

IMBERHORNE FARM, EAST GRINSTED

HIGHWAYS CONFORMITY TECHNICAL NOTE

REPORT REF.
2206781_C-XX-00-RP-C-0101A

January 2026

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Contents	Page
1. Introduction	1
2. Access and Movement Strategy	3
3. Street Geometries	9
4. Parking & Refuse Strategy	12
5. Summary and Conclusion	16

Drawings

2206781-ACE-XX-00-DR-C-0001B	Development Layout Review
2206781-ACE-XX-00-DR-C-1100	Access Roundabout General Arrangement
2206681-ACE-XX-00-DR-C-1802	Indicative Extent of Adoption

Appendices

Appendix A	Development Masterplan
Appendix B	Landscaping Masterplan
Appendix C	Street Hierarchy Plan
Appendix D	Car Parking Plan
Appendix E	Cycle Parking and Refuse Collection Plan

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Document Control Sheet

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REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	DRAFT	JS	DH	DRAFT	12/12/2025
-	FINAL	JS	JS	IE	19/12/2025
A	Final	JS	JS 	AD  P.P	14/01/2026

Distribution

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1. Introduction

- 1.1. This Highways Conformity Technical Note has been produced by Ardent Consulting Engineers (ACE) on behalf of Vistry Group to provide a review of the highways aspect of the Reserved Matters design of the permitted Imberhorne Farm development.
- 1.2. The Imberhorne Farm development was permitted under Mid Sussex District Council (MSDC) planning application DM/23/2699 (the 'Hybrid Application'), which was a hybrid application for full planning permission for the development spine road (among other elements) and outline planning permission for 550 general residential dwellings, a care village of up to 150 dwellings, a 2 form entry primary school and a mixed use neighbourhood centre.
- 1.3. This note refers exclusively to the Reserved Matters application for the residential dwellings within the site, with the other uses to be subject of separate planning applications. As the development access and spine road already benefit from full planning permission, these are not considered in detail within this note.
- 1.4. This Technical Note (TN) reviews the more detailed development proposals against the parameters set out within the Transport Assessment (TA) and parameters plans approved as part of the outline permission in terms of street topologies and parking provision. This TN also considers conformity with the relevant national and local design standards.
- 1.5. Since the proposed development does not exceed the quantum of development permitted as part of the above hybrid application, no further consideration of the traffic effect of the development is included within this note.
- 1.6. This TN seeks to assist in the discharge of Condition 19 the above planning permission, which reads as follows:

"Any reserved matters application shall be submitted in general conformity with:

- Parameter Plan Land Use and Access 35044 BL-M-01 Rev J*
- Parameter Plan Scale 35044 BL-M-02 Rev I*
- Parameter Plan Green Infrastructure BL-M-08 Rev H*
- Green Infrastructure Strategy 25044 BL-LP-9 Rev A"*

- 1.7. The Local Planning Authority (LPA) is Mid Sussex District Council (MSDC) while the Local Highways Authority (LHA) is West Sussex County Council (WSCC).

1.8. This TN is structured as follows:

- **Section 2:** Access and Movement Strategy
- **Section 3:** Street Geometries
- **Section 4:** Parking Principles
- **Section 5:** Summary & Conclusions

2. Access and Movement Strategy

- 2.1. This section of the TN provides a brief outline of the access and movement strategy for the development as set out in the hybrid TA. The access and movement strategy has been retained in developing the reserved matters layout.
- 2.2. The Land Use and access Parameter Plan included as part of the hybrid permission is provided at **Appendix A**.

Vehicular Access

- 2.3. Vehicular Access to the site is to be via a new four arm roundabout from Imberhorne Lane, as per the detailed aspect of the permitted development and, as required by Condition 5 of the hybrid planning permission, the roundabout will be generally in accordance with the indicative layout shown on Drawing 101470-T-028 Revision G (or subsequent revisions). While the details of the roundabout are to be confirmed as part of the separate Section 278 / 38 & technical approval processes, the latest layout of the proposed access roundabout is shown on **ACE Drawing 2206781-ACE-XX-00-DR-C-1100**.
- 2.4. This approach therefore aligns with the full planning permission for the development access, the permitted Land Use and Access Parameter Plan and the submitted TA.
- 2.5. The access roundabout subsequently leads into a hierarchical road network as outlined in **Section 3.0**.

Active Travel Access & Off-Site Improvements

- 2.6. The proposals include active travel access at 10 locations as follows:
- At the site access roundabout, via footways and crossing points adjacent to the carriageway – See **ACE Drawing 2206781-ACE-XX-00-DR-C-1100**.
 - At a new off-carriageway pedestrian / cycle access from Imberhorne Lane, directly north of the site access roundabout – See **Figure 2.1** below.



Figure 2.1: Imberhorne Lane Pedestrian / Cycle Access (Site Access Roundabout)

- At a new off-carriageway pedestrian cycle access from Imberhorne Lane, further north of the site access roundabout, opposite the Imberhorne Recreation Ground – See **Figure 2.2**.



Figure 2.2: Imberhorne Lane Pedestrian / Cycle Access (Site Access Roundabout)

- To the proposed SANG adjacent to the western boundary of the development via the primary spine road – see **Figure 2.3**.

