

## **APPENDIX 8**

### **(Transport Statement - Motion)**



Landscape Enhancement  
Land at Knepp Castle Estate, West Sussex

**Transport Statement**

for

**Matthews (Sussex) Group Limited**

## Document Control Sheet

Transport Statement

Landscape Enhancement, Land at Knepp Castle Estate, West Sussex

Matthews (Sussex) Group Limited

This document has been issued and amended as follows:

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## 1.0 Introduction

- 1.1 This Transport Statement has been prepared to accompany a planning application by Matthews (Sussex) Group Limited (the Applicant) in relation to proposed works at Knepp Castle Estate, West Sussex, described as:

*"Construction of landscape enhancement features using imported inert materials, together with the provision of public access and amenity; comprising revised landform and details to WSCC/029/18/SP".*

- 1.2 Planning permission was granted in October 2012 for importation of material for the creation of a bund along the western side of the A24 amongst other works (planning reference: WSCC/028/11/SP). The material was to be imported over a three and a half year period. There have been subsequent applications to vary conditions (application WSCC/073/15/SP granted in February 2016) and to extend the time frame for completing the works (applications WSCC/064/16/SP approved in March 2017 and WSCC/037/17/SP approved in November 2017).
- 1.3 An application was approved in 2018 to import an additional 49,000 cubic metres of material to complete the approved landscape enhancement (application WSCC/029/18/SP). It was intended that this material would be imported by the existing/approved temporary construction access off the A272 and be completed by the end of 2019 with all work on-site ceasing by the end of April 2020.
- 1.4 The proposals subject of the current application and detailed within this report relate to the importation of a further 250,000 cubic metres of material to form altered landscape features to those previously approved. It is intended this material would be brought onto the site over a further three year period and so the number of heavy goods vehicle (HGV) movements associated with the quantum of material imported on an annual basis would be in line with that previously permitted. In addition, the proposals include retention of the construction access to the A272 following completion of the landscape works to serve Hill House Farm and closure of the Farm's existing access to the A24. As part of this work, internal access routes are proposed within the Estate to redistribute existing traffic via the A272 access and Castle Lane and a small public car park is proposed to serve the existing and future public rights of way via Castle Lane.
- 1.5 This Transport Statement has been prepared following pre-application liaison with West Sussex County Council (WSCC) as Highway Authority and having regard to transport matters set out in a Scoping Opinion issued by WSCC in September 2019. In summary, this report demonstrates that:
- ▶ The proposals accord with national and local policies relevant to transport;
  - ▶ There are no significant road safety issues associated with the local highway network, or linked to current site operations, that are detrimental to the existing standard of road safety;
  - ▶ The proposed revised footpath through the site will connect the A272 access road with the route leading south to Castle Lane and facilitate the use of non-vehicle transportation around the area;
  - ▶ The proposed access alterations to Hill House Farm are considered to represent an enhancement to the existing situation, where existing traffic would be redistributed from a sub-standard access onto a dual carriageway (A24) to an access that has been designed to accord with relevant standards;
  - ▶ The existing sub-standard access serving Hill House Farm/buildings would be permanently closed;
  - ▶ Creation of an internal access road within the site will provide the opportunity for an existing light industrial unit to use Castle Lane, which benefits from good visibility, as an alternative to the direct access to the A24,
  - ▶ Use of Castle Lane to serve the proposed public car park would result in few, if any, additional vehicle movements associated with the existing and future public rights of way network on the basis that the proposed car park seeks to formalise existing parking associated with this network; and,

- ▶ The number of movements by HGVs associated with the importation of additional material will remain in line with that previously assessed and conditioned as part of the previous planning applications and it is therefore considered the proposals will not be detrimental to the free-flow of traffic or safety on the adjoining highway network.

1.6 Following this introduction, this Transport Statement is split into 5 sections as follows:

- ▶ Section 2 outlines the transport planning policies that are considered to be relevant to this application;
- ▶ Section 3 sets out the existing use of the application site, planning background and description of the surrounding area and highway network;
- ▶ Section 4 provides an overview of the proposed development and sets out details of the proposed access alterations, amendments to previously approved public rights of way and associated parking and servicing arrangements;
- ▶ Section 5 assesses the number of HGV movements anticipated to be linked with the importation of additional material based on existing, approved, site operations and provides an overview of the impacts these are likely to have. It also considers the impacts of the proposed access alterations and amendments to previously approved public rights of way; and,
- ▶ Section 6 summarises the key findings and conclusions of this report.

## 2.0 Policy

### Overview

2.1 The documents that contain the key planning policies relevant to transport that set the context for the development proposals include:

- ▶ National Planning Policy Framework – February 2019;
- ▶ West Sussex Joint Minerals Local Plan – July 2018;
- ▶ West Sussex Waste Local Plan – April 2014; and
- ▶ Horsham District Planning Framework – November 2015.

### National Policy

2.2 The updated National Planning Policy Framework (NPPF) was published in July 2018 and revised in February 2019 (with additional amendments to relating to on-shore oil and gas exploration in May 2019). It sets out a presumption in favour of sustainable development that recognises the importance of transport policies in facilitating sustainable development. With regard to transport and development, paragraph 108 of the NPPF states that:

*“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- ▶ *Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- ▶ *Safe and suitable access to the site can be achieved for all users; and*
- ▶ *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

2.3 Paragraph 109 continues to state:

*“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be severe.”*

### County Policy

2.4 The West Sussex Joint Minerals Local Plan, produced together with the South Downs National Park Authority was adopted in July 2018. Policy M20 relates to Transport and states:

*“Proposals for mineral development will be permitted provided that:*

- a) *Where practical and viable, the proposals make use of rail or water for the transportation of material to and from the site;*
- b) *Transport links are adequate to serve the development or can be improved to an appropriate standard without an unacceptable impact on amenity, character, or the environment; and;*
- c) *Where the need for road transport is demonstrated:*
  - i. *Materials are capable of being transported using the Lorry Route network with minimal use of local roads, unless special justification can be shown;*
  - ii. *Vehicle movements associated with the development will not have an unacceptable impact on the capacity of the highway network;*

- iii. *There is safe and adequate means of access to the highway network and vehicle movements associated with the development will not have an unacceptable impact on the safety of all road users*
  - iv. *Satisfactory provision is made for vehicle turning and parking, manoeuvring, loading, and, where appropriate, wheel cleaning facilities; and*
  - v. *Vehicle movements are minimised by the optimal use of the vehicle fleet."*
- 2.5 Policy W18 of the West Sussex Waste Local Plan sets out waste policy regarding transport and replicates policy M20 outlined above.

### **District Policy**

- 2.6 The Horsham District Planning Framework (November 2015) sets out local planning policy for the district. Of relevance to the proposals subject of this report, policy 40 relates to sustainable transport and indicates that development will be supported where it (amongst other criteria):
- ▶ *"Maintains and improves the existing transport system;*
  - ▶ *Provides safe and suitable access for all vehicles, pedestrians, cyclists, horse riders, public transport and the delivery of goods."*
- 2.7 Policy 41 relates to parking and states that development proposals should include *"adequate provision for parking to meet the needs of anticipated users"*.

### **Summary**

- 2.8 Having regard to national, County and District policies relevant to the development proposals set out within this section, it is evident that the main considerations in terms of transport relate to provision of satisfactory access, impact of the highway network and whether mitigation is required and can be provided.
- 2.9 The next section of this Transport Statement provides information on the application site and approved operations as well as the nearby highway network. Section 4 provides information on the development proposals subject of this report and the impact of these proposals on the highway network is considered in section 5.



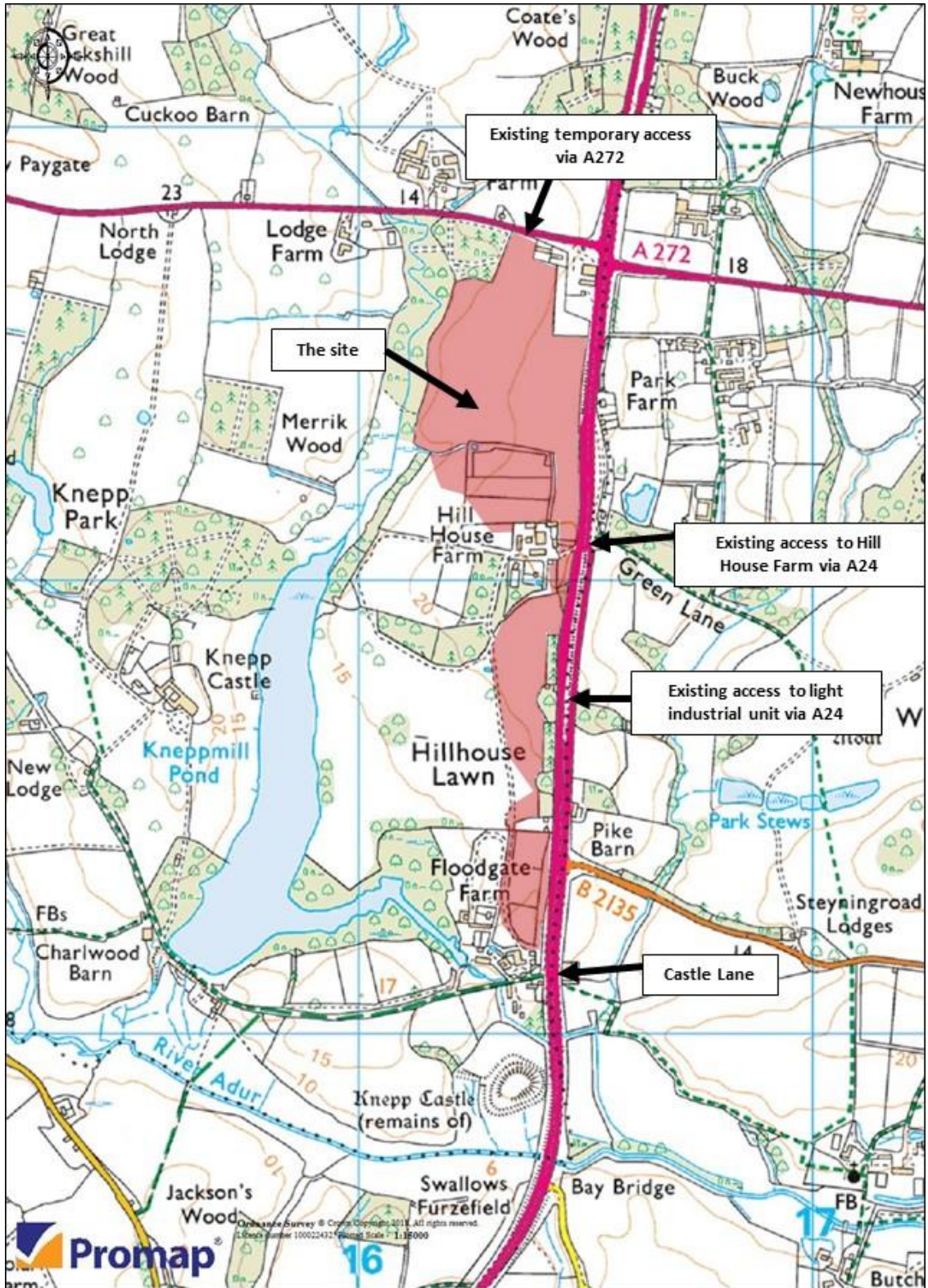
### 3.0 Baseline Conditions

#### Overview

- 3.1 This section provides information on the application site and surrounding area, including detail on the planning background, highway network and road safety.

