



A Main entrance

Two adjacent 3.7 m vehicle gates form a continuous 7.4 m clear opening with no permanent central post. Gates are set back 5.0 m and open inward.

B Main visibility

Provide 2.4 m x 43 m splays in both directions. Maintain the splay free of obstruction above 0.6 m, or another height required by WSCC.

C Pedestrian access

Provide a separate 1.2 m gate, protected internal waiting area and segregated route outside the vehicle movement envelope.

D Roadside parking

Treat existing unrestricted south-side parking as a design constraint. Obtain survey-based tracking before construction or first use of the altered access if required by the LPA.

E Secondary access

The western access is 3.7 m wide and restricted to cars and pedestrians by the existing 2.2 m height barrier. It is not for caravans or motorhomes. Confirm whether the highway name is Glynde Avenue or Amberley Drive on the amended architect plan.

F Internal circulation

Keep the access throat and the reserved 21 m service-vehicle turning area clear. Service vehicles enter, turn within the site and leave in forward gear.

G Parking and cycles

Show up to 100 customer bays only where supported by the final dimensioned layout, five dedicated staff spaces, five campervan pitches and visitor cycle stands. Keep all spaces clear of tracked routes.

H Structures and concessions

Locate containers, concessions and service points outside the access throat, visibility splays, pedestrian route and vehicle turning area. Structural and tanking details are separate planning matters.

LIMITATION AND NEXT STAGE

This clarification identifies the relevant design constraints. Because the available base drawing is not a measured topographical survey, it does not certify kerb clearances or a parked-car turning manoeuvre. Those matters should be verified by a qualified highway engineer using surveyed geometry if requested by WSCC or secured by condition.