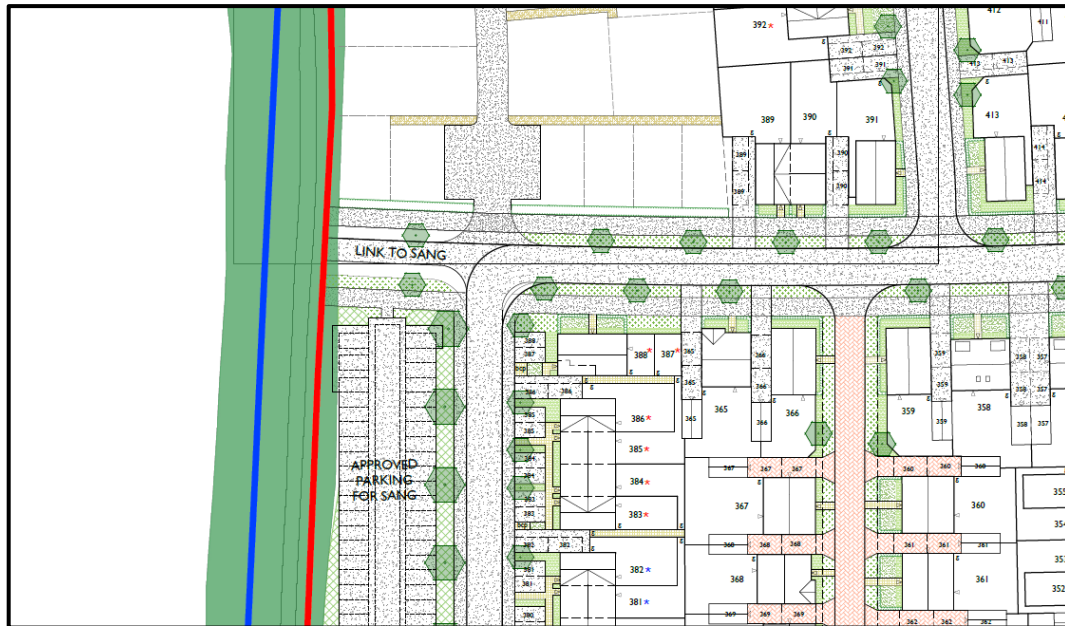


Figure 2.3: Link to SANG

- From the southern boundary of the Care Home parcel (the detailed layout of which is to be confirmed as part of a separate application).
- At five points from the Public Right of Way Bridlepath 44bEG – see **Figure 2.4** below.

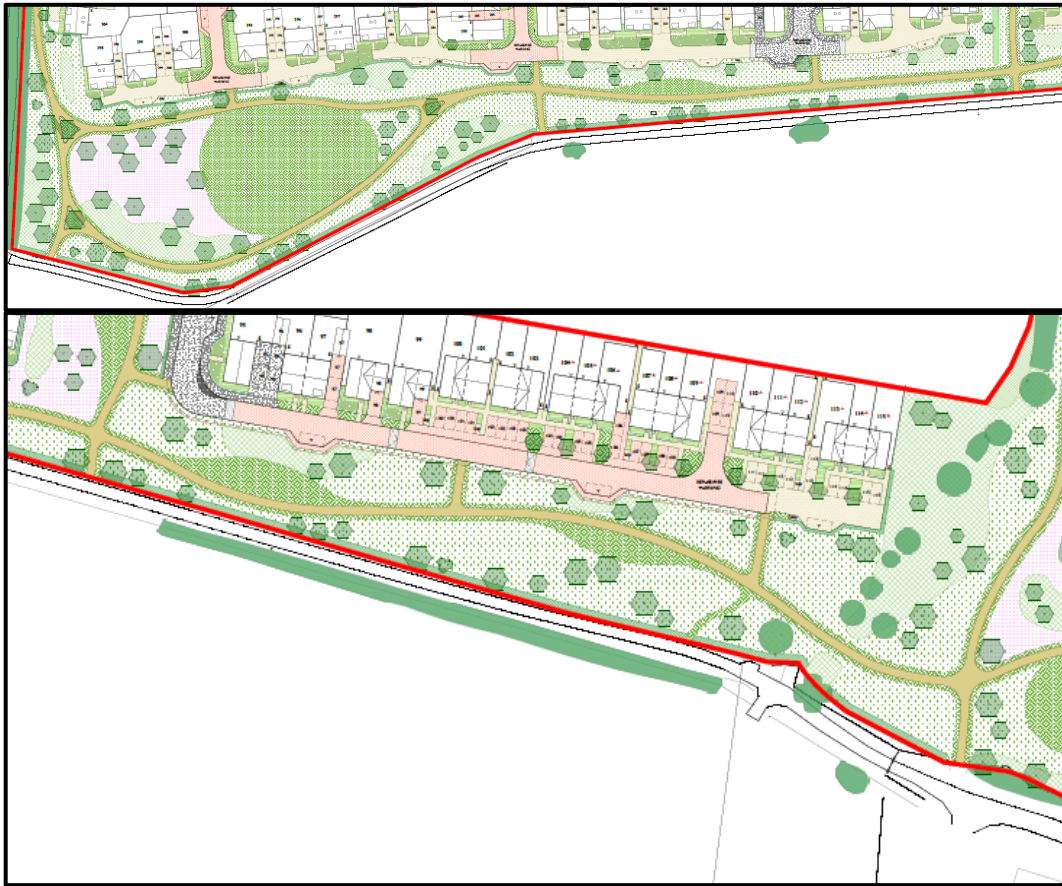


Figure 2.4: Pedestrian / Cycle Connections to PRow Bridleway 44bEG

- 2.7. The landscaping masterplan showing the pedestrian cycle connections is included at **Appendix B**.
- 2.8. This approach aligns with the full planning permission for the development access, the permitted Land Use and Access Parameter Plan and the submitted TA.
- 2.9. Contributions towards improvements to the existing pedestrian and cycle connections are also included within the S106 pursuant to the hybrid planning consent, including the improvement and resurfacing of Cycleway P20 within the site, the improvement and resurfacing of Bridleways 44aEG, 44bEG, and 44cEG, the improvement to Worth Way including the existing footbridge and the addition of continuous priority across Grosvenor Road (as per the West Sussex Walking and Cycling Strategy 2016-2026), and the replacement and/or repair of existing pedestrian facilities on Imberhorne Lane.

2.10. The improvement / resurfacing of Bridleways 44aEG, 44bEG, 44cEG, Worth Way and replacement and/or repair of existing pedestrian facilities on Imberhorne Lane are secured via the Section 106 agreement for the Hybrid planning permission.

2.11. The proposed development retains all of the above, with full details to be provided as part of the S278 / Technical Approval process.

On-Site Active Travel Strategy

2.12. There are a number of inbuilt onsite infrastructure measures that will encourage and promote active travel within the site, including:

- a permeable site layout which provides multiple and convenient opportunities from the site to link into local facilities, particularly the foot and cycleway network surrounding the site;
- Services and facilities such as education, retail, leisure and community are provided on site, minimising journey distances and promoting sustainable travel;
- The layout of the site will emphasise sustainable access to the local centre. The central location of facilities will minimise journey distances for all residents, and the parking strategy for these buildings will discourage the use of cars for short journeys;
- The highway network within the site will encourage low speed streets, suitable for movement by all modes of travel, particularly walking and cycling; and
- Good quality cycle parking will be provided for each residence, in accordance with standards.

