

Outcome

The proposed main entrance arrangement - two adjacent 3.7 m vehicle gates, 7.4 m combined clear width, set back 5.0 m from Marine Drive - provides a generous two-lane access. The tracking diagrams demonstrate independent inbound and outbound use by a passenger car and a large motorhome, and forward-gear access by a rigid service vehicle, subject to the assumptions and survey verification stated below.

Highway authority requirements captured

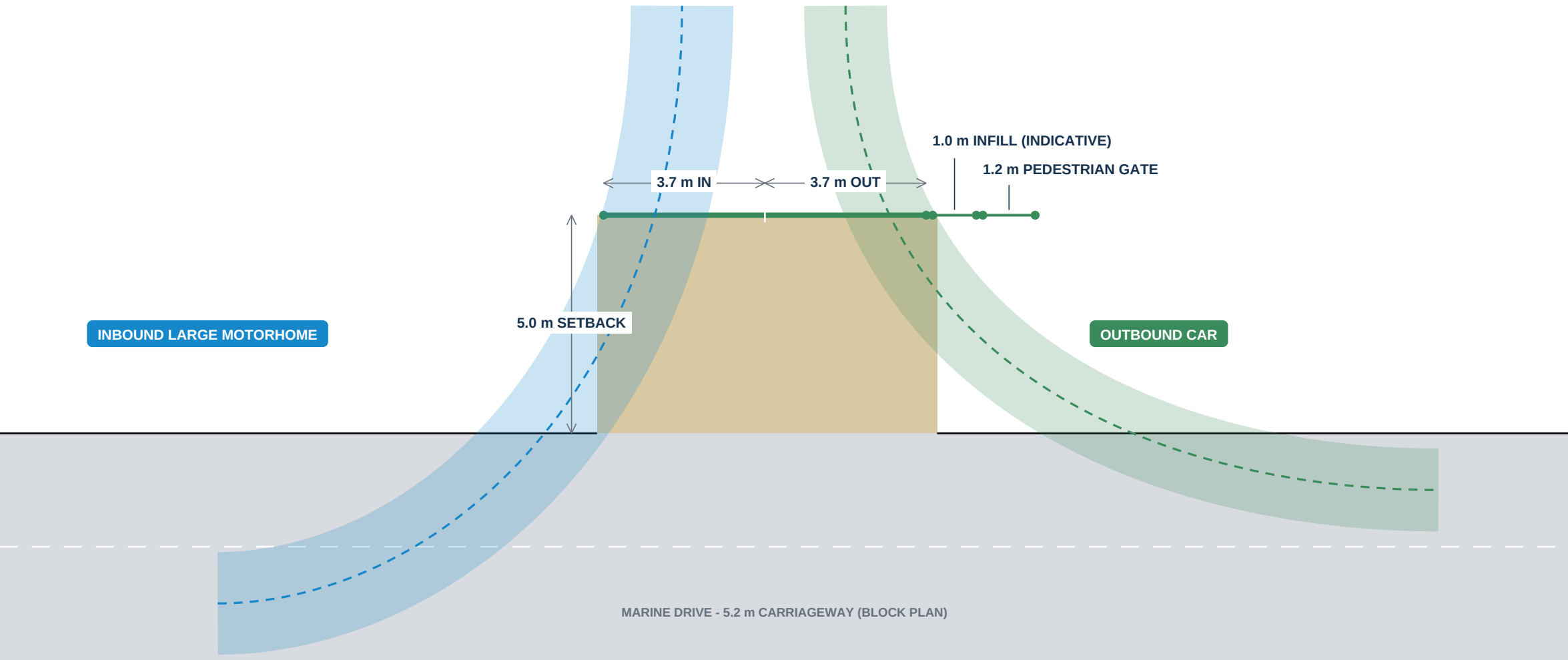
- Main access** One continuous vehicle crossover, tarmacked from the highway edge to gates; two 3.7 m leaves forming a 7.4 m clear opening; no permanent central post; gates 5.0 m back.
- Main visibility** 2.4 m x 43 m splays in both directions, or splays derived from a speed survey.
- Secondary access** 3.7 m access onto Glynde Avenue; annotate width and visibility. Alison Meeus confirms swept paths are not required here.
- Pedestrians** An indicative 1.0 m infill fence separates the vehicle gates from a 1.2 m pedestrian gate on the right, viewed from the road.

