



Campsfield, Southwater

Reserved Matters Transport Statement

July 2026

Miller Homes Ltd



**RESIDENTIAL SCHEME
CAMPSFIELD
SOUTHWATER**

RESERVED MATTERS TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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RESIDENTIAL SCHEME
CAMPSFIELD
SOUTHWATER

RESERVED MATTERS TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Reserved Matters Transport Statement (RMTS) has been prepared by Paul Basham Associates on behalf of Miller Homes Ltd to support 'All outstanding Reserved Matters for the erection of 82 dwellings with associated parking, landscaping, surface and foul water drainage, open space, and associated works and infrastructure pursuant to permission reference DC/25/0102 on Land at Campsfield, Linfield Close, Southwater'. The site location is shown in **Figure 1**.

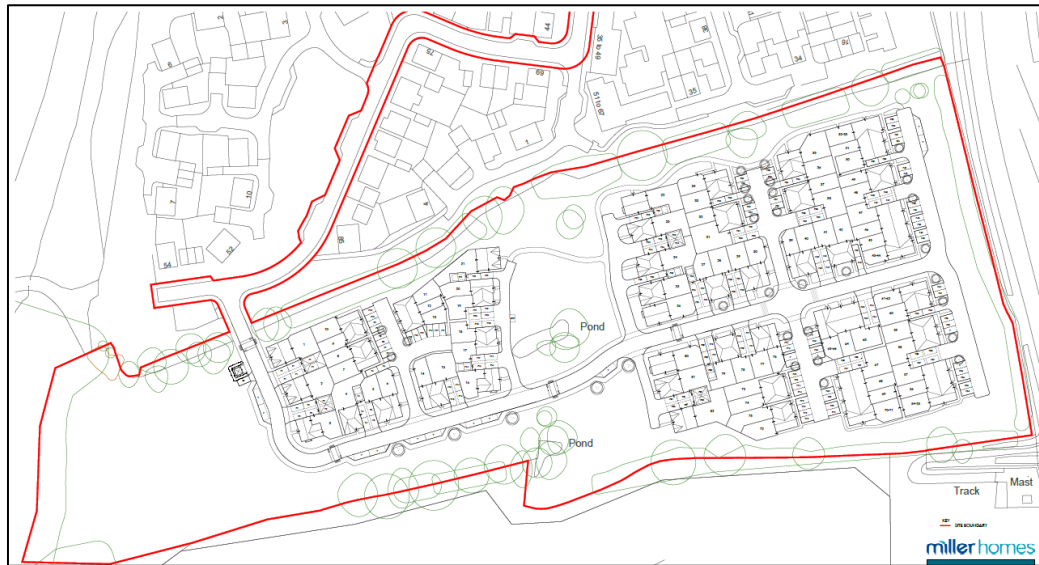


Figure 1: Site Location

- 1.2 The site is located to the south of the Mulberry Fields development (planning ref: DC/14/2582) and west of the A24. To the south of the site is the Public Footpath (PRoW) 2804 which travels east-west along the southern edge of the site boundary.

Planning History

- 1.3 In September 2024 a pre-application was undertaken with Horsham District Council (HDC), with additional comments provided in October 2024. These comments from HDC included reference to highways, traffic and access to aid the Outline application. The pre-application response referenced Policy 33(8) of the Horsham District Planning Framework which emphasises the importance of integrating parking, without overpowering the surrounding area and the development. There was also emphasis on prioritising cycle and pedestrian routes through the site, noting that Public Footpath 2804 runs along the site boundary to the south.
- 1.4 An outline application (all matters reserved except access) was then submitted (planning ref: DC/25/0102) with highways comments received on 11th March 2025 from West Sussex County Council (WSCC) in relation to the Transport Assessment and Travel Plan, with the only comment regarding the

Vision Led approach information. Following this an updated Travel Plan and Addendum Transport Assessment were submitted to WSCC in April 2025. WSCC provided a response dated 8th May 2025 that said '*Having assessed the content within the TA addendum including the modifications requested, the LHA would be satisfied the proposals and not advise an objection on highway safety grounds [sic]*'.