2.13. To make best use of the above wider improvements, the site will have an interconnecting network of footways, footpaths, cycleways and cycle paths. These will all give priority of movement to the active travel user, over the private vehicle user, promoting non-car travel through the site and connecting the individual parcels. This approach is in line with the principles of movement contained within the Transport Assessment, Sustainable Travel Strategy and Access Parameter Plan for the Hybrid Application.

2.14. Details of the pedestrian and cycle infrastructure proposed, including details of widths and locations, are provided in **Section 3.0**.

Public Transport Strategy

2.15. While the development does not include bus stops within the site, contributions towards improvements to the existing bus stops on Imberhorne Lane (the 'Imberhorne School' stops) including provision of seating and shelter, cleaning / maintenance of the bus stop flag, and provision of a timetable case (for the northbound stop) are secured as part of the hybrid permission.

Travel Plan

2.16. A draft Travel Plan was also included as part of the Hybrid Application and was secured as part of the Section 106 legal agreement for the development.

2.17. The forthcoming Full Travel Plan will be based on the draft travel plan provided as part of the outline permission and will include measures and strategies to reduce private car usage and encourage active and sustainable transport.

3. Street Geometries

Street Makeup

- 3.1. The geometric requirements for streets within the development is based upon a hierarchy of four street-types, as follows:
1. Principal Route (Spine Road);
 2. Secondary Route;
 3. Tertiary Route; and
 4. Private Drive.
- 3.2. All streets apart from Private Drives are to be offered for adoption by WSCC, and so are designed to meet WSCC adoption standards. **ACE Drawing 2206681-ACE-XX-00-DR-C-1802** shows the indicative extent of adoption, with confirmation of the extent to be provided as part of the S38 process.
- 3.3. Local Transport Note (LTN) 1/20 – Cycle Infrastructure Design places the emphasis on the consistency of routes, as well as on the level of infrastructure within new strategic development. The guidance sets out the principle that the standard of provision should reflect the expected number of users.
- 3.4. As such, carriageway widths, verges and shared foot / cycleways are based on LTN 1/20 and WSCC guidance, as well as Manual for Streets / Manual for Streets 2.
- 3.5. The shared footway / cycleway widths are based on the guidance contained in LTN 1/20 and tie in with the existing off-site routes as outlined above. This promotes the consistency and coherence emphasised by LTN 1/20 guidance.
- 3.6. Off-carriageway pedestrian and cycle connections are also provided throughout the development layout, enabling further pedestrian and cycle permeability, particularly for less confident cyclists.
- 3.7. **ACE Drawing 2206781-ACE-XX-00-DR-C-0001B** shows the geometric details, swept path analysis and visibility splays for the residential streets within the development. A plan showing the street hierarchy throughout the development is provided at **Appendix C**.

3.8. Parameters for each street type comprise the following:

- Carriageway Width;
- Verge Width (Where relevant);
- Footway or Shared Footway / Cycleway;

Principal Route (Spine Road)

3.9. The spine road has been granted full planning permission as part of the hybrid application. No changes to the spine road are proposed as part of the Reserved Matters application for the development, excluding access from secondary routes and driveways.

3.10. The parameters for the permitted Principal Route (Spine Road) are as follows:

- Carriageway Width = 6m;
- Verge Width = 2m (both sides of the carriageway);
- Shared Footway / Cycleway = 3m (both sides of the carriageway);

Secondary Route

3.11. To maintain a cohesive and direct cycle route throughout the site, cyclists are intended to travel on the carriageway on the secondary streets before joining the main cycle routes adjacent to the spine road, and so no off-carriageway cycle route is provided for secondary streets.

3.12. This approach allows for coherent cycle provision connecting all dwellings within the site to the external access points described in Section 2.0, thereby according with the parameter plans set out as part of the Hybrid Application.

3.13. The parameters for a secondary street will be as follows:

- Carriageway Width = 6m-4.8m;
- Verge Width = No Verge.
- Footway = 2m (both sides of carriageway);

3.14. It should be noted that the majority of secondary streets will have the minimum carriageway width of 4.8m, with additional width provided on bends to enable the manoeuvre of larger vehicles such as refuse collection vehicle, and in areas where

the Secondary Streets serve as transitions from the spine road. For example, the carriageway width surrounding the NEAP and the area between the spine road and the parking for the SANG.

3.15. Secondary streets will also include on-street parking for visitors in the form of inset bays.

Tertiary Streets

3.16. As with the secondary streets, cyclists are intended to travel on the carriageway on the tertiary streets before joining secondary streets and then the main off-carriageway cycle route on the spine road.

3.17. The parameters for a tertiary street will be as follows:

- Carriageway Width = 4.8m;
- Verge Width = No Verge;
- Footway = 2m (both sides of carriageway).

3.18. Tertiary streets will also include some on-street parking for visitors, with inset bays.

Private Drives

3.19. Connections to cul-de-sacs, mews or individual dwellings will be via shared surface streets that will generally measure 4.8m in width, down to a minimum 4.1m width, plus a 0.5m hard or 1m soft service margin for utilities as needed.

3.20. At the Private Drive level, pedestrians, cyclists and vehicles will share the carriageway, with a change in surface finish of the carriageway denoting the transition to a shared surface arrangement.

3.21. Private drives will not be offered for adoption to WSCC.

Junction Stagger and deviation

3.22. A single crossroads is proposed between secondary streets in one parcel, however generally junction stagger of 2 x Stopping Sight Distance (SSD) for side roads on the same side of the road and 1 x SSD for side roads on opposite sides are provided throughout. A maximum deviation of 20 degrees from an ideal 90-degree approach angle will be provided for minor arms off the primary spine street.

