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From: 

Sent: 14 May 2019 10:17

To: Planning.Responses

Subject: Response To Application Number A/46/19/PL at Land North of Mayflower Way Littlehampton BN16 4AY

Please could the attached response be distributed to the relevant case officer.

Regards

Jamie Brown

If you wish to reply to this email, please contact the officer directly.

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Anita Gardner
FROM:	WSCC - Highways Authority
DATE:	13th May 2019
LOCATION:	Land North of Mayflower Way Littlehampton BN16 4AY
SUBJECT:	A/46/19/PL Erection of 24 No. dwellings with garaging & open resident & visitor parking with new access from Mayflower Way. provision of hard & soft landscaping & open space, foul & surface water drainage systems & other associated works.
DATE OF SITE VISIT:	
RECOMMENDATION:	No Objection
S106 CONTRIBUTION TOTAL:	£ See below for breakdown.

I refer to your consultation in respect of the above planning application and would provide the following comments.

Background and Summary

The site located to the south of Angmering around a 1 km from the village centre. The application seeks full planning permission for 24 dwellings. At present the site is currently not occupied. The proposals are accessed from Mayflower Way, a private road not maintained at public expense. The road is approximately 7.3 metres in width with no footway present. As private road there is not a posted speed limit. Roundstone Lane is the nearest public highway, a 'C' classified road subject to a 30 mph speed limit.

The proposals are supported by way of a Transport Statement (TS). This includes TRICS data and a 7 day speed survey. Having considered the content of the TS the LHA would not wish to raise an objection to the proposals, the justification of this is provided in the report below.

Access and Visibility

The access proposed will be a simple 'crossover' style access and visibility splays of 2.4 by 43 metres provided. The speeds survey submitted in support of the application indicate a speed limit of 24.8 mph westbound and 21.5 mph to the east. The 43 metres are Manual for Streets (MfS) parameters which accord with a 30 mph speed limit. The splays have been demonstrated with a small 0.5 metre offset. The LHA is satisfied with the 0.5 metre offset proposed.

The LHA have reviewed data supplied to WSCC by Sussex Police over a period of the last 3 years. There have been no recorded injury accidents at the proposed access onto Mayflower Way or the junction. There is no evidence to suggest that the junction is operating unsafely, or that the proposals would exacerbate an existing safety concern.

Based on the above the LHA would accept the visibility splays of 43 metres from the applicant and are satisfied that the access proposals would not have a 'severe'

detrimental impact when compared against the guidance in Paragraph 108 of the National Planning Policy Framework (NPPF).

Layout and Parking

The application form does not indicate if the internal road will be offered for adoption. In principle, therefore would be no concerns with the proposed layout based on the principles set in Manual for Streets (MfS). The proposals will be served with an access and pavement of 1.5 metres. Parking provision is stated as meeting the requirements of the WSCC Parking Demand Calculator. 61 spaces are proposed with the outputs from this provided within the appendices. From checking and based on the proposed mix and tenure of the dwellings, the car parking provision is anticipated to satisfy the likely demands. Swept path diagrams have been provided demonstrating a refuse vehicle turning within the site. All refuse collection will take place from within the site; the applicant should liaise with ADC's waste collection authority on the suitability of this arrangement.

Trip Generation and Capacity

The TS provided in support of this application does estimate potential vehicular trip generation arising from this proposal. It suggests that there will be 15/16 two way movements in the morning and evening peak hours. The LHA acknowledges that the TRICS (Trip Rate Information Computer System) outputs are based upon sites considered to be comparable in terms of planning use class and location to that proposed and in accordance with TRICS 'Best Practice Guidance'. As such the trip rate generated provides a realistic indication of likely trip generation from the new dwellings.

It is recognised that this proposal would give rise to a more intensive use of Mayflower Way and Roundstone Lane; however, this proposal is not anticipated to result in a severe cumulative impact on the operation of the local network in accordance with paragraph 108 of the National Planning Policy Framework (NPPF).

Construction

Matters relating to access during the construction of the proposed would need to be agreed prior to any works commencing. Vehicular access to the site is possible only from Mayflower Way. It is advised that a comprehensive construction management plan would be sought through condition should permission be granted. The construction management plan should amongst other things set out how deliveries are to be managed along Mayflower Way in light of the carriageway width and presence of other vulnerable road users.

Sustainability and Accessibility

The TS further considers the accessibility of the site by walking, cycling, and passenger transport. Mayflower Way does not have a designated footway and operates as a 'Shared Surface' facility. The speed survey demonstrates that 85th percentile road speeds are less than 30 mph; however within approximately 150 movements a day and only a minor increase in traffic movements this would make the road an acceptable route for cyclists and pedestrians, although the route is not lit by street lighting.

Outside of the site there is a good range of services located within reasonable walking distance of the site. This includes retail, education and employment. There are nearby public rights of way which can be used by cyclists and pedestrians to access nearby facilities. To the south there is a link to the 700 bus service which provides good services to Brighton, Worthing and Chichester. This could be used as an alternative to the use of the private car, although the routes are not as quick as rail links to these towns. Further to the south Angmering station is under 1 km away with rail services that link to Brighton, Southampton and London Victoria. In terms of footways along Roundstone Lane the existing footway is circa 1.5 metres in width which benefits from being lit throughout most of its length by street lighting. It is acknowledged that the traffic calming

improvements that are being brought forward as part of the Roundstone Strategic Development, this should help reduce speeds along the lane in the longer term. To the south the A259 provides off carriageway cycle lanes which link east to west of the site.

The previous 3 years personal injury accident data has been checked and this indicates no accidents have been recorded that involve pedestrians or cyclists along Mayflower Close and Roundstone Lane.

In conclusion, it is considered that the proposals benefit from a mainly existing network of transport links which can be utilised for the purposes of this application.

Conclusion

Having considered the revised TS which includes the speed survey and TRICS data the LHA would not consider the proposals would not have a 'severe' residual impact on the highway when applied to Paragraph 108 of the NPPF. Any approval of planning permission would be subject to the following conditions:

Access

No development shall commence until the vehicular access serving the development has been constructed in accordance with the approved planning drawing.

Reason: In the interests of road safety.

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.

Visibility (details approved)

No part of the development shall be first occupied until visibility splays of 2.4 metres by 43 metres have been provided at the proposed site vehicular access onto Mayflower Way in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

Jamie Brown

West Sussex County Council – Planning Services