#### Site and Surrounding Area

- 3.2 Knepp Castle Estate is located approximately 1 kilometre to the south of Southwater, within the administrative boundaries of Horsham District Council and West Sussex County Council (WSCC). The Estate comprises around 1,400 hectares in total and includes Knepp Castle, Knepp Mill Pond, parkland, woodland, areas of grassland, grazing land, farmhouses and cottages, rural offices and light industrial units, together with a polo club/fields. Part of the Knepp Castle Estate is identified in the Horsham District Planning Framework (referenced in the previous section of this report) as a site of archaeological importance and as a historic park or garden. Further information on the Estate and relevant designations is set out in the Planning Statement accompanying the application.
- 3.3 The proposals subject of this report relate to land within the Estate covering an area of circa 274 hectares (known as Knepp Park), located to the south of the A272 and west of the A24 (southwest of the Buckbarn Crossroads). Access to this land is via an existing priority junction off the A272, approved for a temporary period as part of the original planning application described further below.
- 3.4 The application to which this report relates also involves access alterations to Hill House Farm and an existing light industrial unit to the south, as well as provision of a small car park to serve the public rights of way network. Access to Hill House Farm is via the A24. Hill House Farm comprises a number of buildings in domestic, commercial, agricultural and equestrian uses. The existing light industrial unit is also served via a direct access to the A24. Castle Lane, to the south of Hill House Farm, provides access to a number of existing uses including Floodgate Farm and existing public rights of way for example. Castle Lane also serves a number of residential properties and small commercial units.
- 3.5 The application site and existing access points identified above in relation to the surrounding local area is shown on the plan below.



Site Location

### Planning Background

- 3.6 Planning permission was granted in October 2012 in respect of proposed landscape works (planning reference: WSCC/028/11/SP), which comprised:
- ▶ Restoration works to Knepp Mill Pond by dredging;
  - ▶ Construction of landscape enhancement features using imported inert materials; and
  - ▶ Provision of public access and amenity.
- 3.7 This consent approved the importation of 270,000 cubic metres of material over a 3 and half year period, together with the use of 56,000 cubic metres of material arising from the creation of a borrow pit, to create the approved final landform (a bund along the western side of the A24).
- 3.8 There have been subsequent applications to vary conditions (application WSCC/073/15/SP granted in February 2016) and to extend the time frame for completing the works (applications WSCC/064/16/SP approved in March 2017 and WSCC/037/17/SP approved in November 2017) since approval of the original application. In 2018, an application was approved to import an additional 49,000 cubic metres of material (as well as circa 18,000 cubic metres of approved material still to be brought to site) to complete the approved landscape enhancement (application WSCC/029/18/SP). Works pursuant to the original application commenced on site in February 2014 and are significantly advanced.
- 3.9 Further information on the planning background and works to date are set out in the Planning Statement accompanying the application. The proposals subject of the latest application are detailed in the next section of this Transport Statement.

### Highway Network

- 3.10 Access to the site is via an existing temporary priority junction off the A272, approved as part of the original planning application. The A272 provides an east-west connection between the A22 and A3 strategic routes. The A272 connects with the A24 at the Buckbarn Crossroads, a signal controlled junction, to the northeast of the application site. The A24 leads north to Horsham, Dorking and the M25 motorway and south towards Worthing and the A27.
- 3.11 The A272 comprises a single carriageway road subject to a 50 mile per hour (mph) speed limit in the vicinity of the temporary site access. There are no footways adjoining the A272 at this point.
- 3.12 The A24 is typically a dual carriageway in the vicinity of the Buckbarn Crossroads, although there are four traffic lanes on the approach to this junction to the north and south and three exit lanes. The north and southbound traffic lanes are separated by a grass central reservation. The A24 is subject to a 50 mph speed limit in the vicinity of the junction with the A272 and there are no footways adjacent to the road in this location. In the vicinity of Castle Lane and Steyning Road (B2135), the A24 is subject to a 60 mph speed limit.
- 3.13 WSCC recognises the A24 as a Strategic Lorry Route within the County, with the A272 classified as a Local Lorry Route, providing connections to these strategic routes. Both the A272 and A24 provide connections to the wider Strategic Road Network, which is managed by Highways England, including the A22, A3, M25 and A27, as described above. The site in relation to this regional highway network is illustrated on the map below.



Site in Relation to Regional Highway Network

3.14 A summary of the seven day average daily (07:00-19:00) traffic flows on the A24 to the north and south of the Buckbarn junction with the A272 based on automated traffic count (ATC) data obtained from the WSCC website is provided in the table below.

WSCC Count Point	Northbound	Southbound
A24 Buckbarn (north of junction) – count point 76	12,202	12,667
A24 Shipley (south of junction) – count point 74	13,070	13,542

Table 3.1 – 7 Day Average Daily Traffic Flows A24 Buckbarn (week commencing 19<sup>th</sup> February 2018)

3.15 Further information on HGV movements associated with the site itself, based on existing operations, is set out in section 5 of this Transport Statement.

3.16 At the time of the original landscape works application, there were proposals to enhance the A272/A24 Buckbarn Crossroads junction. This involved creating a grade separated junction, understood to form part of the wider A24 Ashington – Southwater enhancement works. It is understood that funding for this project was originally secured via the former Regional Funding Allocation but was withdrawn in February 2011. It is noted that the Horsham District Infrastructure Delivery Programme (April 2016) identifies works to increase the length of the northbound right turning lane at the A24 Bucks Barn. However, the development proposals to which this Transport Statement relates, will not impact upon this enhancement project.

**Road Safety Review**

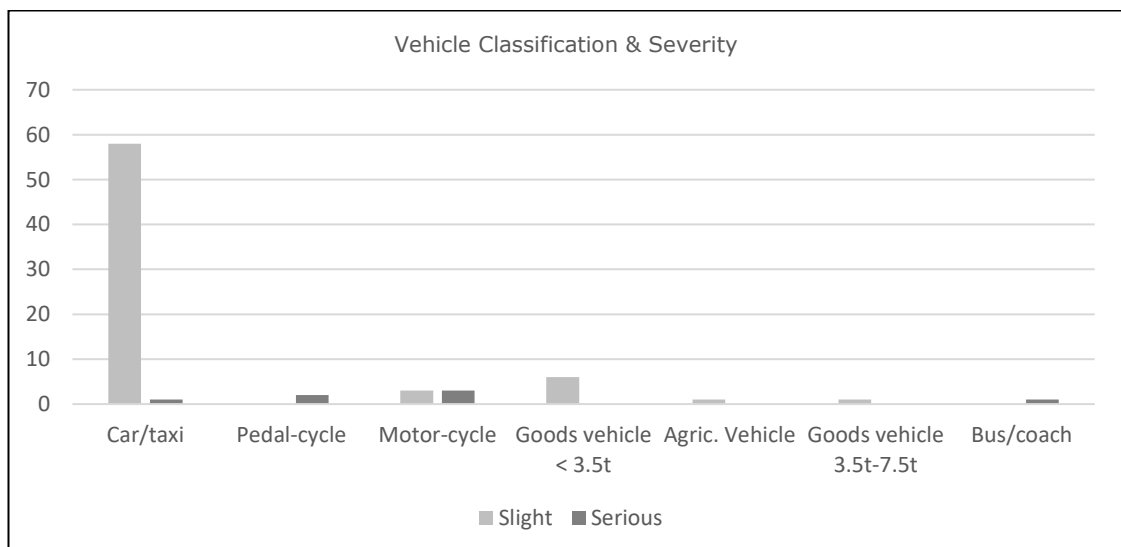
3.17 To consider the existing standard of road safety on the local highway network in the vicinity of the site, personal injury accident (PIA) information was obtained from Sussex Safer Roads Partnership (SSRP) for the 5-year period ending 31<sup>st</sup> October 2018. The study area included a circa 600 metre section of the A272 leading west from the Buckbarn Crossroads and the A24 from this junction south to the junction with around Bassels Lane. A plan of the road safety study area is provided in **Appendix A**.

- 3.18 The information received from SSRP identified a total of 34 incidents within the study area during the defined period. A total of 29 incidents were classified as slight in severity and 5 were classified as serious. Of the 34 incidents, the majority occurred during daylight (27) and dry (29) conditions.
- 3.19 In terms of location, 4 of the recorded incidents occurred on the A272, 17 were recorded on the A24 and 13 incidents took place at the junction of the A272 and A24. In this regard, it is not uncommon for incidents to be clustered around junctions. The table below provides a further breakdown of the location of the recorded incidents.

Location	Number of Recorded PIAs
A272 east of A24	3
A272 west of A24	1
A272 junction with A24 (Buck Barn Crossroads)	13
A24 north of Buck Barn Crossroads	1
A24 south of Buck Barn Crossroads	5
A24 near Green Lane	1
A24 junction with B2135	7
B2135 Steyning Road	1
A24 south of B2135	1
A24 junction with Castle Lane	1
<b>Total</b>	<b>34</b>

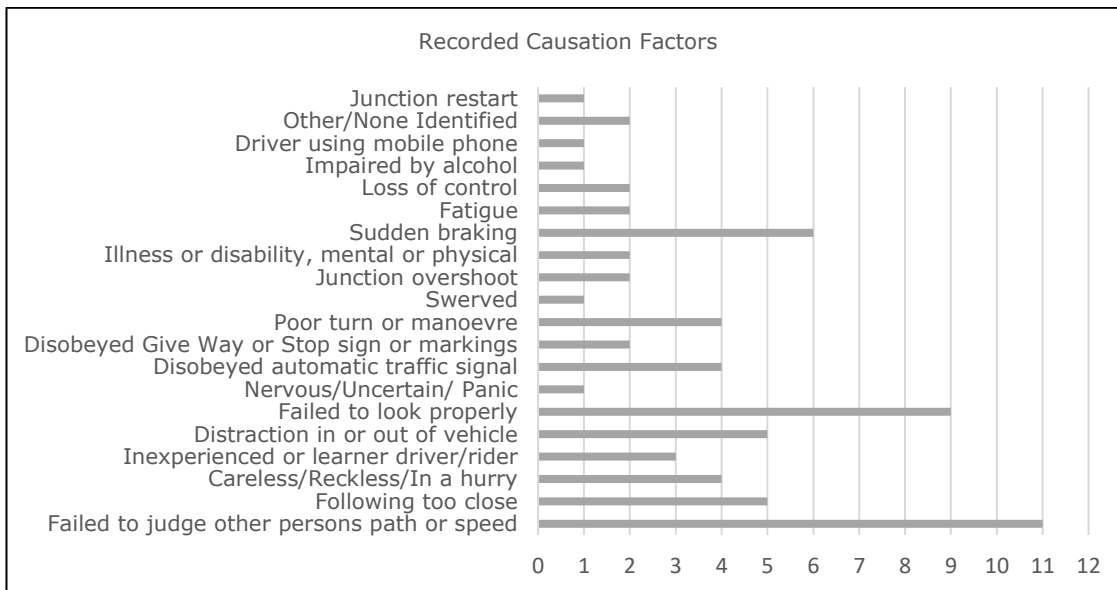
Table 3.2 – Summary of Location of Recorded PIAs

- 3.20 One incident was recorded in the vicinity of the temporary site access on the A272. A further review of this incident indicates that this appeared to be unrelated to the site operations and did not involve any goods vehicles. The incident recorded near Green Lane (opposite the access to Hill House Farm) was related to a motor-cycle travelling southbound attempting to turn left. The PIA recorded at the A24 junction with Castle Lane involved a motor-cycle travelling northbound and a car moving across the lanes after pulling out of Castle Lane.
- 3.21 The graph below identifies the vehicles involved in the incidents recorded in the study area during the defined period (please note more than one vehicle is typically involved in each incident).



Summary of Recorded Vehicles Involved in PIAs and Severity

3.22 The graph below illustrates the causation factors cited for all recorded PIAs (please note more than one factor can be identified for each incident).