- 1.5 Subsequently the planning application was heard at planning committee on 2nd September 2025, whereby further clarification was requested on the potential highways impact of committed developments on the highway network associated with the proposed development. Liaison was undertaken between HDC and WSCC and an Additional Trip Information Technical Note (report reference: 091.0018TGMR2) was considered acceptable providing further explanation on the assessment approach and justifications in regard to the modelling and vehicle trip assessment utilised. The Outline Application was approved on the 17th June 2026.
- 1.6 Furthermore, elements such as access, traffic impact and accessibility of the site were approved as part of the Outline Application. As part of this Condition 24 was included, which relates to the proposed access for the development. Condition 24 states:

Pre-Occupation Condition: *No part of the development hereby permitted shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing titled 'VISIBILITY SPLAY AND CAR TRACKING AT ACCESS' and numbered 091.0018-0002 rev P3.*

- 1.7 This RMTS will focus on the detailed internal site layout prepared for the Reserved Matters application.
- 1.8 The scope of the highways input required for this application has been discussed with West Sussex County Council (WSCC) Highways Officers through the pre-application process for this Reserved Matters application, as well as the response received from the Outline planning application. A Pre-Application Scoping Note was submitted in April 2026, with comments provided by WSCC in May 2026, which has aided the scope of this report. The response is provided within **Appendix B**, though the key comments are as followed:
 - Traffic calming measures along the spine road should be implemented (raised table) or the spine road should be re-configured to reduce the straightness of the spine road
 - Additional PRoW connections should be considered from the site
 - Parking dominance- review of parking locations
 - Clear changes need to be shown between footpaths and shared surface

- Fire and refuse agreed in principle but need tracking provided to show access within the site and potential BCP's if needed.
- Private driveways can be c.3.7m however this dependent on distance for fire and refuse to access the units too.

1.9 In addition, a planning preapplication was undertaken with Horsham District Council (HDC) (planning ref: PE/26/0121) with a meeting undertaken in May 2026 and following this comments were received in June 2026. Within this HDC advised that the construction access should be dealt with via a condition.

1.10 This RMTS will therefore cover the following elements:

- Confirm the proposed accommodation schedule and associated parking provision relative to WSCC standards
- Assess the allocation and distribution of parking through the proposed layout
- Review the internal road alignments and junctions
- Review refuse and fire servicing requirements

1.11 A Vision Led Travel Plan has been produced alongside this RMTS to aid the Reserved Matters application and therefore should be read in conjunction with this report. A Construction Management Plan will be secured via a condition (as set out by HDC) and will not be submitted as part of this application.

1.12 This RMTS has been prepared in accordance with national and local guidance including the National Planning Policy Framework (NPPF) (December 2024), along with West Sussex County Council and Horsham District Council guidance. For reference this includes:

- National Planning Policy Framework (NPPF)
- Horsham District Planning Framework (excluding South Downs National Park) November 2015
- Horsham District Local Plan 2023-2040 (Regulation 19) (Emerging)
- West Sussex Transport Plan (LTP4) 2022-2036:
- West Sussex Walking and Cycling Strategy 2016-2026;
- West Sussex County Council: Local Design Guide, Supplementary Guidance for Residential Development Proposals (2010) and
- Department for Transport (DfT) Circular 01/2022.

1.13 It should be noted that the NPPF had a minor update in February 2025 to resolve a cross-referencing point. This did not constitute a change to the policy and the NPPF continues to be dated December 2024. Additionally, it is also important to recognise a consultation draft of a revised NPPF was published

in December 2025, however, this is yet to be adopted and thus this TS will continue to refer to the adopted December 2024 version.

2. PROPOSED DEVELOPMENT

- 2.1 The proposed development will seek permission for the delivery at Campsfield, Southwater, comprising of 82 units, 166 allocated parking spaces (including garages), 17 visitor spaces, cycle parking, associated roads, footways and highway infrastructure.
- 2.2 The proposed accommodation schedule confirmed for this application is presented within **Table 1**.

	Private	Affordable
1 Bedroom	3	8
2 Bedroom	18	10
3 Bedroom	20	8
4 Bedroom	12	3

Table 1: Accommodation Schedule

- 2.3 As presented within **Table 1** the site will provide 53 private and 29 affordable (mix of affordable rent and shared ownership).

Car Parking Provision

- 2.4 West Sussex County Council Guidance on Parking at New Developments (September 2020) document has been referred to for the car and cycle parking requirements. The proposed site is located within PBZ2, and consideration has been made to this guidance as part of the design for Campsfield. The expected parking demand to inform parking provision at the site for this zone are shown in **Table 2**.