Design vehicles used

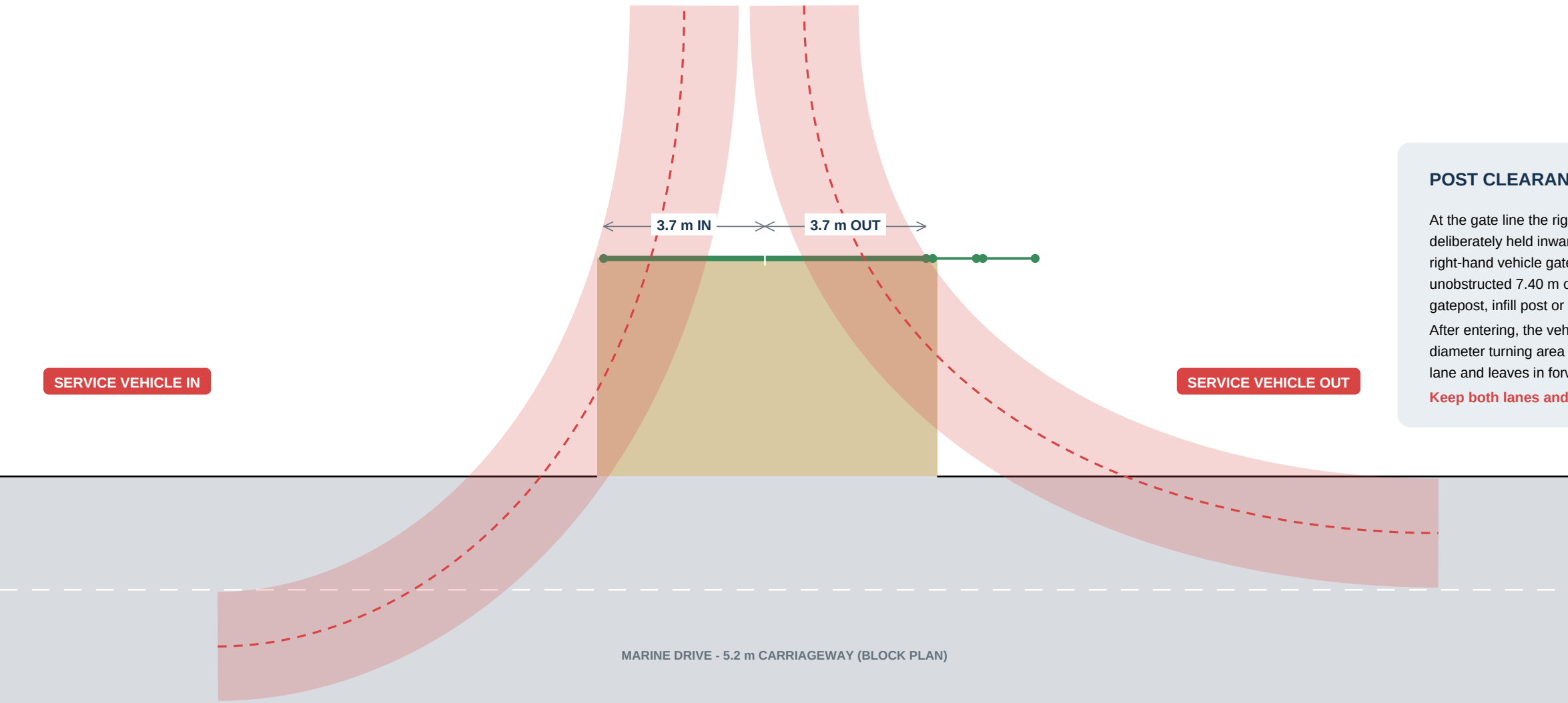
Vehicle	Overall size	Tracking basis	Purpose
Passenger car	4.80 m x 1.90 m	6.0 m assumed turning radius	Routine visitor
Large motorhome	7.50 m x 2.35 m	8.0 m assumed turning radius	Largest regular camper-type vehicle
Rigid service vehicle	10.00 m x 2.50 m	10.5 m assumed turning radius	Toilet / refuse / delivery servicing

STATUS: PLANNING SUPPORT / PRELIMINARY

Vehicle envelopes are dimensionally based but prepared from the supplied block plan and stated measurements, not a topographical CAD survey. A highways engineer should validate the geometry in AutoTURN or equivalent before construction or if the LPA requests a certified tracking drawing.



POST CLEARANCE CHECK: the two 3.7 m leaves create a continuous 7.4 m clear opening with no permanent central post. At the gate line, the 2.35 m motorhome envelope has 0.675 m clearance to each side of its nominal lane and the 1.90 m car envelope has 0.90 m. Both coloured envelopes pass between the outer gateposts; neither crosses the infill-fence or pedestrian-gate posts. Gates open inward, beyond the tracked area.

