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APPROVED

DATE

18 JAN 2007

To whom it may concern,

Our proposal is to form a temporary access road off of Upper Shoreham Road to enable completion of a new Carehome for Shaw Healthcare on behalf of West Sussex County Council.

The new (temporary) access is to be formed in accordance with the attached drawing produced by Gyoury Self Partnership

The existing road within the Southlands Hospital site is to be extended as indicated on the attached drawing produced by Pentan Partnership and is to be constructed in accordance with the attached specification produced by Gyoury Self Partnership.

If required, the existing road will be modified to ensure that it has capacity for two lorries to pass comfortably along the road. If the width of the existing road does not enable this 'passing places' will be provided.

The temporary access road will be separated from adjacent areas using Heras fencing (one row on either side of the road) and within that a safe pedestrian route is to be designated using suitably arranged pedestrian barriers

Pedestrian crossing routes will be provided to suit the site owner's functional requirements.

'Festoon style' temporary lighting will be provided along the length of the temporary road.

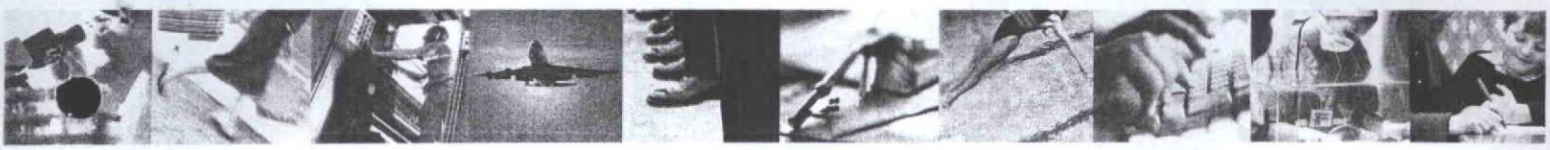
Temporary traffic/pedestrian safety signage will be provided along the length of the temporary road and to Upper Shoreham road adjacent to the proposed temporary access.

Kind Regards

Paul Turnbull
Design Manager
Warings Contractors Ltd.
Gatcombe House
Hilsea
Portsmouth
Hampshire
PO2 0TU

Telephone: 023 9269 4900
Facsimile: 023 9269 0606

For and on behalf of Warings Contractors Ltd.



Our Ref: DH/js/WCL

Please reply to Head Office

18th October 2006

Pentan Partnership
Beaufort Studio
1 Atlantic Wharf
Cardiff CF10 4AH

FAO Lindsey Jenkins

RECEIVED 19 OCT 2006
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Dear Sir

Temporary Construction Access – Southlands

I list below the operational details of the proposed temporary construction access for the above site.

Gates and Fencing at Entrance

The gate posts will be constructed using a 125x125mm steel box section gate post both sides, set in concrete foundation, gates will be a 50x50mm angle and frame and bracing with 100mm galvanised mesh infill. The gates will have tower bolts with housing into the temporary road surface and will have a sliding latch and padlock housing.

Various statutory standard site safety signs will be attached to the gate.

The gates will be the width of the temporary access road and approx 2400mm high, the side returns back to the existing walls (to maintain site security and exclude access to any other part of the site) will be constructed in 2400mm high ply painted panels fixed back to timber posts.

Gateman Unit.

A 2000x1500x2400mm high standard unit gatehouse will be located inside the site boundary and gates.

Gateman

A permanent operative will be located within the unit and be on duty during all construction working hours. The gates will always be closed during working hours and will be opened only on arrival or exit of delivery vehicle.

The gateman will have a log of proposed deliveries and will record all delivery times in and out of the site.

After completion of construction hours the gates will be padlocked closed until the commencement of work the following day. A set of padlock keys will be provided to English Partnerships security staff (resident 24hrs) in case of access being required for emergency vehicles out of construction hours.

The gateman will be provided with a daily schedule of proposed deliveries and will control access and egress with the site operatives via 'radio control' and mobile phone.

