

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Mr A Wood
FROM:	WSCC - Highways Authority
DATE:	14 May 2019
LOCATION:	Chandlers Garage Bmw House Water Lane Littlehampton BN16 4EH
SUBJECT:	A/45/19/PL Demolition of existing buildings (car show room, workshops and Phares Courtledge) and erection of 19 dwellings, a convenience store, a community building, public toilets and associated car parking and landscaping - This application affects the character and appearance of the Angmering Conservation Area.
DATE OF SITE VISIT:	
RECOMMENDATION:	More Information

The Local Highways Authority has assessed the Transport Statement and associated plans submitted by the applicant and requests clarification on the following points.

What are the existing movements generated by the Parish Council at their current site and will these differ under the new proposal? In terms of meetings, numbers of workers, schedules and associated trips.

The western access proposed to serve the 16 dwellings and Parish Council building- what movements were generated by the previous uses at the site specifically using this access point? I believe that this area may have been a servicing and MOT area when associated with the Car Sales room. Can this be confirmed and can the previous and proposed movements be compared to demonstrate what (if any) intensification will be generated specifically at this access point.

From observation of the visibility splays provided, it appears the plan outlines a 30mph posted limit within the data box and then contradicts this with 20mph road markings. This should be amended.

The pedestrian access adjoining Cumberland Road should open into the site, the gated access should not swing into the Publicly Maintained Highway.

What extent of the site (if any) is to be created to a WSCC adoptable standard? Details of the exact proposed highway works should also be provided with a plan showing the changes clearly.

Footways are to be created to standards as outlined within the Department for Transport's Inclusive Mobility at a minimum 1.5m wide.
The disabled parking bays do not appear to standard. Where disabled bays are perpendicular to the access aisle, an additional width of at least 1200mm along each side

should be provided. Where bays are adjacent the same 1200mm space can serve both sides. There should also be a 1200mm wide safety zone at the vehicle access end of each bay to provide boot access or for use of a rear hoist and a raised sign at the head of the reserved bay.

Where designated bays on-street are at a different level from the adjacent pavement, dropped kerbs should be provided for wheelchair users, with appropriate tactile marking.

Has the Safety Audit considered the pedestrian access locations to the south of the site as it appears that there will be no adjoining footway link to the proposed crossing points? The new 1.2m wall too may restrict visibility of pedestrians for road users and vice versa.

Once the above has been addressed by the applicant, please re consult.

Jodie Wilkes
West Sussex County Council – Planning Services