

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 30/01/2018

FROM: Alison Meeus

**TO: Arun District Council
FAO: Anita Gardner**

SUBJECT: A/219/17

Mayflower Way – Land east of Windy Ridge

12 x social dwellings from Angmering Community Land Trust; including 2 x communal bike stores, a pedestrian mews and an orchard.

RECOMMENDATION:

Advice	☐	Modification	☐	More Information	☐
Objection	☐	No Objection	☐	Refusal	☐

The proposal to create a social housing development for 12 dwellings with associated car parking has been considered by WSCC as the Local Highway Authority. WSCC offer advice to the applicant as it does not form part of the highway network.

Mayflower Way is located between Mayflower Park and Roundstone Lane, where it meets the public highway at Roundstone Lane. This runs from north to south from Angmering Village to the A259 and is in close proximity to Angmering train station (1km to the south) and local bus routes, including the coastliner 700 which runs from Portsmouth to Brighton.

The site is currently an unused piece of grassland known for anti-social behaviour, and therefore a development here would provide a use for this vacant piece of land. Access points onto Mayflower Way will be created by the proposal and these are very much in keeping with the shared use style of Mayflower Way. No footpaths are found here and speeds are not considered to be high due to the number of parked cars associated with the car sales forecourts at the eastern end of the road.

Mayflower Way is a no-through road and leads to farmland and provides direct access to a bmx track and skate park. It is likely to see continued use as the main access to this leisure activity.

WSCC car parking standards have been consulted and these are considered reasonable and in line with the proposed strategy. The site will provide 24 car parking spaces which would provide 15 allocated spaces and 9 visitor spaces. Cycle storage spaces would also be provided to promote the use of non-car transport. The spaces shown on Mayflower Way are within private land, but are they within the applicants land as if these fall outside of the redline boundary they can't be considered as forming part of the car parking for the development.

The applicant states that refuse vehicles would continue to use Mayflower Way, and use the turning head at the end to enable the vehicle to enter and exit in forward

gear. A swept path diagram, or plan showing the dimension of the turning head; should be provided showing this can be achieved for a fire appliance as the road is longer than the maximum reversing distance of 20m.

Trips created as part of the development would not be considered significant in terms of highway capacity impact. The total number of trips created by the houses would be approx 6 trips per dwelling per day, this equates to 72 trips a day which 10% can be attributed to the morning and evening peak hours. Therefore 7 trips in the peak hours would not be classed as severe in capacity terms.

The access with Mayflower Way and Roundstone Lane is wide and as Roundstone Lane is straight in its alignment, good visibility is achieved here.

During the construction of the site the developer should provide a construction management plan to the LPA prior to any work commencing. This will be to ensure this access is kept safe and clear for use by the public and to ensure the traffic associated with the site is controlled.

Section 106 details are still to follow this response.

Alison Meeus
Planner

CONDITIONS

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

INTERNAL ARRANGEMENTS

Access Road

No part of the development shall be first occupied until the road(s), footways, and casual parking areas serving the development have been constructed, surfaced and drained in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To secure satisfactory standards of access for the proposed development.

CONSTRUCTION

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,

- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.