Continued . . .

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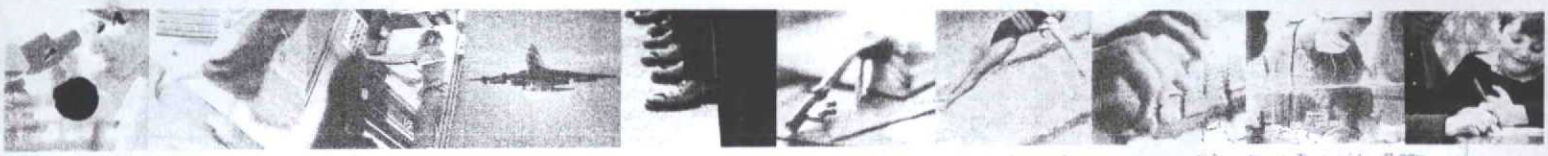
INVESTOR IN PEOPLE



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Pentan
18th October 2006

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Deliveries and Traffic Movement

The main delivery and traffic movements will occur during the initial construction periods of site stripping and excavation, concreting foundations and construction of suspended concrete ground floor, delivery and erection of timber frame and roof tiling. Other major deliveries are bricks and blocks, windows and doors, plasterboard and mechanical equipment supplies.

Site set up

Delivery of site accommodation units (6No) usually over first 3 days – 3 visits

Site strip and excavation daily for first 3 weeks – up to 6 lorries for 1 day per week.

Concreting daily for first 3 weeks – up to 2 lorries per day plus concrete pump lorry.

Delivery of Precast floor – weeks 4 - 6 1 lorry per day plus pump lorry and concrete deliveries for pumping.

Timber frame – weeks 7 - 20 2 lorries every other day (6 max per week) with 1 delivery of crane.

Bricks and blocks – usually 1 deliveries per week for first 15 weeks

Plasterboard – 2 deliveries per week from weeks 20 - 26

Mechanical plant – 1 lorry per week from week 26 onwards.

Other daily activities – arrival of site staff (5no. permanent WCL staff) and various sub-contractors vans and cars - say up to 20 per day.

Yours faithfully

[redacted]

David G Higgins
Architectural Design Co-ordinator (Shaw Care Team)
Warings Contractors Limited

PROPOSED TEMPORARY ACCESS FROM UPPER SHOREHAM ROAD, AND EXTENSION OF EXISTING CARRIAGEWAY TO PROVIDE CONSTRUCTION ACCESS FOR PLANNING APPROVED CARE HOME (SU/18/06/TP) IN SOUTHWEST CORNER OF SOUTHLANDS HOSPITAL SITE:

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18 JAN 2007

DESIGN:

1. **USE:**

West Sussex County Council has appointed *Shaw healthcare* as its preferred provider of several new Care Homes (and the ~~care to be provided therein~~) across the county of West Sussex. These new facilities will replace existing, out-dated Residential Homes in all of the locations in question.

Shaw healthcare received planning approval for a 60 beds care home in the south-west corner of the Southlands Hospital Site in May 2006. (Application no. SU/18/06/TP) At that time, a major concern of local residents, particularly residents of St Giles Close, to the south of the site, was (and still is) the potential danger and disruption that may be caused by the movement of construction vehicles. It was, therefore, agreed that the applicant, Shaw healthcare, and its partnering building contractor, Warings, would look at alternative options; and this planning application details the most viable option available.

The proposal consists of a **temporary** construction-traffic-only access road that links the care home site with Upper Shoreham Road, based mostly on the extension of an existing carriageway within the hospital site - all as indicated on the attached plan (2543/PA.C/01). The day-to day operation of this road is discussed in detail in Warings Contractors Ltd covering letter (dated 18 October 2006, signed David Higgins).

The route of this temporary road is on land wholly owned by English Partnerships, who, in discussion with West Sussex County Council, have given permission for the land to be temporarily used as described in this application. Official notice has been served through the application process.