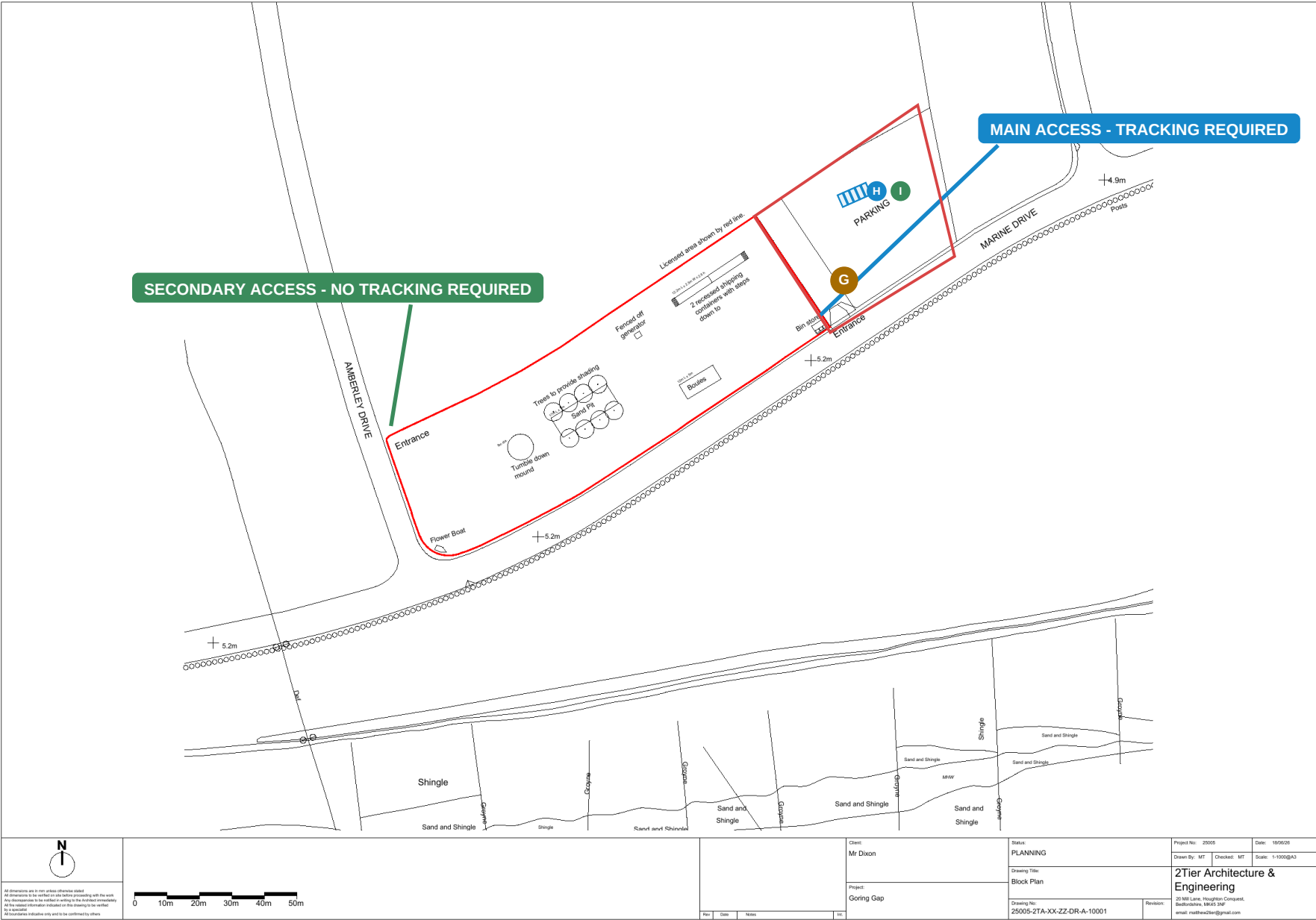


POST CLEARANCE / FORWARD GEAR

At the gate line the right-hand 2.50 m service-vehicle envelope is deliberately held inward. Its outer edge remains 1.55 m inside the right-hand vehicle gatepost, and its inner edge remains within the unobstructed 7.40 m opening. Neither envelope crosses a gatepost, infill post or pedestrian-gate post.

After entering, the vehicle uses the separately reserved 21 m diameter turning area inside the site, then returns to the outbound lane and leaves in forward gear.

Keep both lanes and the turning area clear.