Land Use	Unit Size	Unit Numbers	Car Parking Demand	Total Demand
Residential	1 bedroom	11	1.4 space per dwelling	16 spaces
	2 bedrooms	28	1.7 spaces per dwelling	48 spaces
	3 bedrooms	28	2.1 spaces per dwelling	59 spaces
	4+ bedrooms	15	2.7 spaces per dwelling	41 spaces

Table 2: Car Parking Requirements

- 2.5 As shown in **Table 2** to accord with the guidance set out in West Sussex County Council Guidance on Parking at New Developments (September 2020) document, a total of 164 spaces should be provided

within the development. The site as a whole is providing 166 allocated spaces, 2 additional spaces than the minimum standards set out in WSCC guidance. Parking will be provided for private units at 2 spaces per 1, 2 and 3 bed units, while some of the larger 3-beds and all 4-beds will be provided with 3 spaces. The affordable unit's spaces will be provided at 1 space per 1- bed unit. For the affordable rent 2-bed units, 1 space will also be provided, with both the 3 and 4-bed units for these provided with 2 spaces. This is because these types of units tend to have a lower level of car ownership and demand. All shared ownership units (2,3 and 4-bed units) will have 2 spaces provided per unit.

- 2.6 In terms of provision for visitor car parking spaces, WSCC guidance it states within paragraph 5.8 that '...it may be appropriate to allow for additional demand for Visitor parking of 0.2/spaces per dwelling' (DCLG, 2007, Residential Car Parking Research). This would equate to 16.4, therefore a provision of 17 spaces, for which the site is providing in line with guidance.
- 2.7 In terms of the overall parking provision, the development is overproviding by 2 allocated spaces (based on WSCC guidance), as well as 17 visitor spaces. Therefore, it is considered acceptable to ensure there is no overspill onto the local highway network, especially given the location of the site to public transport and local amenities. Further to this, as aforementioned a Vision Led Travel Plan has been produced for the site, which will encourage sustainable travel and reduce the reliance on private car use, alongside the sustainable location of the site as confirmed in the outline application.
- 2.8 Car parking spaces have been designed to 2.5m by 5m, which are outlined within the dimension plan in **Appendix C**. Tracking of several parking spaces have also been undertaken, highlighting those which are likely to be the most difficult. These are included within **Appendix D**.
- 2.9 WSCC guidance states that '*Active' charging points for electric vehicles should be provided at a minimum of 20% of all parking spaces with ducting provided at all remaining spaces where appropriate to provide 'passive' provision for these spaces to be upgraded in future*'. While the British Standards (Building Regulations Standard S, 2010) state that all residential units with access to parking spaces should have electric charging points, and therefore provision will accord with this.

Cycle Parking Provision

- 2.10 West Sussex County Council Guidance on Parking at New Developments (September 2020) states that the development should provide 1 cycle space for 1 & 2 bedrooms, and 2 cycle spaces for 3+ bedrooms. Cycle parking will be provided in line with these standards which would equate to 39 cycle spaces in total for 1 & 2 bed units, with 86 spaces in total for the 3 & 4 bed units. This would be provided within the curtilage of each dwelling in secured and covered storage.

3. INTERNAL ROADS AND LAYOUTS

- 3.1 As an agreed parameter as part of the outline planning permission ((planning ref: DC/25/0102) the proposed development will be accessed via the neighbouring Mulberry Fields development located to the north of the proposed development, with vehicles utilising Centenary Road to reach the wider highway network via the western arm of the Mill Straight Roundabout.
- 3.2 The site is located to the south of the Mulberry Fields development (planning ref: DC/14/2582) and west of the A24. To the south of the site is the PRoW 2804 which travels east-west along the southern edge of the site boundary. Therefore, as part of the design pedestrian and cycle provision has been reviewed for Campsfield, which includes potential connections to both Mulberry Fields to the north and the PRoW to the south. This is to ensure permeability and provide a desire line throughout the development and further afield.

Vehicle Access

- 3.3 As aforementioned, access has been approved from the southern extent of Centenary Road within Mulberry Fields development. This was agreed as part of the Outline application and secured within Condition 24. This will see the existing turning head, extended south into the site to serve the development, while the access will be designed as a bellmouth arrangement. The bellmouth as agreed at outline, will measure 5.5m in width increasing from the existing turning head 5m width, and will be supported by 6m radii and 2m footways on either side of the carriageway, that connect into the provision afforded within Mulberry Fields.
- 3.4 Visibility splays and tracking were undertaken of the access to support the outline application and were considered to be acceptable.