Summary of Recorded PIA Causation Factors

3.23 On the basis of the information received from SSRP, it appears that the incidents summarised in the graph above occurred as a result of driver/human error rather than defects associated with the highway.

3.24 Having regard to this review of road safety data, it is considered that there are no significant road safety issues associated with the local highway network, or linked to current site operations, that are detrimental to the existing standard of road safety.

**Summary**

3.25 The application site is located within the Knepp Castle Estate and is accessed via an existing approved temporary priority junction off the A272. Works are currently underway at the site pursuant to planning permission granted in 2012 for landscape enhancements. Access to Hill House Farm is via the A24 and Castle Lane, to the south of Hill House Farm, provides access to a number of existing uses, such as Floodgate Farm and existing public rights of way.

3.26 The site benefits from good access to the County’s strategic and local lorry routes, which in turn provide access to the wider Strategic Road Network managed by Highways England. A review of road safety records indicates that there are no significant road safety issues associated with the highway network in the vicinity of the site, or existing site operations. The next section of this report provides information on the development proposals subject of this Transport Statement.

## 4.0 Development Details

### Proposed Development

- 4.1 The proposals subject of the current application and detailed within this report relate to the importation of an additional 250,000 cubic metres of material to form altered landscape features to those previously approved. It is intended this material would be brought onto the site over a further three year period. As such, the number of HGVs movements associated with the quantum of material imported on an annual basis would be in line with that previously permitted, as detailed in the next section of this report.
- 4.2 In addition, the proposals include retention of the construction access to the A272 following completion of the landscape works to serve Hill House Farm and closure of the Farm's existing access to the A24. An internal access road is proposed within the Estate to redistribute existing traffic via the A272 access and Castle Lane. A small public car park is also proposed to serve the existing and approved public rights of way via Castle Lane.
- 4.3 In summary, the application includes the following elements:
- ▶ Creation of alternative landscape feature to the Buck Barn area of the site;
  - ▶ Modest changes to other elements of the previously approved landscape enhancement features, in particular at Floodgates Farm;
  - ▶ Retention of existing construction access onto A272, for use as a permanent access to serve Hill House Farm and associated closure of existing direct access off the A24;
  - ▶ Provision of access route from the existing light industrial unit, adjacent to A24, south through to Castle Lane as an alternative to the current direct access off the A24;
  - ▶ Amendments to the approved public right of way through the site to reflect revised landscape forms (provision of footpath from around the A272 access leading south connecting with proposed access route to Castle Lane in the vicinity of Charleston House); and
  - ▶ Provision of public car park (12 spaces) at southern end of the Floodgate Farm landscape enhancement feature for use by the public in association with existing and future public rights of way.
- 4.4 The proposals summarised above are illustrated on the site masterplan included in **Appendix B**. The remainder of this section provides further information on pre-application advice received in December 2018 and the proposed access alterations associated with the proposals. Consideration of the impact of importing additional material to form the revised landscape enhancements in traffic terms is considered in the next section of this Transport Statement, along with impacts of access alterations and the proposed footpath.

### Pre-Application Advice

- 4.5 Pre-application advice was sought from WSCC as Highway Authority in December 2018 to agree the approach to assessing the impact of the proposals. In summary, this advice confirmed that:
- ▶ There would be no requirement for additional surveys or junction modelling on the basis that the anticipated the number of daily HGV movements (considered in the next section of this report) is likely to be in line with that assessed in the original and more recently approved schemes;
  - ▶ Continuing use of the A272 access is acceptable; and
  - ▶ Closure of the access serving Hill House Farm off the A24 would be acceptable in principle and further information should be provided in respect of any proposed alterations to the gap in the central reservation.

- 4.6 Section 5 considers HGV movements linked with the importation of additional material to implement the proposed landscape works and further information on the proposed access and public rights of way alterations, as well as arrangement for parking and servicing, is set out below.

### Access Alterations

#### A272

- 4.7 It is intended that the additional material would be imported by the existing approved temporary access off the A272. This existing access has been constructed in accordance with technical drawings approved as part of a Section 278 Agreement related to the original planning permission.
- 4.8 The access provides 2.4 metre by 160 metre visibility splays in each direction, the appropriate sightlines for roads subject to a 50 mph speed limit. The temporary access has been designed having regard to relevant design guidance set out in the Design Manual for Roads and Bridges (DMRB) and has been used for more than 4 years by all vehicles accessing the site in association with the approved works, including HGVs. A drawing illustrating the access arrangements approved under Section 278 Agreement is included in **Appendix C**.
- 4.9 The review of road safety set out in the previous section, which includes the most recent 5-year period during which the landscape works have been underway, indicates that there are no significant road safety issues associated with the local highway network or existing site operation and temporary access. As set out in the next section of this Transport Statement, the level of HGV movements associated with the importation of additional material is in line with that currently linked with the site works.
- 4.10 Following completion of the landscape works, it is intended that this access would be permanently retained to serve Hill House Farm, currently accessed via the A24. As part of this work, an internal access road is proposed within the Estate to redistribute existing traffic via the A272 access.
- 4.11 Pre-application advice from the Highway Authority confirms continuing use of the A272 access to import additional material and to then be permanently retained to serve Hill House Farm is acceptable.

#### Hill House Farm

- 4.12 Following completion of the landscaping works it is proposed that the temporary construction access to the A272 would be retained to serve Hill House Farm. The existing access to the Farm on the A24 would be permanently closed. As such all existing traffic associated with the Farm (domestic, commercial, agricultural, equestrian etc) would be redistributed to the A272 access from the A24.
- 4.13 No alterations are proposed to the associated gap in the central reservation in this location on the A24. In this regard, the gap also serves Green Lane enabling vehicles to turn north from Green Lane, onto the A24. No changes are proposed to the permitted land uses or quantum of development at Hill House Farm.
- 4.14 In terms of potential implications of closure of this access serving the Farm, it is considered this would be positive in relation to road safety, as closure of the access will reduce potential for conflict with other vehicles travelling on the A24 and using the gap in the central reservation.
- 4.15 On the basis of the above, it is considered there would be no requirement for a Road Safety or Design Audit associated with these alterations. As set out above, pre-application advice in December 2018 indicates that closure of the access would be acceptable in principle.

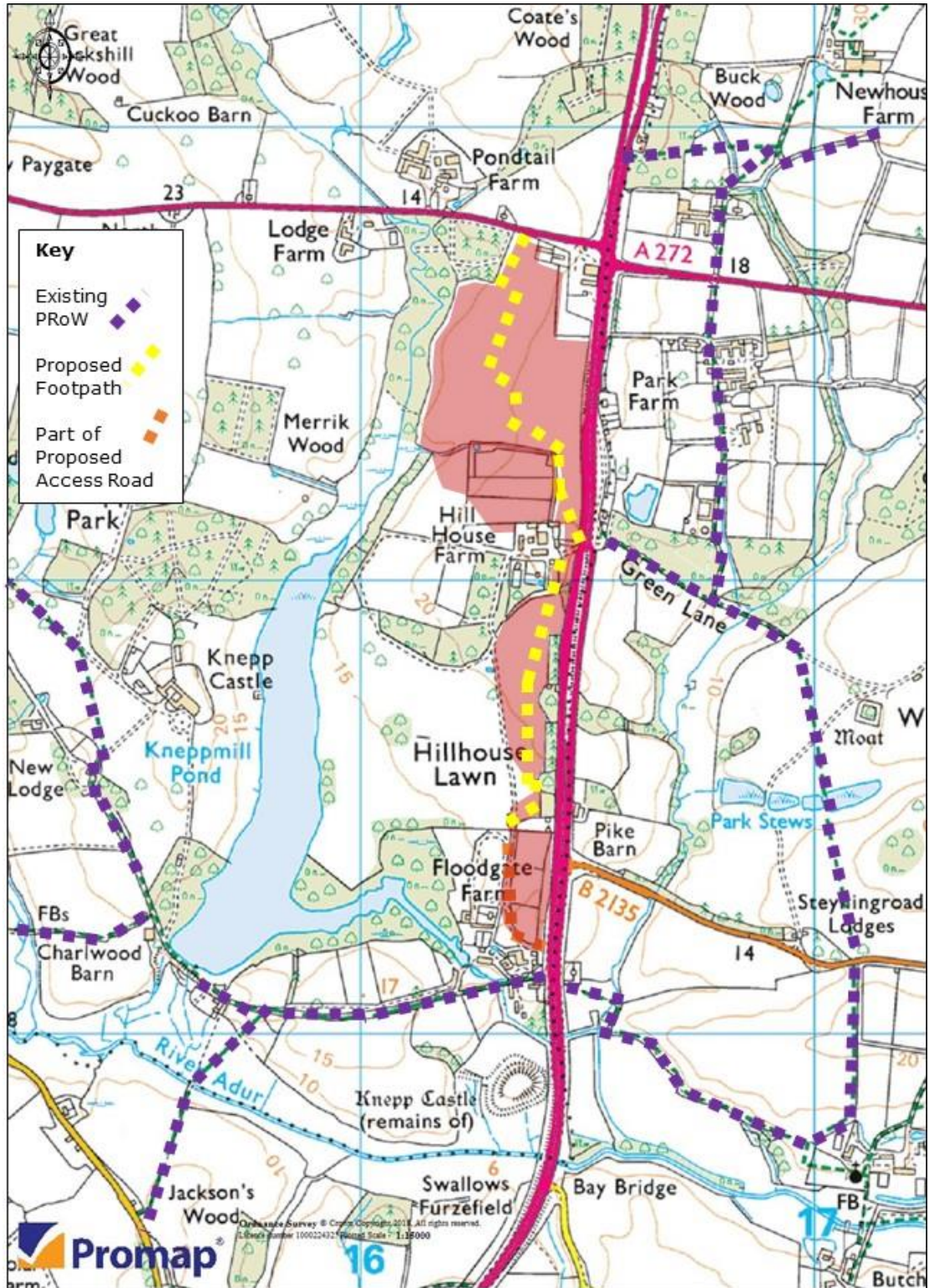


### **Castle Lane**

- 4.16 The proposed public car park associated with the existing and proposed public rights of way would include a total of 12 spaces and be accessed via Castle Lane, off the A24. The car park seeks to formalise parking for vehicles visiting the public rights of way network.
- 4.17 It is also proposed that Castle Lane will serve an existing light industrial unit, as an alternative to the existing direct access off the A24. An internal access road is proposed within the Estate to provide this alternative access to this unit via Castle Lane. No changes are proposed to the use or quantum of development of this existing light industrial unit.
- 4.18 Castle Lane benefits from good visibility onto the A24, and the drawing in **Appendix D** indicates sightlines of 2.4 metres by 215 metres are achievable onto the A24, the appropriate sightlines for roads subject to a 60 mph speed limit.

### **Public Rights of Way & Facilitating Sustainable Transport**

- 4.19 The proposals also include amendments to the route of an approved public right of way through the site to reflect the revised landscape forms subject of the current application. A footpath is proposed to lead south from the A272 access, around an 'amphitheatre' feature in the Buck Barn area of the site. The footpath then runs south (and to the west of Hill House Farm/buildings) broadly parallel with the A24. The footpath then connects with the proposed access road to Castle Lane in the vicinity of Charleston House (a building located to the east of the A24 approximately 70 metres to the north of the A24 junction with the B2135).
- 4.20 In terms of facilitating sustainable transportation, provision of the footpath through the site, as described above, will create a pedestrian connection between the A272 access with the route leading south to Castle Lane, connecting with an existing public right of way along Castle Lane (Bridleway 1875) and wider network. The existing bridleway leads west from the A24 along Castle Lane and then splits, continuing south-west connecting with Swallows Lane and a footpath (number 1794) continues north-west to Pound Lane. This footpath also leads east from the A24 towards West Grinstead. A further footpath (number 1842) leads south-east from the A24 in the vicinity of Hill House Farm towards West Grinstead. Footpath 1793 leads north off footpath 1842 towards the A272 (east of A24) and beyond. The proposed footpath will therefore offer a largely traffic-free route for users between the A272 and West Grinstead and Castle Lane and destinations to the north-east of Buckbarn Crossroads. In this regard, the proposed footpath will facilitate the use of non-vehicle transportation around the area.
- 4.21 The plan below identifies the indicative route of the proposed footpath in relation to existing public rights of ways in the vicinity of the site.