4. Parking & Refuse Strategy

Car Parking

- 4.1. Parking standards for residential developments in Mid Sussex are based on the WSCC Guidance on Parking at New Developments, dated September 2020.
- 4.2. The WSCC parking standards for residential developments is based on a zonal system, with Parking Behaviour Zones 1-4 defining the expected parking demand. The development lies within an area defined as Parking Behaviour Zone 4. **Figure 4.1** shows the WSCC car parking standards.

Table 2: Residential Parking Demand (spaces per dwelling)						
Number of Bedrooms	Number of Habitable Rooms	PBZ1	PBZ2	PBZ3	PBZ4	PBZ5
1	1 to 3	1.5	1.4	0.9	0.9	0.6
2	4	1.7	1.7	1.3	1.1	1.1
3	5 to 6	2.2	2.1	1.8	1.7	1.6
4+	7 or more	2.7	2.7	2.5	2.2	2.2

Figure 4.1: WSCC Parking Standards

- 4.3. Parking for the proposed development is shown on the plan provided at **Appendix D**.
- 4.4. Where garages are provided, these meet or exceed the minimum dimensions of 6m x 3m and are therefore counted as 0.5 car parking spaces per the WSCC guidance.
- 4.5. Paragraph 5.3 of the WSCC guidance states that *"To accommodate potential variations in parking demand within a single ward, consideration may be given to varying the expected parking demand by 10% above or below, which is based on the average variation in demand between PBZs. In order to determine whether or not this is acceptable, the applicant will need to provide justification through, for example, the provision of parking beat surveys."*
- 4.6. Noting that the majority of the development does not lie within a 400m walk distance of the nearest bus stop and that data on car or van availability from the 2021 census indicates that the area in which the site lies (Middle Super Output area of 'Mid Sussex 004') has a higher level of car ownership compared to the overall rate within Mid Sussex, the allowance of an additional 10% parking demand over the rates provided in the WSCC guidance has been included.

4.7. **Table 4.1** below summarises the expected parking demand for the development based on the unit mix and the parking demand rates based on Parking Behaviour Zone 4 in accordance with the calculations from the WSCC guidance.

Number of Bedrooms	Number of Units	Standard (PBZ4)	Requirement
1	33	0.9	29.7
2	106	1.1	116.6
3	213	1.7	362.1
4+	198	2.2	435.6
Total	550	-	944
Allowing 10% Increase			<u>1038.4</u>

Table 4.1: WSCC Standards – Parking Demand

4.8. In summary, the WSCC standards calculate a total expected parking demand of 1,038 car parking spaces (rounded down).

4.9. **Table 4.2** below summarises the proposed parking provision for the site.

Parking Type	Number
Allocated	943
Garages	116.5
<u>Total Residents Parking</u>	<u>1059.5</u>
Unallocated / Visitor	140

Table 4.2: Proposed Parking provision

4.10. As shown above, the proposed development provides a similar level of allocated and garage parking as predicted by the WSCC parking standards, with sufficient capacity within Unallocated / Visitor spaces for visitors.

Residential Cycle Parking

4.11. The residential cycle parking standards are also provided within the WSCC guidance and these are replicated in **Table 4.1** below.

Table 1: Minimum levels of cycle provision		
Type	Dwelling Size	Cycle Provision (per unit)
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces
Houses	Multiple Occupation	1 space
Flats	Up to 3 rooms (1 & 2 bed)	0.5 space (if communal storage otherwise same as 1 & 2 bed house)
Flats	4+ rooms (3+ bed)	1 space

Table 4.1: WSCC Residential Cycle Parking Standards

4.12. Cycle parking within the development is provided in line with the above WSCC standards, with cycle parking to be provided either within garages or within Cycle storage sheds within rear gardens.

4.13. The principle of cycle parking for all developments is to provide secure, covered and accessible parking for all future residents.

4.14. A plan showing cycle parking provision for the development, is provided at **Appendix E**.

Residential Electric Vehicle Charging Provision

4.15. Electric vehicle charging provision will be provided in line with *Building Regulations Approved Document S: Infrastructure for the charging of electric vehicles* and the Arun parking standards.

4.16. Approved Document S requires the following minimum provision:

Requirement	
The erection of new residential buildings	
51.	(1) A new residential building with associated parking must have access to electric vehicle charge points as provided for in paragraph (2). (2) The number of associated parking spaces which have access to electric vehicle charge points must be— (a) the total number of associated parking spaces, where there are fewer associated parking spaces than there are dwellings contained in the residential building; or (b) the number of associated parking spaces that is equal to the total number of dwellings contained in the residential building, where there are the same number of associated parking spaces as, or more associated parking spaces than, there are dwellings. (3) Cable routes for electric vehicle charge points must be installed in any associated parking spaces which do not, in accordance with paragraph (2), have an electric vehicle charge point where— (a) a new residential building has more than 10 associated parking spaces; and (b) there are more associated parking spaces than there are dwellings contained in the residential building.

Figure 4.2: Building Regulations Extract

4.17. In accordance with the above guidance, all dwellings with an on-plot parking space will be provided with an active charging point. For apartments with parking courts, or on street parking, electric vehicle charging points will be provided at a rate of one space per dwelling.

Refuse Collection Strategy

4.18. For the majority of dwellings within the development, refuse collection will be from immediately outside of each dwelling, with sufficient space provided for bins to be presented on collection day.

4.19. For dwellings with insufficient space to present bins immediately outside, or for dwellings which are located away from the spine road or secondary streets, Bin Collection Points (BCPs) have been incorporated into the development such that all residents are not required to carry waste more than 30m to the storage point, and waste collection vehicles can get within 25m of the Bin Collection Points without needing to reverse more than 12m, thereby according with the guidance in Manual for the Streets.

4.20. A plan showing the location of the Bin Collection Points is provided at **Appendix E**.

5. Summary and Conclusion

Summary

5.1. This TN is summarised as follows:

- The access and movements strategy of the proposed development aligns with the parameter plans and principles set out within the hybrid permission.
- The development incorporates a four stage street hierarchy to provide suitable infrastructure for all parts of the development.
- The development includes suitable car and cycle parking provision, and is designed in line with refuse collection guidance.

5.2. In conclusion, the proposed Reserved Matters application for the residential dwellings accords with and builds on the parameters and principles of the hybrid permission and should be granted.