Spine Road

- 3.5 The spine road through the proposed development site will continue south of the access road and through the centre of the site in an east/west alignment. The spine road has been designed to a 20mph speed and is proposed to measure 5.5m in width, sufficient for two private cars to pass, with 2m footway on both sides of the carriageway.
- 3.6 To ensure low speeds are maintained along the spine road, following discussions with WSCC a number of raised tables have been incorporated. It has been ensured these are c.70m apart from each other, noting that the distance between the raised table near plot 3 and plot 16 slightly exceed this, as a result of the driveways and location of parking spaces on the southern edge, and thus this is considered acceptable in this instance. This is in line with Department for Transport Highways guidance, specifically

outlined within the Highways (Road Humps) Regulations (1996). The raised tables have also been designed to accommodate for pedestrian crossings including tactile paving. Along with this, additional rumble strips have also been included on the spine road to further ensure low speeds within the development. This is presented within **Appendix C**.

Secondary & Tertiary Roads

- 3.7 Secondary roads have been designed to a 20mph speed limit and are proposed to measure between 4.8m-6m in width, accompanied by shared surfacing, providing a connection from the spine road. It is noted that the secondary road near plot 6 and 14 is 4.20m near the access point but widens internally to 6m as shown in **Appendix C**, however two-way car movement is still achievable. However, these are limited to parking areas and frontage access to dwellings. Due to the nature of the site, the secondary roads are limited in length, and speeds are proposed to remain low without the requirement for any formal traffic calming or management measures.
- 3.8 Tertiary roads have been designed to 15mph and similarly to secondary roads, are limited to parking areas and frontage access to dwellings, also including private driveways. These vary in width ranging between 3.7m and 6m and have a shared surface arrangement, with no dedicated pedestrian or vehicular spaces to keep vehicular speed low and prioritise active travel users. These dimensions are included within the plan in **Appendix C**.

Pedestrian and Cycle Access Arrangements

- 3.9 As aforementioned, the 2m footway provided on both sides of the existing turning head will remain, accompanied by tactile paving and dropped kerbs across the main site access. This will form the proposed site's access, and these footways will be extended into the site on both sides of the access road and along the spine road. This also supports connection to the Mulberry Fields development and in turn the wider pedestrian network.
- 3.10 As aforementioned, the raised tables incorporating pedestrian crossing points with tactile paving will be provided at 4 locations along the spine road, providing safe connections between the footways on the eastern and western and northern and southern side of the carriageway.
- 3.11 In addition to the footways provided along the spine road, a footpath will be provided along the northern edge of the site, measuring 2m in width, providing another connection between the west and east parts of the site (between plots 22 and 21), as shown in **Appendix A**, however another one is provided along the northern boundary between plots 52-53 and 22.

- 3.12 The secondary roads & tertiary roads, which provide access to units and parking areas, as aforementioned are provided without formal footways in most instances, with the road provided in the form of shared surfacing. The shared surface arrangement is considered to be conducive for low speeds and work well where they form cul-de-sacs (Manual for Streets) and therefore is considered suitable for this development.
- 3.13 Regarding wider connections, to the north an existing 3m shared footway/cycleway is provided through Mulberry Fields development currently, which is located to the north of the Mill Straight roundabout access, which the proposed development will be able to access off the internal footways in Mulberry Fields. This leads on from the footways provided along the spine road of the proposed development. The footway/cycleway provides connection to the toucan crossing on Mill Straight to the north of the Mulberry Fields access. This will also be utilised by residents of the proposed site. It is attractive for cyclists to cycle on the carriageway of Centenary Road to connect to the exiting footway/cycleway due to the residential nature of the road and expected low speeds.
- 3.14 As well as this, additional connections to the south for pedestrians will be included to provide a connection to the PRoW route 2804. Following discussions with WSCC it was requested that connections should be explored for this, and the provision of two connections are proposed as detailed within **Appendix A**.
- 3.15 The development therefore is providing additional walking and cycling links which will link to not only Mulberry Fields to the north and further afield, but link to the PRoW route to the south, increasing the accessibility of the site.

