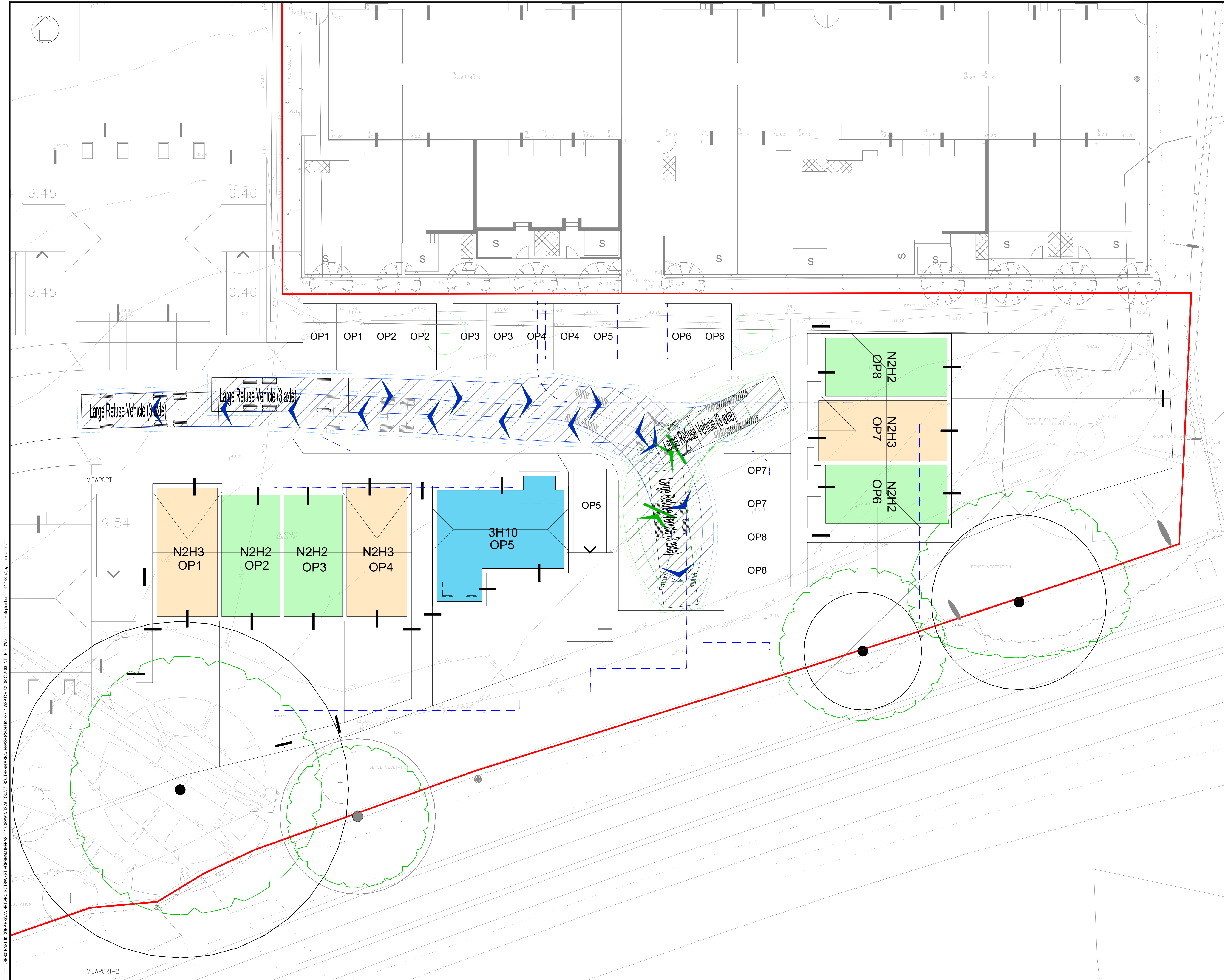
TITLE:

PROPOSED DRAINAGE STRATEGY

SCALE @ A1:	1:200	CHECKED:	LC	APPROVED:	AK
PROJECT NO:	2026UK673794	DESIGNED:	CL	DRAWN:	CL
				DATE:	SEP 2026

DRAWING NO:	2026UK673794-WSP-CIV-XX-DR-C-0500	REV:	P01
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- DO NOT SCALE**
- NOTES**
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 2. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECT AND ENGINEERING DETAILS, DRAWINGS AND SPECIFICATIONS.
 3. ANY DISCREPANCIES SHOULD BE REPORTED TO THE ARCHITECT AND/OR ENGINEER IMMEDIATELY, SO THAT CLARIFICATION CAN BE SOUGHT PRIOR TO COMMENCEMENT OF WORK.
 4. THE GRID SHOWN HAS BEEN SET OUT TO LOCAL CO-ORDINATES BY THE SURVEYOR.
 5. ALL WORKS ARE TO BE IN ACCORDANCE WITH WEST SUSSEX COUNTY COUNCIL DESIGN CODE & MANUAL FOR STREETS (MFS)

VEHICLE PROFILE

Large Refuse Vehicle (3 axle)
Overall Length 9.860m
Overall Width 2.450m
Overall Body Height 3.814m
Min Body Ground Clearance 0.366m
Track Width 2.450m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

Health and Safety Symbols Legend

- INDICATES A RESIDUAL RISK REQUIRING A COMPULSORY ACTION
- INDICATES A RESIDUAL RISK FOR INFORMATION
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- INDICATES A RESIDUAL RISK AS A WARNING

P02	03/09/2026	CL	TRACKING UPDATED TO ARCHITECT REVISION	BT	AK
P01	21/08/2026	PN	FIRST ISSUE	BT	AK
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: **S3 - FOR REVIEW**

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CLIENT: **Berkeley**
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ARCHITECT: **JTP STUDIOS**

SITE/PROJECT: **WEST HORSHAM
PHASE 8,10-13, HIGHWOOD (S96A)**

TITLE: **VEHICLE TRACK PATH ANALYSIS**

SCALE @ A1: 1:125	CHECKED: BT	APPROVED: AK
PROJECT NO: 2026UK673794	DESIGNED: CL	DRAWN: PN
DRAWING NO: 2026UK673794-WSP-CIV-XX-DR-C-2400		DATE: AUG 2026
REV: P02		

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