Existing Public Rights of Way (PRoW) and Indicative Route of Proposed Footpath

### Parking and Servicing Arrangements

- 4.22 In relation to the importation of additional material, the site is currently operational, and the number of HGV movements is anticipated to remain in line with these operations. There is ample space within the site to accommodate parking for all vehicles anticipated to visit the site for the duration of the works, in accordance with existing approved arrangements.
- 4.23 The arrangements for unloading and manoeuvring within the site are also consistent with those originally approved. In this regard the access has been designed to accommodate the largest of vehicles anticipated to enter the site and all vehicles are able to turn within the site and exit in forward gear.
- 4.24 No alterations are proposed to parking at Hill House Farm or the existing light industrial unit. As described previously, the proposed car park off Castle Lane is intended to formalise existing arrangements linked with the public rights of way network. In this regard, the car park would be available for users both of the proposed footpath leading through the site and the existing public right leading west (along Castle Lane).

### Summary

- 4.25 This section identifies that satisfactory means of access to the site is achieved via the existing temporary priority junction approved as part of the original planning permission for the landscape works.
- 4.26 The proposed access alterations following completion of the landscape works are considered to deliver an enhancement to existing arrangements in terms of road safety, through closure of an existing sub-standard access to the A24 and redistributing existing vehicle movements to an access that has been designed to accord with relevant standards. The access alterations have also been accepted in principle by the Highway Authority. No alterations are proposed to the use or quantum of development at Hill House Farm or the existing light industrial unit as part of this application.
- 4.27 The section also outlines provision of a footpath through the site, which will facilitate the use of non-vehicle transportation around the area. Further, it is demonstrated that appropriate arrangements are in place for parking and servicing associated with the landscape works.

## 5.0 Traffic Generation, Impact and Mitigation

### Overview

- 5.1 This section considers the level of daily movements of HGVs associated with the proposed importation of an additional 250,000 cubic metres of material over a further three-year period, beyond the current time limited end date for implementation of the works i.e. up to 2023, having regard to data presented as part of the original landscape works application and current site operations. The analysis presented in this section is based on the approach applied in the original and more recently approved applications (planning references: WSCC/028/11/SP and WSCC/029/18/SP approved in October 2012 and October 2018 respectively) detailed earlier in this report.
- 5.2 As set out in the previous section, the proposals also include retention of the construction access to the A272 following completion of the landscape works to serve Hill House Farm and closure of the Farm's existing access to the A24. As part of this work, internal access routes are proposed within the Estate to redistribute existing traffic via the A272 access and Castle Lane and provision of a small public car park is proposed to serve the existing and future public right of way via Castle Lane.
- 5.3 Works commenced in February 2014 pursuant to the original grant of planning permission in 2012. Hill House Farm and the public right of way off Castle Lane are also existing operational land uses. In this regard, the site already attracts vehicular activity. This section therefore also provides an overview of how existing vehicle movements will alter/be redistributed as a result of the development proposals described in the previous section.

### Material Importation

#### Estimate of HGV Movements

- 5.4 Section 13 (and Appendix J) of the Environmental Statement (Vol 2, May 2011) submitted in support of the approved works related to transport. This estimated that the approved proposals would result in an average of 58 HGV movements per day linked with 77,000 cubic metres of material being imported per annum (with the works taking place over a 3.5 year period). It was assumed that large (circa 10 metres long) tippers would be used to import material, with each vehicle having a capacity of 10 cubic metres.
- 5.5 Condition 41 of the original (2012) planning permission stated:
- "The daily average of 29 HGVs entering the site and 29 HGVs leaving the site during the permitted operating hours shall not be exceeded by more than 40% in any calendar month, or by more than 10% in any calendar year. A record of daily vehicle numbers, including arrival and departure times, shall be maintained and kept at the site office at all times and made available to staff of the County Planning Authority upon request."*
- 5.6 A further condition (number 17) of the original consent restricted the hours of site operations to between 07:30 and 18:00 Monday to Friday, and between 07:30 and 13:00 Saturdays. No operations are authorised on Sundays or bank/public holidays.
- 5.7 This condition permits operations at the site to take place on average for 5.5 days a week and the original assessment of HGV movements allowed for operations 48 weeks per year (i.e. 264 working days per year). Based on 10 cubic metre vehicles being used, this would equate to 7,700 HGVs per annum or 15,400 HGV movements.
- 5.8 Allowing for a 10% excess in any calendar year, the maximum number of HGV movements would be 16,940 per annum, or 64 daily HGV movements (32 arrivals/32 departures). The approved number of HGV movements and permitted 10% excess is summarised in the table below.

Scenario	Daily	Average Monthly	Annual Total
Approved	58 movements	1,283	15,400
Approved + 10% Annual Permitted Excess	64 movements	1,412	16,940

Table 5.1 – Approved HGV Movements

### Recorded HGV Movements

- 5.9 An accurate estimate of vehicle movements based on actual vehicle loads was provided as part of the most recent application (in the Transport Statement dated May 2018) further to pre-application advice received from WSCC in December 2017. The table below provides information on HGV movements provided by the applicant for the calendar year 2016:

Month	HGV Movements
January	974
February	1,440
March	1,510
April	1,030
May	778
June	440
July	502
August	1,144
September	1,268
October	1,468
November	1,954
December	1,792
<b>TOTAL</b>	<b>14,300</b>

Table 5.2 – Recorded HGV Movements 2016

- 5.10 It is understood that whilst the number of loads in and out of the site is measured, the quantum of material on each load is not. However, based on the overall quantum of material imported, and the number of loads, the Applicant confirmed in the 2018 application that there is a typical average of some 10 cubic metres of material per load. The actual quantum per load varies depending upon the type of material being imported, and its condition. For example, a load that contains a significant quantity of wet clay will comprise a much smaller quantity of material than a dry load of sandy soil. This is because clay does not so readily settle into the trailer maintaining large air pockets, and care has to be taken to ensure that the load is safely covered, for example.

### Recently Approved HGV Movements

- 5.11 The above information was presented in the Transport Statement accompanying the application approved in October 2018. The Decision Notice of this application (planning reference: WSCC/029/18/SP) includes the condition imposed by the original planning permission, and states:

*"The daily average of 29 HGVs entering the site and 29 HGVs leaving the site during permitted operating hours shall not be exceeded by more than 40% in any calendar month, or by more than 10% in any calendar year. A record of daily vehicle numbers, including arrival and departure times, shall be maintained and kept at the site office at all times and made available to staff of the County Planning Authority upon request."* (Condition 22).

- 5.12 The 2018 application related to importation of a total of 67,000 cubic metres of material (18,000 cubic metres approved/outstanding plus 49,000 cubic metres additional) over an 18 month period, equating to 34 daily HGV movements (or 17 deliveries).
- 5.13 It is understood that the majority of this approved additional material has already been imported and that circa 21,000 cubic metres remains outstanding at the current time. However, it is further understood that importation of this residual approved material will be completed by the end of April 2020, in line with Condition 2 of the planning permission, which states:

*"All works approved by this permission, including but not limited to the deposition of waste, shall cease by 30 April 2020."*

### **Future Operations & Impact**

- 5.14 It is intended that the future operations (HGV movements and hours of operation) subject of this application will continue within the parameters of the original and more recently approved planning permissions. In addition, the same size of vehicle(s) and hence average loads will continue for future operations. It is estimated that implementation of the revised landscape scheme will take up to three years to complete, beyond the current time limited end date for implementation of the works i.e. up to 2023.
- 5.15 Based on a total of 250,000 cubic metres of material being imported to the site over a three year period, this equates to circa 83,350 cubic metres of material and around 8,350 HGVs per annum. Based on the current HGV loads and site operational hours, this equates to 64 daily HGV movements (or 32 arrivals/32 departures).
- 5.16 The table below provides a summary of the approved and future daily HGV movements:

<b>Scenario</b>	<b>Daily</b>
Originally Approved (October 2012)	58 movements
Approved + 10% Annual Permitted Excess	64 movements
Recently Approved (October 2018)	34 movements
Future	64 movements

Table 5.3 – Summary of Daily HGV Movements

- 5.17 It is evident from the table above that the quantum of material to be brought onto the site is able to be imported over the proposed time-period, within the conditions of the original and more recent planning permission, in terms of HGV movements and hours of operation. On the basis that the average number of daily HGV movements is in line with the level assessed and approved as part of the original and more recently approved applications, it is considered there is no requirement for more detailed junction assessment. This was also confirmed by the County Council's pre-application response in December 2018. On this basis it is also considered there is no requirement for mitigation measures.
- 5.18 As outlined earlier in this section, circa 21,000 cubic metres of previously approved material remains to be imported to the site and works associated with the permitted scheme are due to be completed by the end of April 2020. As such, it is reasonable to assume that all approved material will have been imported prior to this date and before any further material importation associated with the current application commences.

### **Redistribution of Traffic Arising from Access Alterations**

#### **Hill House Farm**

- 5.19 Following completion of the landscaping works it is proposed that the temporary construction access to the A272 would be retained to serve Hill House Farm. The existing access to the Farm on the A24 would be permanently closed. As such all existing traffic associated with the Farm (domestic, commercial, agricultural, equestrian etc) would be redistributed to the A272 access from the A24. As set out in the previous section, no changes are proposed to the permitted land uses or quantum of development at Hill House Farm.
- 5.20 It is considered closure of the existing sub-standard access onto the A24 serving the Farm is positive in relation to road safety, in terms of reducing the potential for conflict with other vehicles travelling on the A24 and using the gap in the central reservation. Further, the proposed access alterations to Hill House Farm are considered to represent an enhancement to the existing situation, where existing traffic would be redistributed from a sub-standard access onto a dual carriageway (A24) to an access that has been designed to accord with relevant standards.

### Castle Lane

- 5.21 As set out in section 3, Castle Lane serves a number of existing land uses. As part of the current application, a small car park (12 spaces) is proposed in association with the existing and future public rights of way. However, it is not envisaged provision of this parking area would result in an increase in vehicle movements using Castle Lane, rather the car park will formalise parking for existing vehicles visiting the public rights of way network.
- 5.22 It is also proposed that Castle Lane will serve an existing light industrial unit, as an alternative to the existing direct access off the A24. No changes are proposed to the use or quantum of development at this unit. As such, vehicle movements associated with this unit will either continue to access the site direct from the A24 or using the alternative route via Castle Lane.
- 5.23 It is considered creation of the internal access road to provide the opportunity for the existing light industrial unit to use Castle Lane, which benefits from good visibility, as an alternative to the direct access to the A24, is positive in terms of road safety.