Extent of Adoption

- 3.16 Miller Homes would seek to have the majority of the internal road network road through the site adopted by the local highway authority under a Section 38 agreement, as per the approach taken with Mulberry Fields. All remaining roads and footways would remain under private ownership. An adoption plan will be provided under separate cover as part of the Section 38 agreement following approval of the reserved matters.

Visibility

- 3.17 Based on an internal road design speed of 20mph, the appropriate visibility splay from the secondary roads onto the spine road would need to be 2.4m x 25m based on MfS design guidance. In addition, the pedestrian crossing points require visibility splays at 1.5m x 25m in line with MfS guidance.

- 3.18 Where internal junction visibility has been assessed to a design speed of 20mph on the spine road, a 15mph design speed will be utilised for forward visibility as agreed with WSCC, given that traffic calming measures are going to be implemented along the spine road to ensure lower speeds.
- 3.19 The visibility splays are seen to be achievable for the access roads; however, it will need to be ensured for units near access points that vegetation or obstructions across the property's frontage remains below 0.6m to not impede the visibility splay, which will be secured by a covenant if required. Additionally, some visibility splays do impede on parking areas. But this has been discussed with WSCC, and these were considered to be acceptable, if traffic calming measures were implemented to ensure speeds remained low through the development. Further to this, Manual for Streets (para 7.8.5) states that parking spaces are quite common in visibility splays and do not appear to create significant problems. Regarding the pedestrian visibility splays, some have been drawn to the nearest kerb where the road ends or to the bend rather than 25m. Those to the bend are not achievable to 25m for 20mph as shown in **Appendix E**, however forward visibility has also been assessed for this area and is seen to be achievable to 15mph. This is therefore acceptable as discussed with WSCC given that traffic calming measures are proposed along the spine road, to encourage lower speeds.
- 3.20 Both the vehicle and pedestrian visibility splays and the forward visibility splay are presented within **Appendix E**.

Servicing and Refuse Arrangements

- 3.21 In keeping with MfS (paragraph 6.8.9) and Building Regulation guidance, no resident should be required to carry their bins greater than 30m to a collection point or kerb edge, and the refuse vehicle should be able to get within 25m of each property or collection point. Refuse collection and servicing is proposed to take place within the internal road network. A refuse vehicle (9.86m large refuse vehicle (3 axle)) has been utilised, and bin collection points (BCP) have been included where required (as shown within **Appendix A**), for those units located further north and south of the spine road. Refuse tracking is shown within **Appendix D**.
- 3.22 Despite this, there are some areas whereby these distances are exceeded. The BCP located along the private driveway near plot 21, ensures it is within the 30m distances for the residents; however, it is currently c.3.8m over the 25m distance for the refuse vehicle to reach the refuse collection point. Additionally, plot 82 is c.37m from the kerb edge, therefore exceeding the guidance for residents by c.7m. However, retrospectively both these properties are located on private driveways and have been located to provide better frontage onto the greenspace. If necessary, however a BCP can be provided within the parking area near plot 82 and the proposed BCP near plot 21 location be updated to ensure

consistent distances. Nevertheless, on a planning balance it is considered the minor additional drag distance for these plots would not result in any highway safety or operational concerns.

- 3.23 Building Regulations (Approved Document B) states that emergency vehicles should be able to get within 45m of all units, without reversing more than 20m (Manual for Streets para 6.7.2). Swept path analysis has been undertaken using a fire tender vehicle to ensure that this is achievable and is included within **Appendix D**.
- 3.24 Similarly to the refuse it is noted to achieve this access requirement for the access towards plots 16-21 and plots 80-82, the fire vehicle requires entering the parking areas in forward gear and reversing back onto the spine road. However, a fire tender can then get within 45m of all dwellings and give the rare occurrence of this manoeuvre it is considered acceptable.

