

Project Title: **Westergate WTW**Project No: **24201**

By FDH	Date December 2024	Client STC Contracts	Revision -
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This technical note has been prepared to accompany a planning application for the proposed PRV building at Westergate WTW. This note should be read in conjunction with the application submission documents.

1.0 Existing Site

The site is located at Westergate WTW, Level Mare Lane, Westergate, Chichester, West Sussex, PO20 3SB. The approximate National Grid Reference for the site is SU 93969 06865.

The site is located to the south of the A27 and is accessed via a bellmouth at the northeast of the site off Level Mare Lane, which itself runs south from the A27. Vehicular access is via remotely operated gates, located approximately 6m from Level Mare Lane. This access is used for staff, contractors and deliveries.

2.0 Local Transport Network

The site has a gated access off Level Mare Lane. The existing access is sufficient to enable all traffic to pull off Level Mare Lane without the need to stop on the carriageway.

Main deliveries are made via this access and there are no concerns regarding the capacity of the access.

There are no changes proposed to this access.

3.0 Proposed Development

The proposal involves the erection of a new PRV building.

There will be no increase in staff, or the number of vehicle movements associated with this proposal.

4.0 Proposed Development Parking and Servicing

The parking provision on site will remain unchanged.

The servicing proposed is as per current arrangements, with no change in the number of vehicle movements associated with the proposal.

These servicing frequencies have not caused any highways or resident issues in the past.

5.0 Planning Policies

The site falls within the West Sussex County Council area and Arun District Council area. Therefore, the site is subject to the West Sussex Transport Plan 2022 – 2036 and the Adoption Arun Local Plan 2011 - 2031.

The proposals have caused no change to the existing transport arrangement and therefore are considered to be in keeping with local plan policies.

6.0 Sustainable Modes of Travel

The proposals do not involve any works to the existing site access or any changes to the existing travel arrangements to/from the site.

7.0 Car Parking Spaces

There will be no change in the required or provided parking on site.

8.0 Trip Generation

The proposed PRV building will have no change on the number of trips to and from the site.

9.0 Transport Impact

No increase in car/van and HGV usage is proposed, therefore, there will be no effect on traffic levels and emissions.

The construction of the proposed PRV building is not expected to have a significant impact on the surrounding transport network.

10.0 Conclusion

In conclusion, the proposed development will not result in any increase in traffic in real terms and will not have any material impact on the safe operation of the local highway network.