### Public Rights of Way

- 5.24 A Scoping Opinion relating to the current application proposals was issued by WSCC in September 2019. In relation to public rights of way, this indicated that consideration should be given to the following:
- ▶ Impact and management of the proposed permanent access route on future public rights of way (where the two intersect);
  - ▶ Impact of the changed route to that previously approved, in terms of recreational experience, potential uptake and usability (in relation to steep slopes); and
  - ▶ Potential for upgrading the future footpath to a bridleway and associated benefits/impacts.
- 5.25 There are two locations where the future footpath intersects the proposed access road. The first is in the vicinity of Hill House Farm and the second is to the north of Charleston House. As outlined above, the access road leading north from Hill House Farm is intended to serve existing traffic associated with the Farm (domestic, commercial, agricultural, equestrian etc) and the access road leading south will provide an alternative route for an existing light industrial unit. In this regard, the internal access roads will be lightly-trafficked and designed to encourage low vehicle speeds. It is anticipated that the needs of footpath users can be prioritised where the footpath crosses or runs parallel with the proposed access road through appropriate design and/or signage.
- 5.26 Provision of a footpath through the site was secured via legal agreement associated with the original planning permission. The route of the approved public path connected the existing temporary construction access with Castle Lane. The proposed revised footpath through the site will also connect the A272 access road with the route leading south to Castle Lane and facilitate the use of non-vehicle transportation around the area. The main change between the approved and now proposed footpath route is in the vicinity of the Buckbarn landscape enhancement, with the inclusion of the 'amphitheatre' arrangement. Further commentary on the impact of the changed route as well as potential upgrading of the path to a Bridleway, is considered within the Planning Statement submitted as part of the current application.

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## Summary

- 5.27 The level of daily HGV movements estimated to be associated with the importation of 250,000 cubic metres of material over three years is in line with that which was approved in the original landscape works application. On this basis it is considered there is no requirement for more detailed junction modelling, or mitigation.
- 5.28 In relation to the alterations to access arrangements to Hill House Farm and serving the existing light industrial unit and proposed public car park, it is understood existing movements arising from these areas will simply be redistributed to alternative access points. As such, it is considered this aspect of the proposals will not result in additional vehicle movements on the local highway network.



## 6.0 Summary and Conclusions

- 6.1 This Transport Statement has been prepared to accompany a planning application by Matthews (Sussex) Group Limited in relation to proposed works at Knepp Castle Estate, West Sussex.
- 6.2 The proposals subject of the current application and detailed within this Transport Statement relate to the importation of a further 250,000 cubic metres of material to form altered landscape features to those previously approved, over a further three year period. The number of HGV movements associated with the quantum of material imported on an annual basis would be in line with that previously permitted. The proposals also include retention of the construction access to the A272 following completion of the landscape works to serve Hill House Farm and closure of the Farm's existing access to the A24. As part of this work, internal access routes are proposed within the Estate to redistribute existing traffic via the A272 access and Castle Lane and a small public car park is proposed to serve the existing and future public rights of way via Castle Lane.
- 6.3 This Transport Statement has been prepared having regard to pre-application advice received from WSCC as Highway Authority at the end of 2018 and WSCC's 2019 Scoping Opinion. The report has considered national and local planning policies relevant to the proposals and transport and assessed the proposals with regard to the requirements of these policies. In summary, this Transport Statement demonstrates that:
- ▶ The proposals accord with national and local policies relevant to transport;
  - ▶ There are no significant road safety issues associated with the local highway network, or linked to current site operations, that are detrimental to the existing standard of road safety;
  - ▶ The proposed revised footpath through the site will connect the A272 access road with the route leading south to Castle Lane and facilitate the use of non-vehicle transportation around the area;
  - ▶ The proposed access alterations to Hill House Farm are considered to represent an enhancement to the existing situation, where existing traffic would be redistributed from a sub-standard access onto a dual carriageway (A24) to an access that has been designed to accord with relevant standards;
  - ▶ The existing sub-standard access serving Hill House Farm/buildings would be permanently closed;
  - ▶ Creation of an internal access road within the site will provide the opportunity for an existing light industrial unit to use Castle Lane, which benefits from good visibility, as an alternative to the direct access to the A24,
  - ▶ Use of Castle Lane to serve the proposed public car park would result in few, if any, additional vehicle movements associated with the existing and future public rights of way network on the basis that the proposed car park seeks to formalise existing parking associated with this network; and,
  - ▶ The number of movements by HGVs associated with the importation of additional material will remain in line with that previously assessed and conditioned as part of the previous planning applications and it is therefore considered the proposals will not be detrimental to the free-flow of traffic or safety on the adjoining highway network.
- 6.4 On the basis of the assessment completed within this Transport Statement and conclusions of this report, it is considered that there is no reason why the proposals should be resisted on traffic or transportation grounds.

## **Appendix A**

Personal Injury Accident Study Area





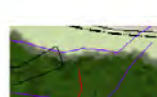







Personal injury accident search request – A272/A24, West Sussex

Appendix B

Site Plan



**KEY**

-  **Proposed Contours**  
Proposed new contours.
-  **Existing Contours**  
Existing and previously approved contours.
-  **Existing Woodland**  
Existing woodland to be retained.
-  **Existing Tree Specimens**  
Existing tree specimens to be retained.
-  **Proposed Planting**  
Proposed native tree and shrub planting.
-  **Proposed Tree Specimens**  
Proposed individual tree specimens.
-  **Proposed Footpath**  
Proposed pedestrian footpath to be accessible to the public.
-  **Proposed Access Roads**  
Proposed new access routes.
-  **Proposed Acoustic Fencing**  
Proposed new acoustic fencing.
-  **Proposed Picnic Area**  
Proposed picnic area with views south.

Existing planting

Proposed planting

Proposed public footpath

Retained haul route to form new permanent access

Proposed acoustic fencing

Hillhouse Farm

Proposed Public Footpath

Existing light industrial unit served by new access route (A24 access closed)

Existing Planting

Proposed acoustic fencing

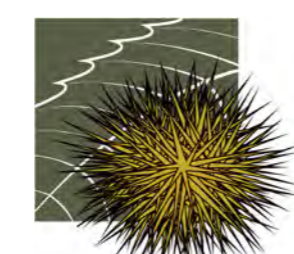
Proposed Planting

Proposed Public Car Park

Proposed acoustic fencing

FOR DESIGN TEAM  
INFORMATION /  
DISCUSSION ONLY

REV	DESCRIPTION	DATE	INITIALS
01	Layout updated for planning	23-10-19	AR
02	Layout updated following comments	04-11-19	AR



**Ramsay & Co**  
**Landscape Architecture**

The Studio, 68 Cuckfield Road, Hurstpierpoint, West Sussex, BN6 9SB  
T: 01273 834 198 M: 07973 770047 E: landscape@ramsayandco.com www.ramsayandco.com

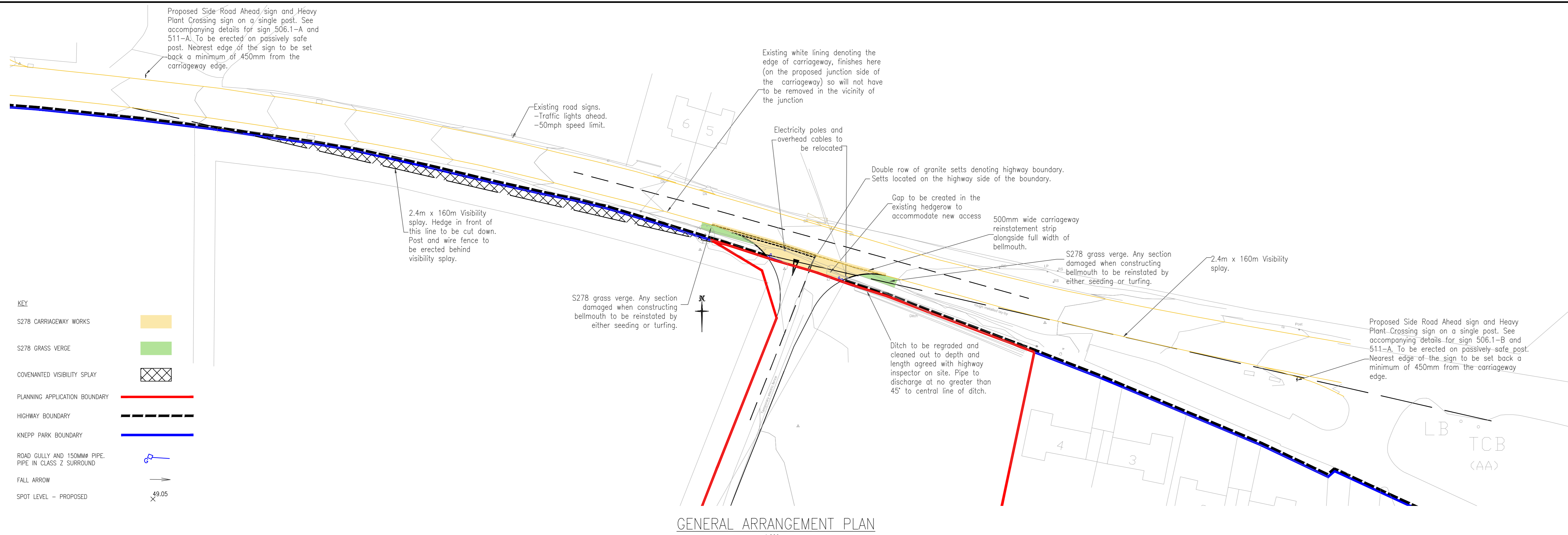
Project Title  
Proposed Landform: Knepp Castle Estate, East Grinstead, W. Sussex

Drawing Title  
Figure 01: Proposed Masterplan

Scale Not To Scale	Initials AR	Date 09-05-19
Drawing Number RCO201 / Fig 01	Revision 02	

## Appendix C

Approved A272 Access Arrangements



Sign Reference	506-1a
Height	900mm
Width	1016mm
Area	0.53 sq.m
Material	Microprismatic
Mount Height	2775
* Area reduced for rounded corners.	