4. SUMMARY AND CONCLUSIONS

- 4.1 This Reserved Matters Transport Statement (RMTS) has been prepared by Paul Basham Associates on behalf of Miller Homes Ltd to support *'All outstanding Reserved Matters for the erection of 82 dwellings with associated parking, landscaping, surface and foul water drainage, open space, and associated works and infrastructure pursuant to permission reference DC/25/0102 on Land at Campsfield, Linfield Close, Southwater'*.
- 4.2 The proposed development will seek permission for the delivery of Campsfield, Southwater, comprising of 82 units, 166 allocated parking spaces (including garages), 17 visitor spaces, cycle parking, associated roads, footways and highway infrastructure.
- 4.3 The West Sussex County Council Guidance on Parking at New Developments (September 2020) has been referred to for the car and cycle parking requirements. The proposed site is located within PBZ2, and consideration has been made to this guidance as part of the design for Campsfield. The site will also provide 17 visitor parking spaces, which is considered sufficient to meet the demand.
- 4.4 Parking bay dimensions in line with guidance utilising 2.5m x 5m.
- 4.5 Electric vehicle charging has also been considered against WSCC guidance and the latest Building Regulation Part S with respect to electric vehicle charging.
- 4.6 Traffic calming measures have been implemented as discussed with WSCC to encourage lower speeds within the development in the form of raised tables and rumble strips.
- 4.7 The layout offers pedestrians and cyclists safe travel routes through the site. The spine road measures 5.5m in width supported by a 2m footway on both sides of the carriageway. Along with this, it is proposed that other paths will be provided within the proposed development, including connections to the PRoW route to the south. Parts of the site have also been designed to accommodate shared surfacing where footways are not provided in parking areas and private driveways.
- 4.8 The internal layout has been designed to a 20mph design speed, with internal visibility being provided to 20mph design speeds and forward visibility assessed to 15mph in line with Manual for Streets guidance and as agreed with WSCC and are seen to be achievable. Pedestrian visibility has also been assessed in line with the 20mph design speed.

- 4.9 Details have been provided on refuse and emergency vehicle strategy, and these are considered sufficient, with tracking provided to present these and show that the required distances are achievable, and if not provide supporting argument on why this is acceptable.
- 4.10 The scheme is consistent with the highway's parameters established at the outline application.
- 4.11 We therefore encourage West Sussex County Council highways to look favourably upon this Reserved Matters application from a highway's perspective.

Appendix A



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KEY
SITE BOUNDARY

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Drawing Title:
Site Plan

Scale:	Revision	Drawn	Check	Date
1:500 @ A1	N	AC	TJ	23.06.26
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Appendix B

**WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION**

TO:	Organisation: Paul Basham Associates FAO: Eleanor Geary
FROM:	WSCC - Highways Authority
DATE:	5 th May 2026
LOCATION:	Existing Mulberry Fields development, CENTENARY ROAD, SOUTHWATER, WEST SUSSEX RH13 9FW
SUBJECT:	Internal Reference: PRE-38-26 Residential development for 82 units located to the south of the existing Mulberry Fields development, and will be accessed off Centenary Road. This is a reserved matters application following on from the outline application (planning ref: DC/25/0102).
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

The Local Highways Authority (LHA) has been consulted for pre-application advice in regard to the proposed reserved layout at Existing Mulberry Fields development, CENTENARY ROAD, SOUTHWATER, WEST SUSSEX, RH13 9FW.

Proposals

The proposal follows the outline consent, and this enquiry seeks advice on the Reserved Matters proposals. 82 units are proposed for Campsfied, Southwater including 53 private and 29 affordable. The proposals are supported by way of a Technical Note (TN) and the LHA held a internal meeting with the Design Team on the 5th May 2026.

Comments

The Local Highway Authority (LHA) has reviewed the SN and would offer the following comments on the proposals:

- Walking and cycling connection central path within the site to existing dev north of it (plus link on the existing site to be provided). Consideration should be given to priority for pedestrians and cyclists across the access road possibly incorporated into a speed control, as latter needed given straight alignment of the spine road.
- Following on from the above the design of the spine road should either include raised tables or should be designed accordingly to encourage slower speeds.
- Connection into the southern PRoW. The site should include 3 points of pedestrian and cycle access into the site
- Driveways widths for some of the plots look narrow – recommend 6.0m min width to give decent space to open doors.

