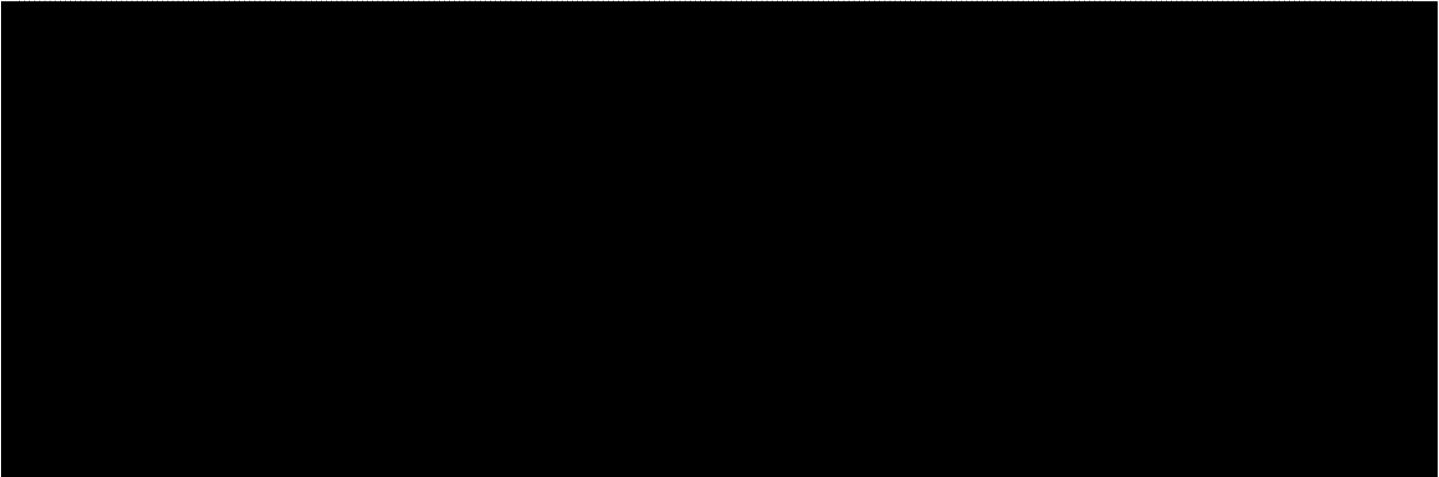


From: Emma Avis [REDACTED]
Sent: 09 July 2019 16:51
To: Anita Gardner <Anita.Gardner@arun.gov.uk>
Subject: RE: Scyld - Highways

Afternoon Anita,

Thank you for sending through the additional information as requested.

The maximum visibility splay was requested to demonstrate what could be achieved, given concerns raised about road speeds, in light of there being no speed survey data provided. It's clear that in excess of 43m (in line with Manual for Streets parameters) is achievable. The build out acts as a traffic calming feature and given its proximity to the proposed access, the speed of approaching vehicles are likely to be low.

The LHA would raise no concerns to the tracking diagram showing the build out. Yes the refuse truck will cross the centreline, but this is not unusual for this type of road/area.

The access to Scyld is not shown on WSCC mapping, clarification on this matter has now been sought.

The Local Highway Authority does not consider that the proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 109), and that there are no transport grounds to resist the proposal. The following conditions should be applied to any grant of planning consent.

Conditions:

Access (Access to be provided prior to first occupation)

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing no: FIGURE 1.3 Rev P2.

Reason: In the interests of road safety.

Vehicle parking and turning

No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking and turning space for the development.

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.

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.

Informative note:

Works within the Highway – Implementation Team

The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader [REDACTED] to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Kind Regards,
Emma

Emma Avis |Planner, County Highways, Planning Services

From: Anita Gardner [<mailto:Anita.Gardner@arun.gov.uk>]

Sent: 28 June 2019 15:38

To: Emma Avis

Subject: FW: Scyld - Highways

Hi Emma,

Please see attached additional information as requested in your earlier comments. Can you let me have an updated response in due course?

Thanks

Anita

Anita Gardner | Principal Planner, Directorate of Place, Arun District Council | Location: First Floor, Arun Civic Centre, Maltravers Road, Littlehampton, BN17 5LF

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Save the environment - think before you print.

From: Natalie McKellar

Sent: 28 June 2019 12:55

To: Anita Gardner <Anita.Gardner@arun.gov.uk>

Cc: Kerry Simmons

Subject: FW: Scyld - Highways

Dear Anita,

Further to the above highway comments I attach drawings showing a larger visibility splay and swept path analysis for Scyld. Mayer Brown have shown 2.4m x 90m splays which is the DMRB standard. We do not fully understand why this has been requested as our Highway Engineers are comfortable that the original 2.4m x 43m splays are acceptable in highway safety terms. Whilst we are happy to show this larger splay for indicative purposes the preference is that any condition relates to the original drawing showing 2.4 x 43m splays, otherwise this represents over engineering and sets an unusual precedent.

Tracking has also been provided to show that the 'build out' does not impact ingress or egress to the site.

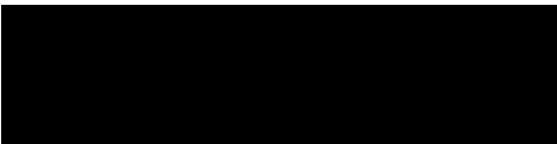
Another point to mention is that the consultee response mentions that the site plan doesn't show the existing access, when the existing access to Scyld is shown on the plan.

Should you have any queries or require anything further please contact me.

Kind regards,

Natalie

Natalie McKellar



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