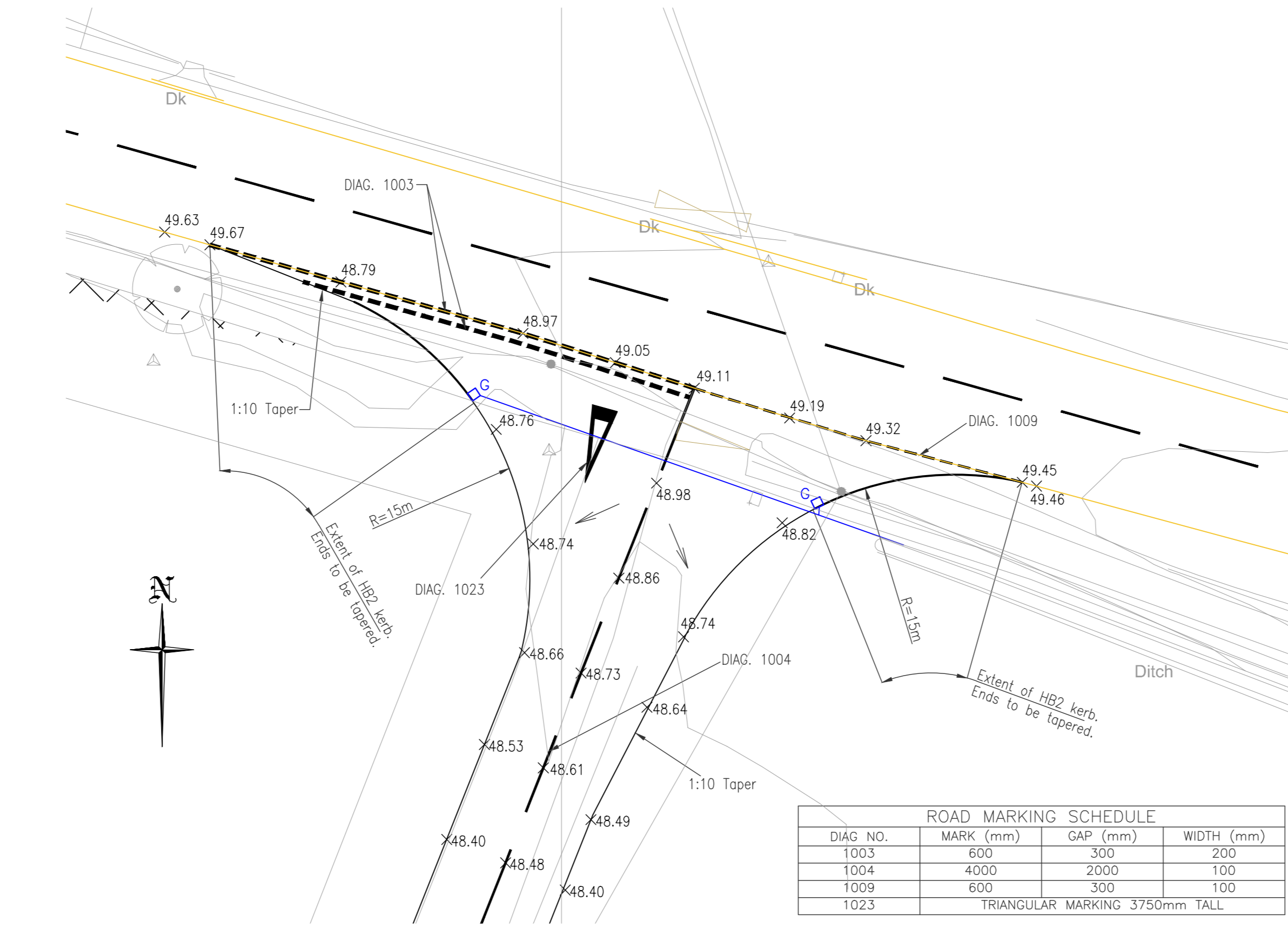
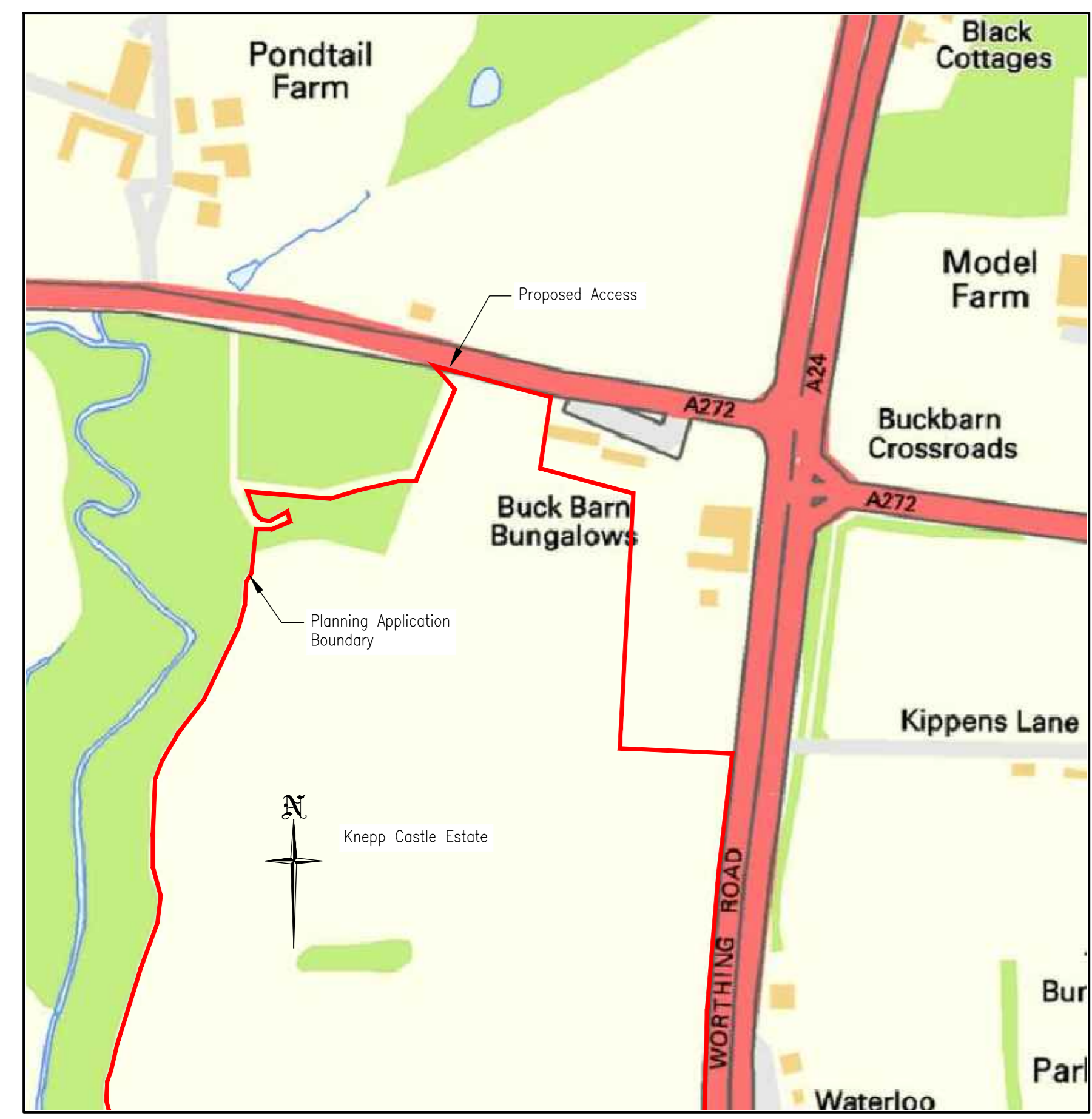
Sign Reference	506-1b
Height	900mm
Width	1016mm
Area	0.53 sq.m
Material	Microprismatic
Mount Height	2775
* Area reduced for rounded corners.	

Scheme Ref. HEAVY PLANT CROSSING	
Sign Ref. 511A	x-height 100.0
Letter colour	WHITE
Background	RED
Border	WHITE
Material	Class RA2 (12899-1:2007)
Area	1.02sq.m

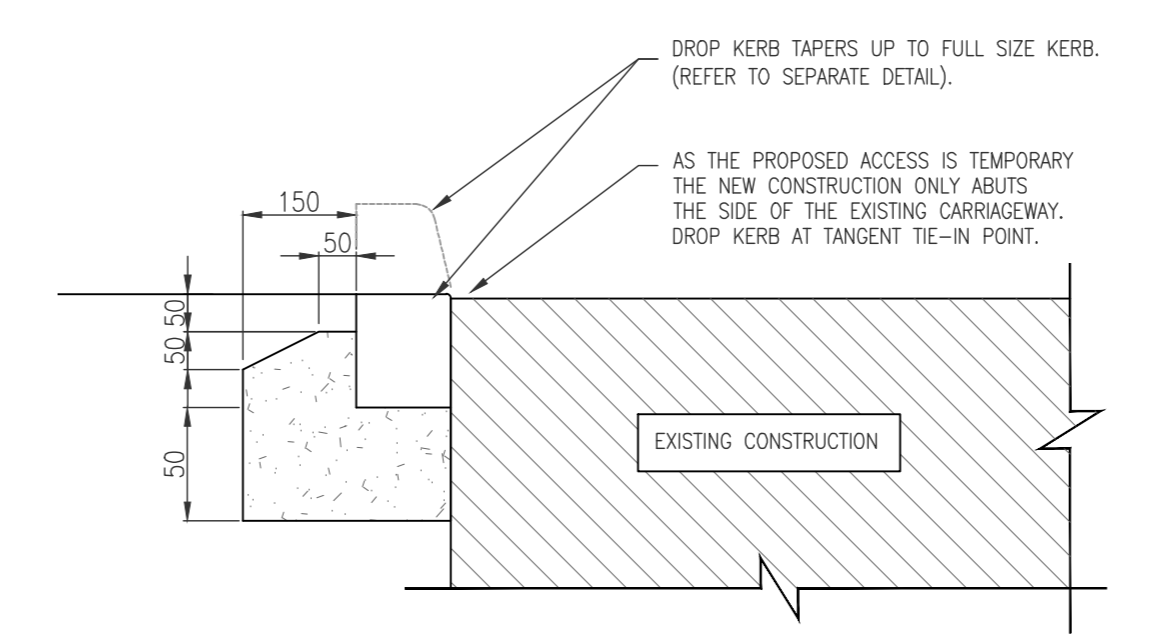
POST(S) & FOUNDATIONS	
Assembly Name	95963 506.1a & 511
Author	CB
Reference	95963 506.1a & 511
Scheme Reference	95963
Description	95963 506.1a & 511
Illumination	
Mounting Height	2000.0
Post Manufacturer	Corus
Post Model	Corus S35/CHS
Post Type	Steel/S35S/S35J2H/AS73/SN40B
Further post info	
Post Shape	Circle
Post Size	88.9 diam x 3.2 thickness.
Number	1
Centres	-
Length	Total = 4925.0, above ground = 3675
No. of Foundations	
Foundation Depth	1200.0
Foundation Width	1200.0
Foundation Length	1200.0
Foundation Volume	1.357
Earth Cover	150.0

Scheme Ref. HEAVY PLANT CROSSING	
Sign Ref. 511A	x-height 100.0
Letter colour	WHITE
Background	RED
Border	WHITE
Material	Class RA2 (12899-1:2007)
Area	1.02sq.m

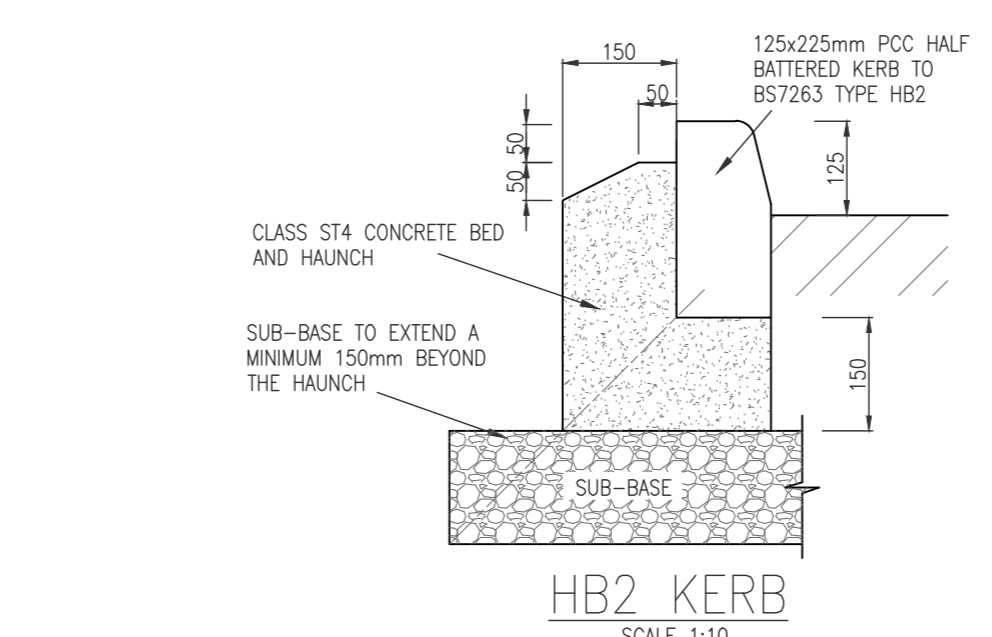
POST(S) & FOUNDATIONS	
Assembly Name	95963 506.1b & 511
Author	CB
Reference	95963 506.1b & 511
Scheme Reference	95963
Description	95963 506.1b & 511
Illumination	
Mounting Height	2000.0
Post Manufacturer	Corus
Post Model	Corus S35/CHS
Post Type	Steel/S35S/S35J2H/AS73/SN40B
Further post info	
Post Shape	Circle
Post Size	88.9 diam x 3.2 thickness.
Number	1
Centres	-
Length	Total = 4925.0, above ground = 3675
No. of Foundations	
Foundation Depth	1200.0
Foundation Width	1200.0
Foundation Length	1200.0
Foundation Volume	1.357
Earth Cover	150.0