- Design speed of 20 mph with appropriate visibility splays of 2.4 by 25 metres achievable within the internal layout.
- Forward visibility would be accepted at 15 mph design speeds with the addition of traffic calming.
- The access road width should ideally the final design should avoid anything less than 4.8m although private drives could be narrower.
- EV cables ducting for parking spaces remote from dwellings.
- Fire and refuse collection will be demonstrated as set out in the SN. The LHA has already assessed the swept path diagrams set out in the original Transport Assessment for DC/25/0102.
- The SN acknowledges that parking will be in accordance with LHA parameters with 167 spaces provided overall. Spaces will be 2.5 by 5 metres in design which is acceptable for the development proposed.
- Cycle parking will be provided in line with LHA parameters and provided in secure and covered areas within the site.
- Parking dominance- specifically in the area surrounding plots 72-76/66-71 and plots 53-54 to 51-62. On the submitted drawing there are areas of combined parking areas, ideally this should be segregated by either allowing gaps between spaces or the spaces re-distributed.
- Where plots 5,6, 14 and 15 are accessed this appears to be a bellmouth whereas other internal roads have crossover arrangements, this should be a consistent approach through the development.
- The footpath ends at the point of plots 61-62. There needs to be a clear change between the transition between the footpath and shared surface. It is suggested that a rumble strip and change of materials to warn drivers of a visual clue of the change in surface. The image below gives an indication of what it could look like:

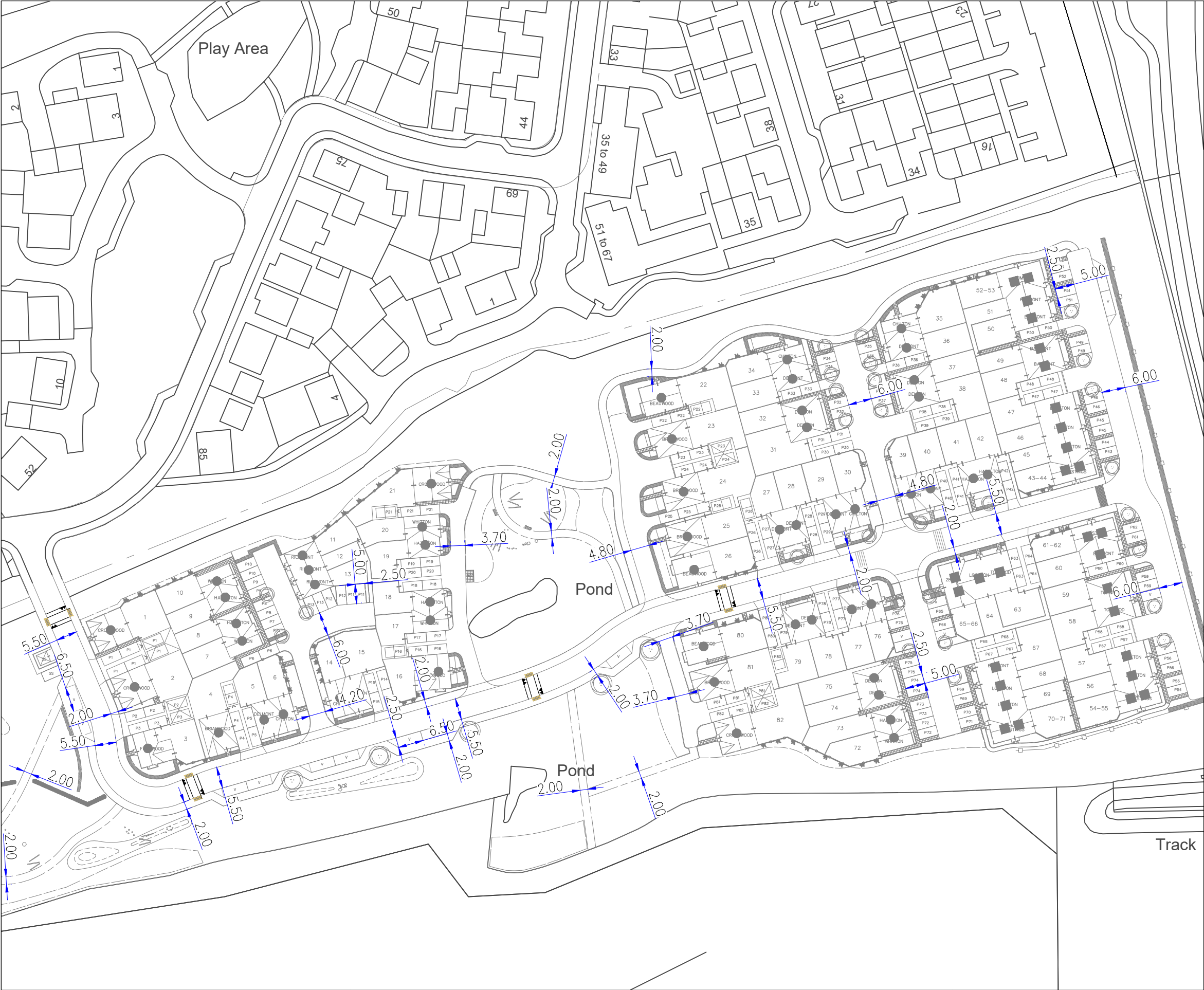


Conclusion

I trust you appreciate that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council with regard to the granting of planning permission in the future. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