Drawings



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

GUIDANCE USED

MANUAL FOR STREETS (MVS)

WSDC: LOCAL DESIGN GUIDE SUPPLEMENTARY GUIDANCE FOR RESIDENTIAL DEVELOPMENT PROPOSALS

ACCESS ROAD
6.0/5.5m WIDE CARRIAGEWAY WITH 2 x 2m FOOTWAYS AT ACCESS JUNCTION.

MINOR ROAD
4.8m WIDE CARRIAGEWAY WITH 2 x 2m OR 1 x 2m FOOTWAY

SHARED SURFACE
COMBINED PEDESTRIAN/VEHICULAR SURFACE 4.8m WIDE WITH 1 - 2m SERVICE MARGIN

SHARED DRIVE
3.7m PEDESTRIAN/VEHICULAR SURFACE WITH 1-2m SERVICE MARGIN

VISIBILITY IN ACCORDANCE WITH MANUAL FOR STREETS

- ACCESS ONTO MINOR ROAD (20mph) - 2.4m x 25m VISIBILITY SPLAY
- ACCESS ONTO MINOR ROAD FROM LIGHTLY TRAFFICKED ROADS - (20mph) 2.0m x 25m VISIBILITY SPLAY
- FORWARD VISIBILITY AROUND THE BEND - 17m

NO STRUCTURES OR PLANTING SHOULD BE ABOVE 0.6m IN HEIGHT WITHIN A VISIBILITY SPLAY

REFUSE COLLECTION

RESIDENTS TO CARRY REFUSE NO MORE THAN 30m, REFUSE VEHICLES TO BE WITHIN 25m OF ANY STORAGE POINT/ PROPERTY AND REVERSE NO MORE THAN 20m. ANY DWELLING MORE THAN 25m AWAY FROM THE HIGHWAY WILL NEED A REFUSE COLLECTION POINT IF THE REFUSE VEHICLE CANNOT GET WITHIN THE REQUIRED DISTANCE.

FIRE

FIRE TENDER MUST BE ABLE TO GET WITHIN 45m OF ALL POINTS WITHIN EVERY HOUSE. FIRE TENDERS REQUIRE A MINIMUM CARRIAGEWAY WIDTH OF 3.7m BETWEEN KERBS AND CAN REVERSE NO MORE THAN 20m.

- KEY:**
- SITE BOUNDARY
 - 2.4m X 25m JUNCTION VISIBILITY SPLAY
 - 2m X 25m PRIVATE DRIVE VISIBILITY SPLAY
 - 17m FORWARD VISIBILITY SPLAY

VEHICLES USED:

	Phoenix 2-23W (with Elite 2 6x4 chassis)	10.520m
	Overall Length	4.550m
	Overall Width	2.210m
	Overall Body Height	3.210m
	Min Body Ground Clearance	1.240m
	Track Width	2.530m
	Lock to lock time	6.00s
	Kerb to Kerb Turning Radius	9.950m

	Fire Appliance	8.640m
	Overall Length	4.550m
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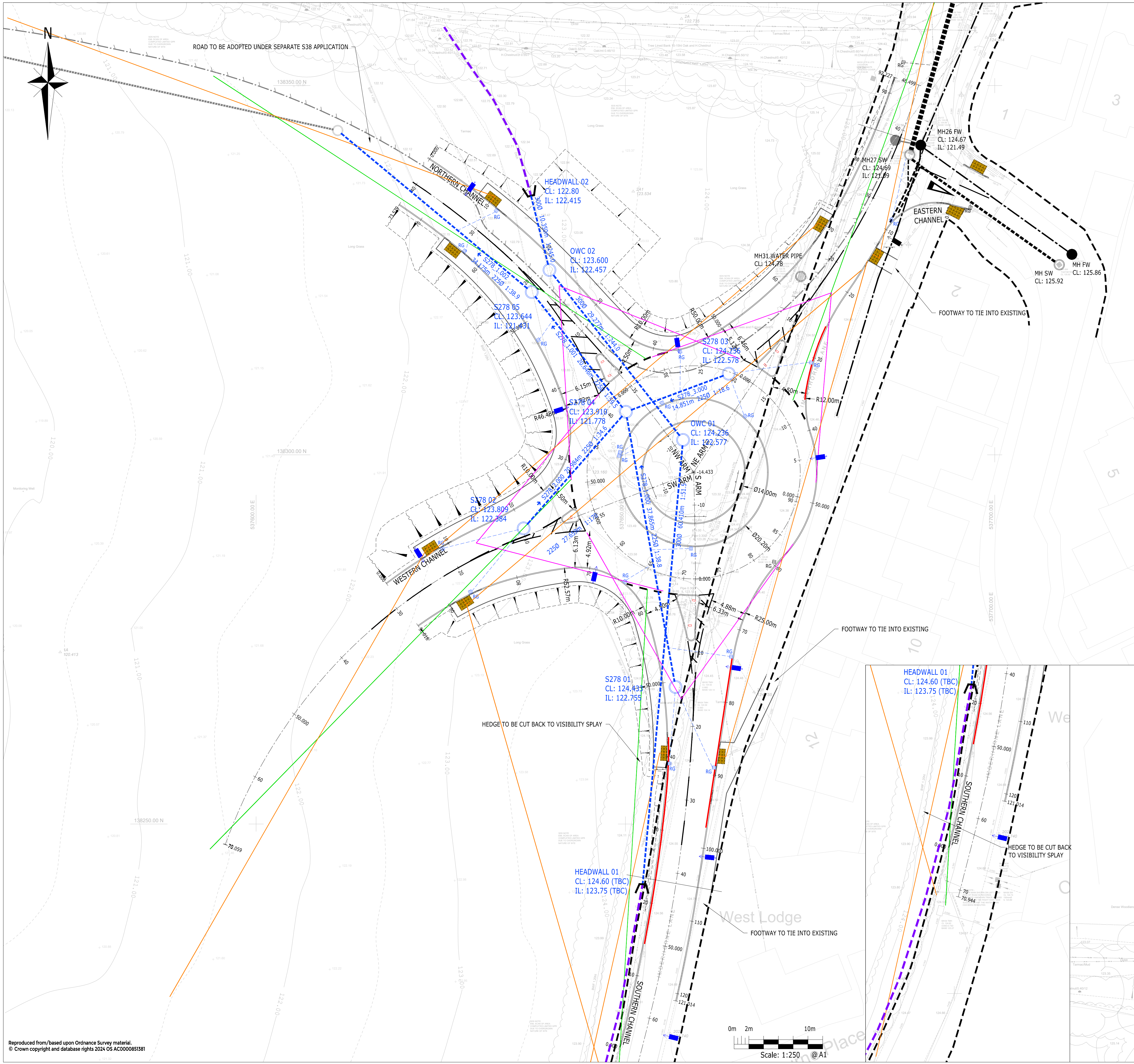
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	Lock to lock time	6.00s
	Kerb to Kerb Turning Radius	9.950m