2. **AMOUNT:**

The works outlined in this application to create the aforementioned link road consist of the creation of a temporary access into the site from Upper Shoreham Road; a section of 'new' road to connect with the existing carriageway, which lies between the 'refectory block' and the buildings lining the boundary to Upper Shoreham Road.

There are several disused buildings at the northern end of the existing hospital site, all of which fall within the designated Conservation area. As the intention is to use the existing carriageway width, these adjacent buildings will not, however, be compromised.

3. LAYOUT:

The layout of the existing road is best viewed in the aerial photographs attached. This has then been plotted on the Plan drawing (2543/PA.C/01)

The access, from Upper Shoreham Road, will break through an existing 'flint style' wall (fig. 1) which falls just outside the Conservation Area, in a location comparable to that outlined in the Adur District Council Development Brief, July 2000 as the 'main vehicle access'. A road will then be constructed from this new entrance point to link it with the existing carriageway, all as detailed in the structural engineer's drawings H13854 (SH)P121 and SK150.

The access route will be made secure, from unauthorised access, as described in Warings Contractors Ltd covering letter (dated 18 October 2006, signed David Higgins). Safe pedestrian access will also be created alongside the road, and will be demarked and protected as detailed in Warings Contractors Ltd covering letter (signed Paul Turnbull).

On completion of the building works the site entrance point in question will then be made secure. However it is not necessary to reinstate the original wall as further development to the remainder of the site is intended. (This development will be the subject of a future planning application.)

Existing trees:

As an existing road is being utilised, no felling of trees will be required. From the photographs included with this application it appears that, at most, trimming back in some area(s) may be required.

4. SCALE OF BUILDINGS:

As this application relates to the use of an existing road, and portion of new carriageway within the application site, this section is not applicable.

5. LANDSCAPING:

Boundaries to the construction route:

Boundary treatments to the construction route are outlined in the enclosed letters from Warings Contractors Ltd (signed Paul Turnbull and David Higgins).

6. APPEARANCE:

The construction route will cause little visual impairment to adjacent properties, other than the access point on Upper Shoreham Road, which will be clearly signposted for ease of use.

As the route is wholly located within the designated Southlands site, it may be visible from the first floor of properties on Park Avenue. However, given the

disused buildings and security fencing currently present in this area it is unlikely to be any more obtrusive than the present outlook.

Warings Contractors Ltd, will ensure that appropriate wheels-cleaning measure are in place, to minimise transfer of dirt and/or mud on to the public highway of Upper Shoreham Road.

7. ACCESS:

Given the nature of this application this section is covered by this document in its entirety.