Jamie Brown
Planning Services

Appendix C



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P02	UPDATED LAYOUT	15.07.26	ERG	CID
P01	FIRST ISSUE	02.07.26	ERG	CID
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
22.06.26	ERG	CID	-	
PBA Project Number		Scale	(AT A3)	
091.0027		1:1000		
PBA Drawing No:			Revision	
091.0027-0004			P02	

Project Name

CAMPSFIELD, SOUTHWATER

Project Phase

PRELIMINARY

Title

DIMENSIONS PLAN

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millermillerhomes



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01.07.26	ERG	CID	-	
PBA Project Number		Scale	(AT A3)	
091.0027		1:1000		
PBA Drawing No:			Revision	
091.0027-0009			P02	

Project Name	Title
CAMPSFIELD, SOUTHWATER	
Project Phase	RAISED TABLE LOCATIONS AND DESIGN
PRELIMINARY	



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Appendix D

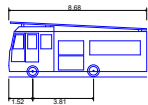


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 - 4.2. Site Layout
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VEHICLE PROFILE



DB32 Fire Appliance
Overall Length 8.680m
Overall Width 2.180m
Overall Body Height 2.452m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.910m



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PBA Project Number		Scale	(AT A3)	
091.0027		1:1000		
PBA Drawing No:			Revision	
091.0027-0006			P02	

Project Name

CAMPSFIELD, SOUTHWATER

Project Phase

PRELIMINARY

Title

FIRE TENDER TRACKING



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QMS2011/v9/020525/IDR

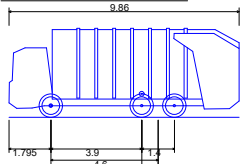


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VEHICLE PROFILE



Large Refuse Vehicle (3 axle)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

9.860m
2.450m
3.814m
0.366m
2.450m
4.00s
9.500m



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091.0027		1:1000		
PBA Drawing No:			Revision	
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Project Name	REFUSE TRACKING
CAMPSFIELD, SOUTHWATER	
Project Phase	PRELIMINARY

Title	
REFUSE TRACKING	



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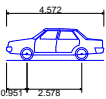


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VEHICLE PROFILE



Skoda Octavia
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.572m
1.769m
1.488m
0.249m
1.713m
4.00s
5.100m



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0m 50m
1:1000

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Date Created	Drawn By	Approved By	Suitability Code	
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PBA Project Number		Scale	(AT A3)	
091.0027		1:1000		
PBA Drawing No:			Revision	
091.0027-0008			P02	

Project Name	CAMPSFIELD, SOUTHWATER
Project Phase	PRELIMINARY

Title
CAR TRACKING AND TRACKING OF PARKING SPACES



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Appendix E



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- VISIBILITY SPLAY DRAWN IN LINE WITH MANUAL FOR STREETS FOR A 20MPH ROAD, WITH FORWARD VISIBILITY DRAWN TO 15MPH.
- SITE ACCESS VISIBILITY ASSESSED AS PART OF THE OUTLINE APPLICATION WHICH WAS AGREED TO BE ACCEPTABLE (PLANNING REF: DC/25/0102)
- UNIT 3,6,14,16,80 AND 26 WILL NEED TO BE SOLD WITH A COVENANT TO ENSURE THAT VISIBILITY IS KEPT ACHIEVABLE.

KEY

- VISIBILITY SPLAY(2.4M X 25M) FOR 20MPH
- FORWARD VISIBILITY SPLAY FOR 15MPH
- PEDESTRIAN VISIBILITY SPLAY(1.5M X 25M) FOR 20MPH
- ACHIEVABLE PEDESTRIAN VISIBILITY SPLAY



PRELIMINARY

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1:1000 0m 50m

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PBA Project Number		Scale	(AT A3)	
091.0027		1:1000		
PBA Drawing No:			Revision	
091.0027-0005			P02	

Project Name	CAMPSFIELD, SOUTHWATER
Project Phase	PRELIMINARY

Title	INTERNAL VISIBILITY
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