KEY:

- HIGHWAY BOUNDARY
- TACTILE PAVING - BLISTER PAVING SLABS - 400 x 400 x 50 - COLOUR: BUFF
- PROPOSED KERB LINE
- EXISTING KERB LINE
- EARTH BANK(1:3)
- PROPOSED GLASSON REBOUND SIGNMASTER LED BOLLARD WITH DIAGRAM 610
- PROPOSED HEADWALL

DRAINAGE KEY:

- Ex/Fw01 FOUL SEWER & MANHOLE (WITH MANHOLE REF. No.)
- Ex/Sw01 SURFACE SEWER & MANHOLE (WITH MANHOLE REF. No.)
- RG EXISTING ROAD GULLY
- RG PROPOSED ROAD GULLY
- PROPOSED CHANNEL KERB (CS1)
- PROPOSED S278 SURFACE WATER SEWER & MANHOLE (WITH MANHOLE REF. No.)
- PROPOSED BAGWORK HEADWALL

DITCH KEY:

- EXISTING DITCH TO BE RETAINED
- EXISTING DITCH TO CULVERTED

LINING KEY:

- DIAGRAM 1003 - TO BE INSTALLED IN ACCORDANCE WITH TSRGD CHAPTER 5 REF. S11-4-2
- DIAGRAM 1003.1 - TO BE INSTALLED IN ACCORDANCE WITH TSRGD CHAPTER 5 REF. S11-4-2
- DIAGRAM 1004 - TO BE INSTALLED IN ACCORDANCE WITH TSRGD CHAPTER 5 REF. S11-4-2
- DIAGRAM 1009 - TO BE INSTALLED IN ACCORDANCE WITH TSRGD CHAPTER 5 REF. S11-4-8
- DIAGRAM 1023 - TO BE INSTALLED IN ACCORDANCE WITH TSRGD CHAPTER 5 REF. S11-4-8
- DIAGRAM 1040 - TO BE INSTALLED IN ACCORDANCE WITH TSRGD CHAPTER 5 REF. S11-4-15 (1600)
- VISIBILITY SPLAY TO CD 116 CLAUSE 3.49 - 15m x TANGENTIAL
- VISIBILITY SPLAY TO CD 116 CLAUSE 3.45 - 3.65 x 70m (50kph)
- PEDESTRIAN INTERVISIBILITY SPLAY 1 x 70m

PRELIMINARY

NOT YET APPROVED

NOTES

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION AND ALL OTHER RELATED DRAWINGS ISSUED BY THE ENGINEER.
- DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
- ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN METRES UNLESS OTHERWISE STATED.
- ALL DIMENSIONS, LEVELS AND SURVEY GRID CO-ORDINATES ARE TO BE CHECKED ON SITE AND THE ENGINEER NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF THE WORKS.
- NO DEVIATION FROM THE DETAILS SHOWN ON THIS DRAWING IS PERMITTED WITHOUT PRIOR PERMISSION FROM THE ENGINEER.
- ALL DRAINAGE WORKS SUBJECT TO WEST SUSSEX COUNTY COUNCIL APPROVAL.
- ALL MATERIALS AND WORKMANSHIP SHALL COMPLY FULLY WITH THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS, VOLUME ONE, SPECIFICATION FOR CONSTRUCTION AND STANDARD DETAILS.
- THE CONTRACTOR SHALL UNDERTAKE SUCH MATERIALS TESTING AS INDICATED IN THE SPECIFICATIONS AND SHALL INCLUDE THE COST OF TESTING IN THE TENDER.
- UNLESS STATED OTHERWISE, ALL EXCAVATED MATERIAL SHALL BE DISPOSED OF AT AN APPROVED TIP OFF-SITE.
- THE PUBLIC HIGHWAY AND WORKS WILL BE KEPT CLEAN AND FREE OF DEBRIS BY USE OF WHEEL WASHING FACILITIES AND ROAD SWEEPERS TO THE COUNCIL'S SATISFACTION.
- ALL SETTING OUT SHALL BE AGREED ON-SITE WITH THE ENGINEER, PRIOR TO THE COMMENCEMENT OF THE WORKS.
- UPON COMPLETION OF THE WORKS, THE CONTRACTOR SHALL UNDERTAKE ALL NECESSARY MAINTENANCE REPAIRS TO RETURN THE HIGHWAY TO ITS FORMER CONDITION. THIS SHALL INCLUDE THE REINSTATEMENT OF VERGES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS FROM WSCC PRIOR TO COMMENCING WORKS ON THE HIGHWAY.
- PROPOSED GULLY GRATES AND FRAMES SHALL BE SET AT A LEVEL OF 5-10mm BELOW THE FINISHED LEVEL OF THE CARRIAGEWAY.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR POSITIONING ROAD GULLIES AT ALL LOW SPOTS IN THE CARRIAGEWAY.
- NO DOORS, WINDOWS, GATES ETC. SHOULD OPEN OVER THE ADAPTABLE HIGHWAY AND THERE SHOULD BE NO PROJECTING RAIN WATER DOWN PIPES OR OVERHANGING EAVES FROM ROOFS.
- NO SURFACE WATER RUN-OFF FROM PRIVATE AREAS SHALL DISCHARGE ONTO THE ADAPTABLE HIGHWAY.
- THERE SHALL BE NO PLANTING OVER 600mm IN HEIGHT WITHIN VISIBILITY SPLAYS.
- SURVEY INFORMATION BASED UPON MALTBY LAND SURVEYS LTD DRAWING 16/186/100-2000

SERVICE NOTES

- THE AVOIDANCE AND PROTECTION OF SERVICES DURING THE WORKS IS THE RESPONSIBILITY OF THE CONTRACTOR.
- THE CONTRACTOR IS REMINDED OF HIS OBLIGATION TO VERIFY THE ROUTE OF ALL SERVICES ON SITE PRIOR TO THE COMMENCEMENT OF THE WORKS.
- THE CONTRACTOR SHOULD ALLOW FOR ANY NECESSARY LIAISON WITH THE STATUTORY UTILITIES DURING THE COURSE OF THE WORKS TO AVOID ANY DISRUPTION TO RETAINED SERVICES.

