

[REDACTED]

From: Michael Eastham
Sent: 26 February 2019 15:41
To: Planning.Responses
Subject: FW: Saltbox - BE/135/18/PL

Please upload the consultation response from the Local Highway Authority onto Ocella for BE/135/18/PL – Salt Box.

Thanks,

Michael

From: Ian Gledhill [REDACTED]
Sent: 26 February 2019 15:32
To: Michael Eastham
Subject: RE: Saltbox - BE/135/18/PL

Hello Michael, I've read through the additional information. I'd comment further as follows.

WSSC has previously reviewed and formally commented on this application. The only matter raised was the requirement to provide a capacity assessment of the Saturday peak hour for comparison between the permitted and proposed schemes. It's acknowledged that such assessment was not required as part of the originally permitted scheme, BE/102/17. This was due to that scheme being expected to result in negligible impacts during the Saturday peak hour. In comparison the proposed scheme is expected to have a more notable impact. A scenario with the consented development has now been included.

For the consented (BE/102/17) development scenario, trip generation for a Saturday has been derived from TRICS. It is apparent from the outputs provided that there are very few TRICS surveys having been completed for a Saturday. The limited number of surveys therefore raises potential issues as to whether the TRICS Good Practice is met, and more importantly if the surveys are representative of the consented development. Most notably, a site has been used within Central London. Within West Sussex it is standard practice to remove all Central London sites as this location is not representative of the majority of West Sussex or the development location. In light of the limited number of TRICS survey sites, an alternative approach should have been agreed with WSSC.

Notwithstanding the above points regarding TRICS, as noted already WSSC would expect the consented scheme to generate very few new trips in the Saturday peak. As such the more important factor was the provision of a Saturday peak hour scenario that excluded the development now proposed. This at least would then enable a comparison of traffic conditions with and without the proposed development albeit this would potentially be a more worst case as the already consented development would be excluded. Even with the inclusion of unrepresentative TRICS sites, the capacity modelling for the A29/A259 Felpham Relief Road and A29 Rowan Way Roundabouts demonstrates that the proposed development would have minimal impact upon queue and delays.

No highway objection would be raised.

If minded to approve this application, the following conditions are recommended.

Access

No part of the development shall be first occupied until such time as the vehicular access onto A259 Felpham Relief Road Roundabout as shown indicatively shown the drawing titled Site Master Plan – Block plan, numbered 1744-P01 has been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety

Car parking space

No unit shall be first occupied until the car parking serving that respective part of the development has been constructed in accordance with the approved plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

Cycle parking

No unit shall be first occupied until covered and secure cycle parking spaces serving that respective part of the development 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.

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 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.

Travel Plan

No unit shall be first occupied until a Travel Plan covering that respective part of the development has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest

guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport.

Ian Gledhill BSc MCIHT| Principal Planner – County Highways - Planning Services - Economy, Planning, and Place Directorate, West Sussex County Council | Location: Ground Floor Northleigh, County Hall,

From: Michael Eastham [mailto:Michael.Eastham@arun.gov.uk]

Sent: 22 February 2019 15:34

To: Ian Gledhill

Cc: SU Local Development

Subject: FW: Saltbox - BE/135/18/PL

Hi Ian,

Please find attached the applicant's reply to your consultation response on BE/135/18/PL – Salt Box.

I look forward to receiving your reply.

Regards,

Michael

From: Arfon Hughes [redacted]

Sent: 20 February 2019 16:09

To: Michael Eastham

Cc: Arfon Hughes; Nia Russell; Mr Will Marsh; Keith Sarchett; Chris Thrippleton

Subject: Saltbox - 3503 TN (February 2019).pdf

Dear Michael

Thank you for meeting Nia earlier and your note following.

I attach our highway consultant's response to the consultation response from WSCC.

In terms of the s106 discussions that you had earlier, can you please confirm who in legal our solicitor should be speaking to - and can you also give them instructions as required so that they will take the call! As Nia may have explained, we have discussed the s106 with Carl Dyer at Irwin Mitchell and I think the s106 & 278s can be rolled into deeds of variation of the existing agreements, making them quicker and easier to resolve.

Many thanks for your help.

Kind regards

Arfon

Arfon Hughes
Managing Director
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CF31 3PH



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