ACCESS AND PARKING KEY

- A Main entrance**
Two 3.7 m leaves forming a 7.4 m clear opening without a permanent central post; 5.0 m setback; continuous tarmac crossover.
- B Infill and pedestrian gate**
Indicative 1.0 m infill fence, then separate 1.2 m pedestrian gate to the right when viewed from Marine Drive; confirm final infill width.
- C Main splays**
Show 2.4 m x 43 m visibility splays in both directions, protected from obstruction.
- D Secondary access**
Existing/proposed 3.7 m gate, stated 1.0 m from highway; annotate 2.4 m x 43 m splays.
- E Height restriction**
Record the 2.2 m restriction on Glynde Avenue: cars and pedestrians only; no motorhomes/caravans.
- F Turning area**
Reserve 21 m diameter clear area for the assessed rigid service vehicle.
- G Customer parking**
Provide a dimensioned layout for up to 100 customer spaces, showing bay marking and circulation. Support the proposed capacity with a parking survey / evidence of need and identify where vehicles currently park.
- H Staff parking**
Show five dedicated staff spaces within the site, clear of the access throat and turning area, so staff vehicles do not add to on-street parking.
- I Cycle parking**
Provide visitor cycle stands near the main pedestrian entrance; final capacity, stand type and detail to be confirmed on the amended plan.

Survey note: the block plan labels the western road Amberley Drive, while WSCC identifies the relevant public highway as Glynde Avenue. Confirm the highway naming and exact gate coordinates on the amended architect drawing.



ILLUSTRATIVE ACCESS FINISH

Continuous tarmac crossover from the Marine Drive carriageway edge to the recessed gate line, extending across the full frontage to the fence boundaries. The visual retains the paired vehicle gates, intervening fence infill and separate pedestrian gate. Final construction build-up, drainage, levels and extents remain subject to the amended architect and highways drawings.



GLYNDE AVENUE SECONDARY ACCESS

Illustrative single 3.7 m vehicle gate set approximately 1.0 m from the highway, with tarmac laid continuously from the road edge to the gate line. The existing 2.2 m height restriction limits this access to cars and pedestrians; caravans and motorhomes use the main Marine Drive entrance. WSCC has confirmed that no swept-path analysis is required here. The amended access plan must show the 3.7 m width and 2.4 m x 43 m visibility splays.

Recommended construction strategy

The following build-ups apply WSCC drawing S278/38/04 to the crossover geometry in S278/38/07 and S278/38/08. The main access is conservatively specified as Type 2 (Industrial) because it serves the public car park, motorhomes and service vehicles. The low-use secondary access is specified as Type 1 (Standard).

MAIN MARINE DRIVE ACCESS

TYPE 2 INDUSTRIAL CROSSOVER - PROPOSED

30 mm SURFACE COURSE 10 mm close graded asphalt concrete surface course 100/150
50 mm BINDER COURSE 20 mm dense asphalt concrete binder 40/60 PEN
100 mm BASE COURSE 32 mm dense asphalt concrete base 40/60 PEN
270 mm SUB-BASE Type 1 / Type 2 granular sub-base to SHW Clause 803

TOTAL NOMINAL CONSTRUCTION DEPTH: 450 mm

SECONDARY GLYNDE AVENUE ACCESS

TYPE 1 STANDARD CROSSOVER - PROPOSED

20 mm SURFACE COURSE 6 mm dense asphalt concrete surface course 100/150
50 mm BINDER COURSE 20 mm dense asphalt concrete binder 40/60 PEN
200 mm SUB-BASE Type 1 / Type 2 granular sub-base to SHW Clause 803

TOTAL NOMINAL CONSTRUCTION DEPTH: 270 mm

WSCC CONSTRUCTION AND APPROVAL NOTES

- Treat the formation with an approved residual weedkiller before laying.
 - The Highway Inspector may require a non-woven separation membrane to control weed or root intrusion.
 - The Highway Inspector may increase sub-base depth or require geotextile/geogrid where ground is sub-standard.
 - Excavate soft spots and replace them with suitable material to the Inspector's satisfaction.
- Provide suitable edging and the approved kerb / channel detail at the carriageway interface.
 - Use a typical crossover gradient no steeper than 1:12 unless WSCC agrees otherwise.
 - Where levels fall towards the highway, provide positive drainage so runoff does not enter the public highway.
 - Final build-up, kerbing, drainage and formation are to be agreed with WSCC before construction.

Source: West Sussex County Council, Section 278/38 Highway Agreement Standard Details, drawings S278/38/04, S278/38/07 and S278/38/08. https://www.westsussex.gov.uk/media/20655/standard_construction_details_res.pdf