CDM NOTES:

- THE ATTENTION OF THE CLIENT AND THE PRINCIPAL CONTRACTOR IS DRAWN TO THE FOLLOWING POTENTIAL RISKS IN CONJUNCTION WITH THE PROPOSED ON-SITE AND OFF-SITE WORKS AS DESIGNED FOR THIS PROJECT.
- WORKS IN THE VICINITY OF LIVE SERVICES INCLUDING GAS, ELECTRICITY AND BT WILL BE NECESSARY AND THE ADVICE OF ALL STATUTORY SERVICE COMPANIES MUST BE SOUGHT BEFORE ANY WORKS COMMENCE.
- WORKS WITHIN AND ADJUTING THE EXISTING HIGHWAY WILL ENTAIL TRAFFIC HAZARDS AND ALL APPROPRIATE SAFETY MEASURES INCLUDING BARRIERS, SIGNS AND LIGHTING MUST BE UNDERTAKEN TO THE APPROVAL OF THE LOCAL AUTHORITY, THE HIGHWAY AUTHORITY AND THE POLICE CONSTABULARY.
- HAZARDOUS MATERIALS INCLUDING CEMENT AND BITUMINOUS MATERIALS ARE SPECIFIED AND THE MANUFACTURE'S ADVICE ON SAFE HANDLING PROCEDURES MUST BE OBTAINED AND MADE CLEAR TO ALL OPERATIVES.
- THE CONTRACTOR WILL BE RESPONSIBLE FOR LOCATING ALL EXISTING SERVICES WITHIN THE VICINITY OF THE WORKS HAND DUG AND ENSURE THESE ARE PROTECTED THROUGHOUT THE DURATION OF THE WORKS. ALL UTILITY PLANT SHOULD BE CLEARLY MARKED ON THE GROUND PRIOR TO COMMENCEMENT OF THE WORKS.
- THE CONTRACTOR MUST ENSURE ALL WORKING AREAS ARE FULLY SECURE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR LIAISON WITH THE RELEVANT BUS COMPANIES TO ENSURE ALL ROUTES ARE MAINTAINED DURING THE HIGHWAY WORKS.

TRAFFIC MANAGEMENT:

- THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING A SATISFACTORY TRAFFIC MANAGEMENT SYSTEM FOR THE DURATION OF THE WORKS.
- ALL TRAFFIC MANAGEMENT PROPOSALS SHALL BE SUBMITTED TO AND AGREED WITH WEST SUSSEX COUNTY COUNCIL AND POLICE CONSTABULARY PRIOR TO IMPLEMENTATION.

P5	ADDED INSERTS FOR VISIBILITY SPLAYS	AMC	AMC	AD	08-09-25
P4	UPDATED ENTRY WIDTHS	AMC	AMC	AD	22-07-25
P3	SECTION 278 SUBMISSION	AMC	AMC	AD	06-03-25
P2	UPDATED FOR SECTION 278 SUBMISSION	AMC	AMC	AD	09-10-24
P1	FIRST ISSUE	AMC	AMC	AD	26-09-24

Rev	Description	Drn	Chk	App	Date
ARDENT CONSULTING ENGINEERS AN EMPLOYEE OWNED COMPANY					
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Tel: 020 7680 4088 Web: www.ardent-ce.co.uk E-mail: enquiries@ardent-ce.co.uk					
Client					
VISTRY SOUTH EAST					
Project Title					
IMBERHORNE FARM, EAST GRINSTEAD					
Drawing Title					
SECTION 278 GENERAL ARRANGEMENT					
Drawn by	Checked by	Approved by			
AMC	AMC	AD			
A1 Scale	Date	Revision			
1:250	26-09-24	P5			
Drawing Number					
2206781-ACE-XX-00-DR-C-1100					

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File Location: y:\ardent\projects\2206781-amberhorne farm, east grinstead\dd update\technical\acad\drawings\2206781-ace-xx-00-dr-c-1100 - section 278 general arrangement.dwg



KEY:

- ROADS TO BE OFFERED FOR ADOPTION
- 2m SERVICE MARGIN (DESIGNED/INDICATED)