DETAILS OF TEMPORARY ACCESS AND CONSTRUCTION ROUTE

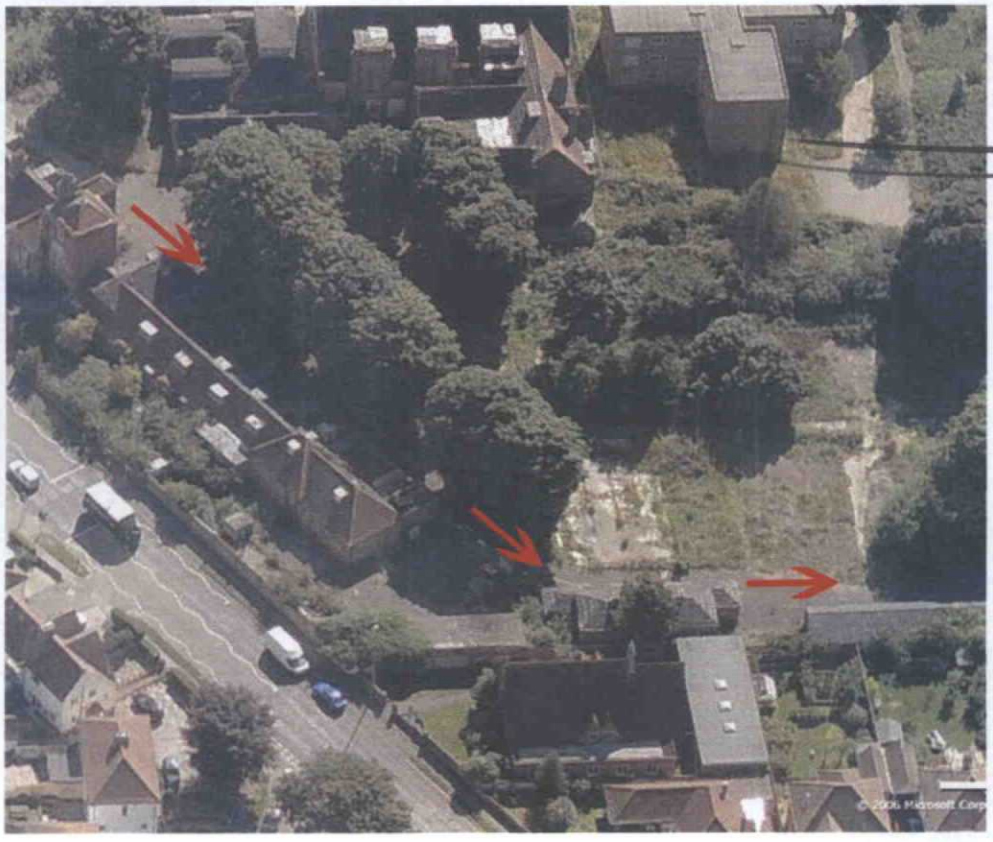
ADUR DISTRICT COUNCIL
PLANNING DIVISION
PLAN NO: Adc/0452/06
DATE RECEIVED: 23 NOV 2006



ADUR DISTRICT COUNCIL
PLANNING APPLICATION
APPROVED
DATE 18 JAN 2007

DETAILS OF TEMPORARY ACCESS AND CONSTRUCTION ROUTE





DISTRICT COUNCIL
PLANNING APPLICATION
APPROVED
18 JAN 2007

DETAILS OF TEMPORARY ACCESS AND CONSTRUCTION ROUTE





DISTRICT COUNCIL
PLANNING APPLICATION
APPROVED
18 JAN 2007

CLIENT:- WARINGS CONTRACTORS Ltd

ADUR DISTRICT COUNCIL
PLANNING DIVISION
PLAN No. A/c/04452/00
DATE RECEIVED 23 NOV 2006

TEMPORARY ACCESS WORKS

UPPER SHOREHAM ROAD

SHOREHAM, WEST SUSSEX

DISTRICT COUNCIL
PLANNING APPLICATION
APPROVED
DATE 18 JAN 2007

ROAD SAFETY AUDIT
STAGE 1 REPORT

October 2006

M B Projects Ltd.

Job No. 106.182

Issue: DRAFT

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DISTRICT COUNCIL
PLANNING APPLICATION
APPROVED
DATE
18 JAN 2007

1. INTRODUCTION

1.1 This report results from a request by the traffic consultants, Gyoury Self Partnership, to undertake a Stage 1 Road Safety Audit on the preliminary design of access works associated with a Care Home development in Upper Shoreham Road, Shoreham-by-Sea, in West Sussex. These works comprise creating a new kerbed access in to the site off Upper Shoreham Road.

The object of this audit is to identify any existing safety problems that would be exacerbated, or new problems that would be introduced, by the proposed works.

1.2 The audit was carried out during October 2006 and the site was visited on the morning of 4 October when weather conditions were dry and sunny.

1.3 The audit team comprised Martin Brownsey and Ted Smith, Senior Highways Engineers specialising in Highway Safety and Traffic Engineering.

1.4 The terms of reference for this audit is the Department of Transport document HD19/03 Road Safety Audit. The checklists within have been used to conduct this audit, and the findings generally follow the order laid down in the lists.