DIAG NO.	MARK (mm)	GAP (mm)	WIDTH (mm)
1003	600	300	200
1004	4000	2000	100
1009	600	600	100
1023	TRIANGULAR MARKING 3750mm TALL		

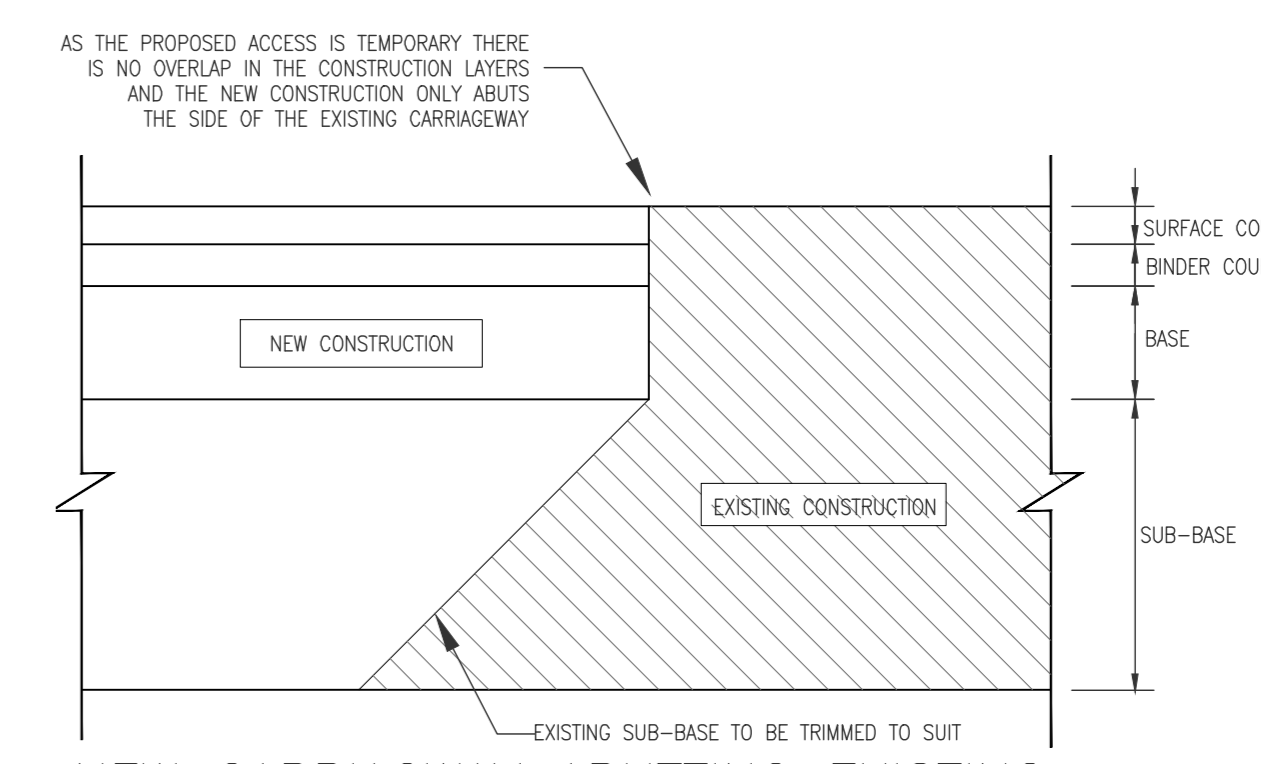


- NOTES:
- THE EXISTING WEARING COURSE SHOULD BE SAW CUT TO THE WIDTH SHOWN.
  - THE EXPOSED SURFACES ARE TO HAVE BITUMEN TACK COAT APPLIED BEFORE NEW SURFACE IS LAID.
  - THE SURFACE FINISHMENT IS TO MATCH THE EXISTING.
  - ALL DIMENSIONS SHOWN ARE IN MILLIMETRES.

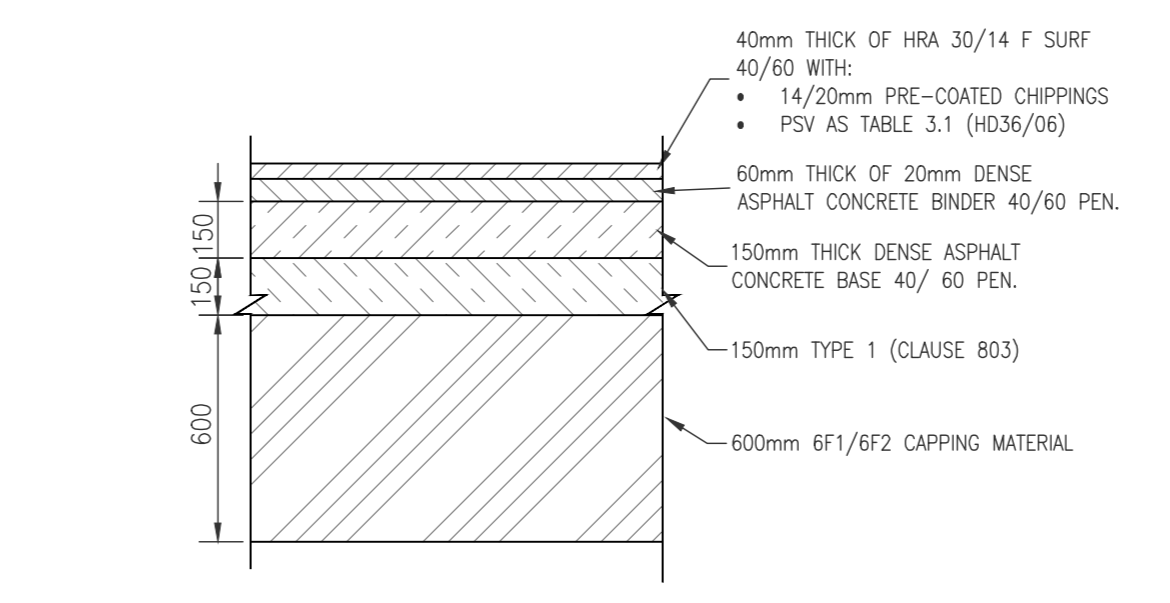
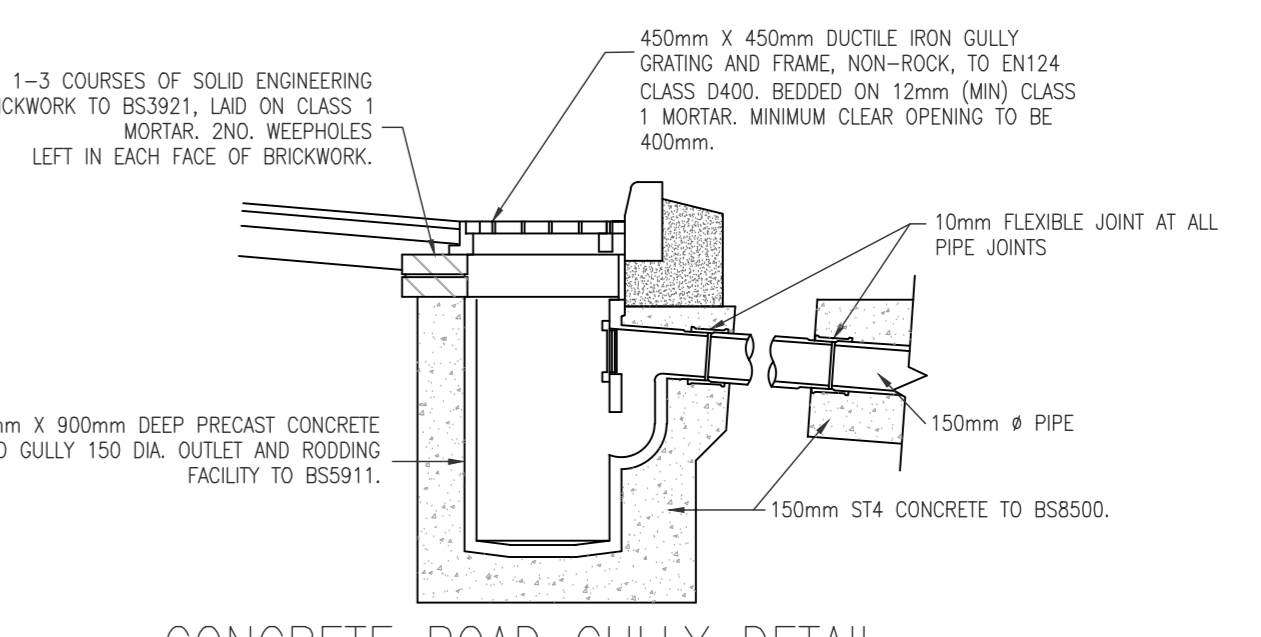


- NOTES:
- ALL DIMENSIONS SHOWN ARE IN MILLIMETRES.

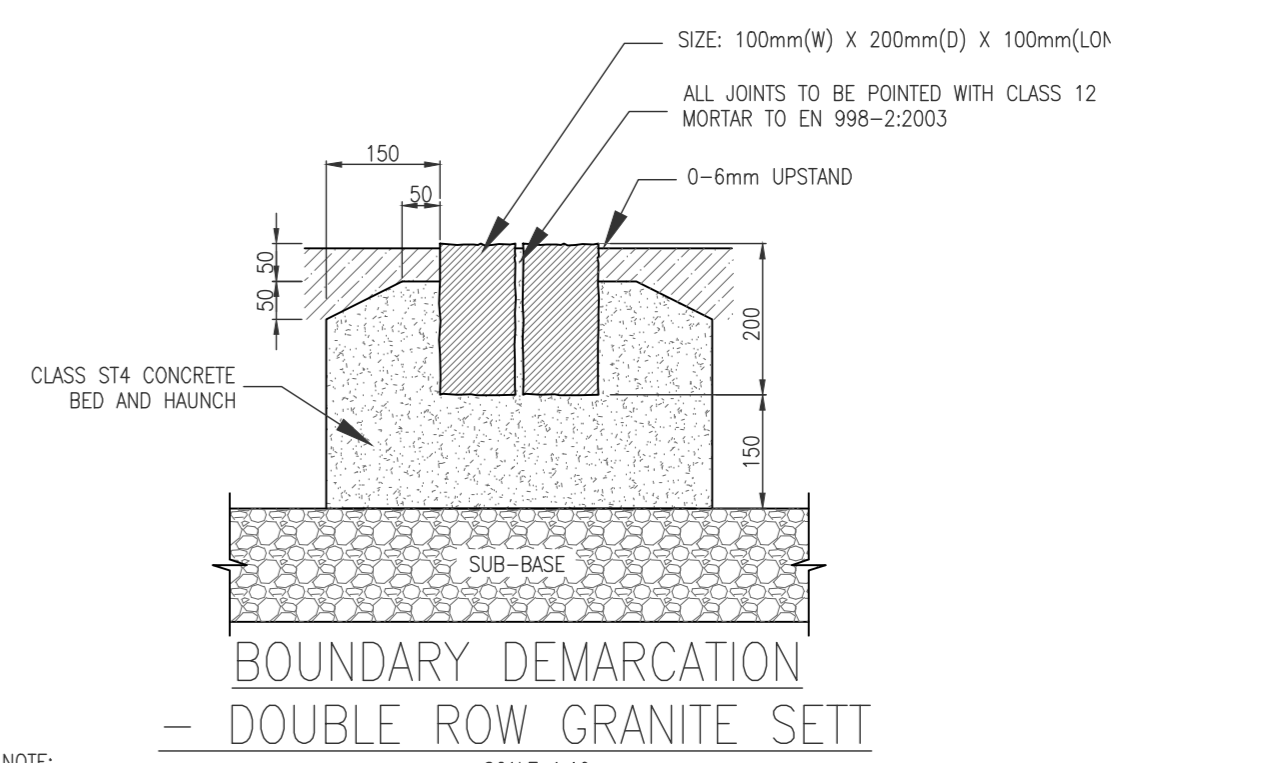
**ROAD SIGN SCHEDULE**



- NOTES:
- THIS DETAIL APPLIES TO BOTH TRANSVERSE AND LONGITUDINAL JOINTS IN PRESENT CONSTRUCTION.
  - THE EXPOSED SURFACES ARE TO HAVE BITUMEN TACK COAT APPLIED BEFORE NEW SURFACE IS LAID.