- NOTES:**
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION AND ALL OTHER RELATED DRAWINGS ISSUED BY THE ENGINEER.
 - DO NOT SCALE FROM THIS DRAWING. WORK FROM ISSUED DIMENSIONS ONLY.
 - ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN METRES UNLESS OTHERWISE STATED.
 - ALL DIMENSIONS, LEVELS AND SURVEY GRID CO-ORDINATES ARE TO BE CHECKED ON SITE AND THE ENGINEER NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF THE WORKS.
 - NO EXISTING WORKS SUBJECT TO WEST SUSSEX COUNTY COUNCIL APPROVAL.
 - ALL MATERIALS AND WORKMANSHIP SHALL COMPLY FULLY WITH THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS, VOLUME ONE, SPECIFICATION FOR HIGHWAY WORKS AND THE LOCAL AUTHORITY SPECIFICATION FOR ROAD CONSTRUCTION AND STANDARD DETAILS.
 - THE CONTRACTOR SHALL UNDERTAKE SUCH MATERIALS TESTING AS INDICATED IN THE SPECIFICATION AND SHALL INCLUDE THE COST OF TESTING IN THE TENDER.
 - UNLESS STATED OTHERWISE, ALL EXCAVATED MATERIAL SHALL BE DISPOSED OF AT AN APPROVED TIP OFF-SITE.
 - THE PUBLIC HIGHWAY AND WORKS WILL BE KEPT CLEAN AND FREE OF DEBRIS BY USE OF WHEEL WASHING FACILITIES AND ROAD SWEEPERS TO THE COUNCIL'S SATISFACTION.
 - ALL SETTING OUT SHALL BE AGREED ON-SITE WITH THE ENGINEER, PRIOR TO THE COMMENCEMENT OF THE WORKS.
 - UPON COMPLETION OF THE WORKS, THE CONTRACTOR SHALL UNDERTAKE ALL NECESSARY MAINTENANCE REPAIRS TO RETURN THE HIGHWAY TO ITS FORMER CONDITION. THIS SHALL INCLUDE THE REINSTATEMENT OF VERGES.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS FROM WISC PRIOR TO COMMENCING WORKS ON THE HIGHWAY.
 - PROPOSED GULLY GRATINGS AND FRAMES SHALL BE SET AT A LEVEL OF 5-10mm BELOW THE FINISHED LEVEL OF THE CARPARKWAY.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR POSITIONING ROAD GULLIES AT ALL CORNERS IN THE CARPARKWAY.
 - NO DOORS, WINDOWS, GATES ETC. SHOULD OPEN OVER THE ADOPTABLE HIGHWAY AND THERE SHOULD BE NO PROJECTING RAIN WATER DRAIN PIPES OR OVERHANGING EAVES FROM ROOFS.
 - NO SURFACE WATER RUN-OFF FROM PRIVATE AREAS SHALL DISCHARGE ONTO THE ADOPTABLE HIGHWAY.
 - THERE SHALL BE NO PLANTING OVER 600mm IN HEIGHT WITHIN VISIBILITY SPACES.
 - SURVEY INFORMATION BASED UPON WALTEY LAND SURVEYS LTD DRAWING 16/186/100-2000.
- SERVICE NOTES:**
- THE AVOIDANCE AND PROTECTION OF SERVICES DURING THE WORKS IS THE RESPONSIBILITY OF THE CONTRACTOR.
 - THE CONTRACTOR IS REMOVED OF HIS OBLIGATION TO VERIFY THE ROUTE OF ALL SERVICES ON SITE PRIOR TO THE COMMENCEMENT OF THE WORKS.
 - THE CONTRACTOR SHOULD ALLOW FOR ANY NECESSARY LAMSON WITH THE STATUTORY UTILITIES DURING THE COURSE OF THE WORKS TO AVOID ANY DISRUPTION TO RETAINED SERVICES.

- COM NOTES:**
- THE ATTENTION OF THE CLIENT AND THE PRINCIPAL CONTRACTOR IS DRAWN TO THE FOLLOWING POTENTIAL RISKS IN CONJUNCTION WITH THE PROPOSED ON-SITE AND OFF-SITE WORKS AS DESIGNED FOR THIS PROJECT.
 - WORKS IN THE VICINITY OF LIVE SERVICES INCLUDING GAS, ELECTRICITY AND BY WILL BE NECESSARY AND THE ADVICE OF ALL STATUTORY SERVICE COMPANIES MUST BE SOUGHT BEFORE ANY WORKS COMMENCE.
 - WORKS WITHIN AND ADJUTING THE EXISTING HIGHWAY WILL IMPACT TRAFFIC AND LIGHTING MUST BE UNDERTAKEN TO THE APPROVAL OF THE LOCAL AUTHORITY, THE HIGHWAY AUTHORITY AND THE POLICE CONSTABULARY.
 - HAZARDOUS MATERIALS INCLUDING CEMENT AND BITUMINOUS MATERIALS ARE SPECIFIED AND THE NECESSARY SAFETY MEASURES INCLUDING BARRIERS, SIGNS AND LIGHTING MUST BE UNDERTAKEN TO THE APPROVAL OF THE LOCAL AUTHORITY, THE HIGHWAY AUTHORITY AND THE POLICE CONSTABULARY.
 - HAZARDOUS MATERIALS INCLUDING CEMENT AND BITUMINOUS MATERIALS ARE SPECIFIED AND THE NECESSARY SAFETY MEASURES INCLUDING BARRIERS, SIGNS AND LIGHTING MUST BE UNDERTAKEN TO THE APPROVAL OF THE LOCAL AUTHORITY, THE HIGHWAY AUTHORITY AND THE POLICE CONSTABULARY.
 - THE CONTRACTOR WILL BE RESPONSIBLE FOR LOCATING ALL EXISTING SERVICES WITHIN THE VICINITY OF THE WORKS HAND OUS AND ENSURE THESE ARE PROTECTED THROUGHOUT THE DURATION OF THE WORKS. ALL UTILITY PLANS SHOULD BE CLEARLY MARKED ON THE GROUND PRIOR TO COMMENCEMENT OF THE WORKS.
 - THE CONTRACTOR MUST ENSURE ALL WORKING AREAS ARE FULLY SECURE.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR LAMSON WITH THE RELEVANT BUS COMPANIES TO ENSURE ALL ROUTES ARE MAINTAINED DURING THE HIGHWAY WORKS.
- TRAFFIC MANAGEMENT:**
- THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING A SATISFACTORY TRAFFIC MANAGEMENT SYSTEM FOR THE DURATION OF THE WORKS.
 - ALL TRAFFIC MANAGEMENT PROPOSALS SHALL BE SUBMITTED TO AND AGREED WITH WEST SUSSEX COUNTY COUNCIL AND POLICE CONSTABULARY PRIOR TO IMPLEMENTATION.

PRELIMINARY

NOT YET APPROVED

Rev	Description	AD	CHK	App	Date
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Client: **VISTRY SOUTH EAST**

Project Title: IMBERHORNE FARM, EAST GRINSTEAD		
Drawing Title: ADOPTION EXTENTS AND SERVICES OVERVIEW PLAN		
Drawn by: AD	Checked by: AC	Approved by: AD
AD Scale: 1:1,000	Date: May 2025	Revision: P1
Drawing Number: 2206781-ACE-XX-00-DR-C-1802		

Appendices

Appendix A