1.5 The audit comprised an examination of the drawings and documents listed in Appendix A to this report.

1.6 Each problem identified has been given a location reference and these are shown on the location plan in Appendix B.

2. ITEMS RESULTING FROM THIS STAGE 1 AUDIT

A1 GENERAL

A1.1 No Departures from Standards were reported by the Designer as part of this scheme.

A1.2 **Problem** **Location A** (see location plan in Appendix B).
Summary: **Water flows into junction area**

There is an existing gully located within the proposed area.

Recommendation The gully should be relocated to the east tangent point to catch water prior to it flowing into the access and past the pedestrian crossing point.

A1.3 **Problem** **Location B** (see location plan in Appendix B).
Summary: **Vehicle could obstruct pedestrians**

A gate is shown 10m from the carriageway. Concern arises that a larger vehicle may obstruct the footway while waiting at a closed gate, thereby conflicting with pedestrians.

Recommendation Locate gate 10m from back of footway.

A2 LOCAL ALIGNMENT

A2.1 No problems identified in this category at this stage.

A3 JUNCTIONS

A3.1 **Problem** **Location C** (see location plan in Appendix B).
Summary: **Wall obstructs forward vision**

There is an existing high brick wall running along the back of footway. Creating the new access will involve removal of some of the wall. Concern arises that the remaining wall may obscure forward visibility for vehicles turning in to the site such that conflicts may occur with exiting vehicles or vehicles waiting at the gate.

Recommendation The required forward visibility curve should be developed

and the wall truncated to suit. This will also help pedestrian/vehicle intervisibility at the crossing point.

A3.2 Problem **Location D** (see location plan in Appendix B).
Summary: **Wall may obstruct visibility from access**

The boundary wall may obscure the 90m x 2m visibility splay. No traffic figures have been supplied to support the 2m 'x' distance.

Recommendation Detailed design to accurately survey the wall and if necessary increase the proposed kerb build out to achieve the 2m. Given that a build out is being constructed, designer to review the need to build out further in order to achieve the more usual 2.4m side road setback distance.

A4 NON-MOTOR VEHICLE PROVISION

A4.1 Problem **Location E** (see location plan in Appendix B).
Summary: **Inadequate crossing width**

No pedestrian access is shown into the site.

Recommendation The need for a footway on one side of the access to be reviewed, and provide as required.

A5 SIGNS AND LIGHTING

A5.1 No problems identified in this category at this stage.

3. AUDIT TEAM LEADER'S STATEMENT

I certify that this audit has been carried out in accordance with HD19/03.

AUDIT TEAM LEADER:

Name: MARTIN G BROWNSEY BSc DipEM MICE CEng

Position: Director

Organisation: MB Projects Ltd

Address: Farthings, Grants Lane, Oxted, Surrey, RH8 0RH

Signed:

Date:

AUDIT TEAM MEMBER:

Name: TED SMITH

Position: Traffic Safety Consultant

Address: 1A The Parade, East Wittering, Chichester, West Sussex, PO20 8BN

APPENDIX A

LIST OF DRAWINGS AND DOCUMENTS EXAMINED IN THIS AUDIT

Drawing No.	Scale	Description
Gyoury Self Partnership		
(SH)P121	1:500	Temporary Access

Documents:

Proposed temporary access
Proposed 10m c/way gate from
road
C
A
B
D
2m
5.5 wide
pavement
Track
Stile
2002 MAY 81



Fig 1: REVISED POSITION OF ACCESS

ADUR DISTRICT COUNCIL
PLANNING DIVISION

PLAN No.	
DATE RECEIVED	23 NOV 2006



Fig 2: TERRAIN INSIDE SITE



Fig 3: VIEW OF ACCESS POINT FROM INSIDE OF SITE



Fig 4: VISIBILITY TO THE LEFT



Fig 5: VISIBILITY TO THE RIGHT