- NOTES:
- ALL DIMENSIONS SHOWN ARE IN MILLIMETRES.



- NOTE:
- BLOCKS ARE TO BE LAID ON THE ADOPTED HIGHWAY ALIGNMENT TO DENOTE THE LIMIT OF THE HIGHWAY.
  - GRANITE SETTS TO BE LOCATED ON HIGHWAY SIDE OF THE BOUNDARY.
  - ALL DIMENSIONS SHOWN ARE IN MILLIMETRES.

Do not scale from this drawing.

**SAFETY HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING RISKS AND INFORMATION.

RISKS LISTED HERE ARE NOT EXHAUSTIVE. REFER TO DESIGN ASSESSMENT FORM NO.

**CONSTRUCTION**

UNDERGROUND AND OVERHEAD SERVICES - CONTRACTOR TO CONSULT SERVICE PLANS AND CARRY OUT SURVEY OF AREAS, PRIOR TO COMMENCEMENT OF WORKS.

**DEMOLITION**

FOR INFORMATION RELATING TO USE, CLEANING AND MAINTENANCE SEE THE HEALTH AND SAFETY FILE

IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.

- NO WORKS SHALL COMMENCE WITHIN THE EXISTING PUBLIC HIGHWAY UNTIL THE AGREEMENT IS SIGNED.
- NO WORKS SHALL COMMENCE WITHIN THE EXISTING PUBLIC HIGHWAY UNTIL THE TRAFFIC MANAGEMENT SCHEME HAS BEEN APPROVED IN WRITING.
- ANY SOFT SPOTS WITHIN THE PROPOSED HIGHWAY SHALL BE DUG OUT AND THE VOID BACKFILLED IN LAYERS UP TO FORMATION LEVEL WITH GRANULAR MATERIAL AS DIRECTED AND TO THE SATISFACTION OF THE HIGHWAYS INSPECTOR.
- ALL FILL MATERIAL UP TO FOUNDATION LEVEL OF THE PROPOSED HIGHWAYS TO BE APPROVED AND COMPACTED IN LAYERS AS DIRECTED AND TO THE SATISFACTION OF THE HIGHWAYS INSPECTOR.
- PROPOSED DEPTH OF CAPPING LAYER SHALL DEPEND ON CBR TEST RESULTS AND AGREED WITH BY THE HIGHWAYS INSPECTOR - CBR<2% = 60mm, 2%-5% = 350mm, >5% = 125mm (TYPE 1)
- ANY DAMAGE CAUSED TO THE EXISTING HIGHWAY DURING THE COURSE OF THE WORKS TO BE REPAIRED AS DIRECTED AND TO THE SATISFACTION OF THE HIGHWAYS INSPECTOR AND/OR AREA ENGINEER.
- NO PRIVATE SURFACE WATER RUNOFF SHALL BE PERMITTED TO DISCHARGE ONTO THE HIGHWAY, OR VICE VERSA CUT-OFF DRENCH, CHANNELS AND/OR GULLIES SHALL BE USED TO INTERCEPT ANY CONFLICTING WATER.
- ANY EXISTING TREES TO BE REMOVED WITHIN/ADJACENT TO THE PROPOSED HIGHWAY SHALL HAVE THEIR ROOTS GRUBBED UP AND LOOSE SOIL REMOVED AND VOID BACKFILLED IN LAYERS UP TO FORMATION LEVEL WITH SELECTED MATERIAL AS DIRECTED AND TO THE SATISFACTION OF THE HIGHWAYS INSPECTOR.
- ANY NEW TREES WITHIN 3.0m OF THE PROPOSED HIGHWAY SHALL HAVE THEIR ROOTS RESTRAINED BY ROOT BARRIERS AS DIRECTED AND TO THE SATISFACTION OF THE HIGHWAYS INSPECTOR.
- ANY ABANDONED /REDUNDANT PIPES AND CHAMBERS THAT FALL WITHIN THE PROPOSED HIGHWAY SHALL BE GRUBBED UP AND THE VOID BACKFILLED IN LAYERS UP TO FORMATION LEVEL OF THE CARRIAGEWAY WITH SELECTED GRANULAR MATERIAL OR PERMANENTLY FILLED WITH CONCRETE (OR SIMILAR FILLER).
- ALL REDUNDANT CONNECTIONS IN EXISTING MANHOLES/CHAMBERS SHALL BE SEALED AND THE BENCHING MADE GOOD AS DIRECTED AND TO THE SATISFACTION OF THE HIGHWAYS INSPECTOR AND/OR UTILITY COMPANY INVOLVED.
- ANY EXISTING LIVE DRAINS, SEWERS, DUCTS, CABLES, ETC. THAT WILL PASS UNDER THE PROPOSED HIGHWAY SHALL BE SURVEYED, PROBED, TRACED, RODED, JETTED, CCTV, ETC. TO ASCERTAIN THEIR STRUCTURAL CONDITION AND SUITABILITY TO FALL WITHIN THE NEW HIGHWAY. IF DEEMED NECESSARY, SPECIAL PROTECTION AND/OR REPLACEMENT MAY BE REQUIRED AS DIRECTED AND TO THE SATISFACTION OF THE HIGHWAYS INSPECTOR, AREA ENGINEER AND/OR UTILITY COMPANY INVOLVED.
- ANY EXISTING LIVE MANHOLES, CHAMBER BOXES, ETC. THAT WILL BE LOCATED WITHIN THE PROPOSED HIGHWAY SHALL BE SURVEYED TO ASCERTAIN THEIR STRUCTURAL CONDITION AND SUITABILITY TO FALL WITHIN THE NEW HIGHWAY. IF DEEMED NECESSARY, SPECIAL PROTECTION AND/OR REPLACEMENT MAY BE REQUIRED AS DIRECTED AND TO THE SATISFACTION OF THE HIGHWAYS INSPECTOR, AREA ENGINEER AND/OR UTILITY COMPANY INVOLVED.
- DEVELOPER/CONTRACTOR TO PROVIDE SUITABLE AND EFFECTIVE WHEEL WASHING FACILITIES TO PREVENT MUD FROM BEING CONVEYED ONTO THE PUBLIC HIGHWAY AND TO PROVIDE THE MEANS TO CLEAN THE HIGHWAY TO THE SATISFACTION OF THE HIGHWAYS INSPECTOR, AREA ENGINEER AND/OR LOCAL AUTHORITY.
- NO CONCRETE TO BE POURED OR LAID IN TEMPERATURES BELOW 2° C OR A FALLING MAX/MIN THERMOMETER OR BEFORE THE TEMPERATURE REACHES 2° C ON A RISING MAX/MIN THERMOMETER (TO BE PROVIDED BY THE CONTRACTOR AND DISPLAYED IN A POSITION AGREED BY THE HIGHWAYS INSPECTOR).
- ALL ROAD SIGNS AND MARKINGS TO COMPLY WITH THE TRAFFIC SIGNS MANUAL.
- ALL ROAD MARKINGS TO BE THERMOPLASTIC.
- CONTRACTOR TO COMPLY WITH CHAPTER 8 OF THE TRAFFIC SIGNS MANUAL, 2006.
- "ALL ADAPTABLE HIGHWAY WORKS TO BE CARRIED OUT IN ACCORDANCE WITH DFT SPECIFICATION OF HIGHWAY WORKS OR AS AMENDED BY THE WEST SUSSEX COUNTY COUNCIL S278/38 STANDARD DETAILS - BOTH AVAILABLE ON THE INTERNET."

NOTE:

- APPLICATION PERIMETER SHOWN IN RED.

Rev	Date	Description	Drawn	Checked	Approved
F	06/09/13	THE BOUNDARIES ON THE GENERAL ARRANGEMENT PLAN AMENDED TO REFLECT MCA DRAWING MA/KC/12-09/15311revA.	RS	MH	MH
E	28/08/13	DRAWING AMENDED FOLLOWING COMMENTS RECEIVED FROM WEST SUSSEX COUNTY COUNCIL DATED 21/08/2013 AND 27/08/2013.	RS	MH	MH
D	15/07/13	ANNOTATION REFERRING TO EASEMENT REMOVED FROM GENERAL ARRANGEMENT PLAN.	RS	MH	MH
C	15/07/13	DRAWING AMENDED FOLLOWING COMMENTS RECEIVED FROM WEST SUSSEX COUNTY COUNCIL DATED 15/07/2013.	RS	MH	MH
B	15/07/13	DRAWING AMENDED FOLLOWING COMMENTS RECEIVED FROM WEST SUSSEX COUNTY COUNCIL DATED 10/07/2013.	RS	MH	MH
A	20/06/13	DRAWING AMENDED FOLLOWING COMMENTS RECEIVED FROM WEST SUSSEX COUNTY COUNCIL.	RS	MH	MH

- Notes:
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS AND SPECIFICATIONS.
  - ALL WORKS TO BE IN ACCORDANCE WITH MANUFACTURERS SPECIFICATIONS, TO THE RELEVANT STANDARDS AND IN APPROVAL WITH WEST SUSSEX COUNTY COUNCIL.
  - ANY ALTERATION TO WORKS OR MATERIALS SPECIFIED TO BE AGREED WITH ENGINEER PRIOR TO WORKS COMMENCING.
  - THE CONTRACTOR SHALL LIAISE WITH WEST SUSSEX COUNTY COUNCIL THROUGHOUT THE WORKS.
  - LEVELS SHOWN ON PRIVATE LAND ARE INDICATIVE TO SHOW HOW THIS WILL TIE IN TO THE S278 WORKS.
  - ALL NEW DRAINS TO BE 100mm Ø AND TO BE IN CLASS 2 SURROUND.

SCHEDULE OF SUPPORTING DRAWINGS FOR SECTION S278 WORKS	
95963/1000	SITE LOCATION PLAN
95963/1001	LAYOUT AND STANDARD DETAILS
95963/1002	REINSTATEMENT WORKS

Project Title:  
**KNEPP CASTLE PROPOSED ACCESS S278 WORKS**

Drawing Title:  
**SECTION 278 WORKS LAYOUT AND STANDARD DETAILS**

**FAIRHURST**

Old House, Reeds Green, SURREY, REAR 42P  
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Drawn	Checked	Approved
AS SHOWN	For Approval	

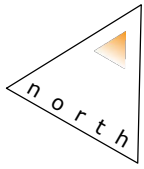
Date: 24/07/13  
Date: 28/11/12  
Date: 08/11/12

Project No: **95963/1001** | Project: **F**

## **Appendix D**

Castle Lane Visibility Splays





**Legend**

— Highway Boundary

2.4m x 215m visibility splay

CASTLE LANE

Furnace Lodge

TCB  
LB

A24

WORTHING ROAD

A24

2.4m x 215m visibility splay



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Project:  
Landscaping Proposals at Knepp Castle Estate

Title:  
Visibility Splays

Scale: 1:1000 (@ A3)

Notes:

Drawing:  
**160728-01**

Revision:  
-