



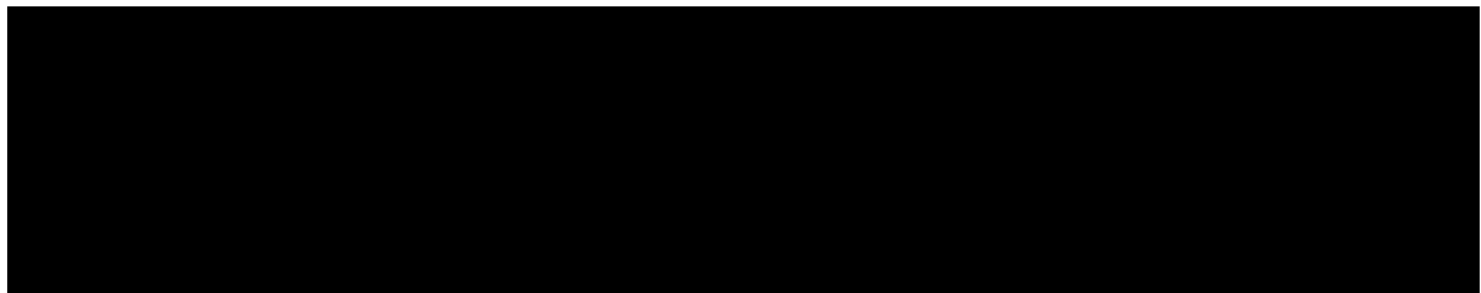
Please treat as additional info from agent

**Anita Gardner**  
Principal Planning Officer,  
Directorate of Place



Arun District Council, Civic Centre, Maltravers Rd, Littlehampton, West Sussex, BN17 5LF  
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Hello Anita,

Many thanks for your email. In reference to the points raised by the planning officer at WSCC Highways, we will update section 13 of the site set up within the CPP accordingly where necessary but in the meantime please see comments below in response, in red, which we trust are satisfactory?

Kind regards

*Colin*

Condition 4 - Construction Management Plan (CMP)

A Construction Phase Plan has been received. Section 13 refers to site set-up during construction. Whilst the plan does appear to refer to a wheel washing point, material storage and contractor parking, the plan on ADC website is not very clear. It is advised that a full coloured to scale plan is provided for the LHA to review. The following points should also be clarified: Please find attached clear colour copy of site set up plan.

- Has an agreement been entered in to with WSCC Implementation team to construct the vehicle access?  
Yes, this is in progress and with the legal teams? A temporary vehicular access to the site should be used during construction phase and any damage to the highway verge repaired as part of the minor works agreement. The applicant should clarify. The existing Langford access is to be used temporarily until the actual new access is constructed. When appropriate, this former access (along with any adjacent damage) will be removed and replaced with the new approved vehicular access ( and drainage etc) as detailed and agreed with WSCC. The access will then be used for the remaining duration of the construction.

- Large deliveries will reverse in to the site using a banksman. What is the largest vehicle type, number of deliveries and frequency anticipated? Is a temporary vehicle access of suitable width to be provided during construction phase?

The width of the current site access is sufficient for the (ongoing) construction access/turning required. Obstructions such as hedgerows have been removed where it is not required to be retained. However, suppliers will/have also been advised that deliveries should be made using their smaller vehicles to avoid any access issues en route, however we are advised the largest vehicles anticipated are still large flat bed/ rigid chassis vehicles which will reverse onto site with the aid of banksmen and drive out in a forward direction. Our client has stated, at the start on site, large vehicle deliveries/access is expected up to maximum of 7 times a day with site levelling and foundation operations, though this is expected to reduce as construction progresses and larger material/quantity deliveries completed. The temporary access connects to a new temporary road surface leading to an unloading area at its end as per the attached plan. With the completion of the construction of the on site turning head, which is designed and approved to accommodate fire and refuse vehicles (access and turning), it is expected that all construction vehicles will enter and turn on the site. Swept path tracking plans of the largest construction vehicle would be useful and a turn on site preferential (depending on total vehicle movements to be provided by applicant)

- Section 13.7 states that site worker parking will only take place in Apple Tree Walk or other surrounding roads. There are no parking restrictions or Residents Parking Zones in the vicinity. The nearby public highway is free for parking by all if done so in a safe and legal manner. From a highway safety perspective the LHA could not object to site worker parking on the publicly maintained highway and the onus is on the driver to park in a safe and legal manner. The Local Planning Authority (LPA) may wish to assess the proposed site worker parking arrangements from an amenity point of view for local residents.

The client is aware of the need not to affect local residents amenity and has subsequently advised all contractors will now be instructed to park on site. At the commencement of construction because of the type of operations, numbers will be low and contractors/site staff will be expected to car share and they will be required to use the existing hardstanding and former front garden spaces until the driveways/parking as per attached plan are constructed. As construction progresses and the number of trades increases it is anticipated/programmed that the access road will be available and staff/contractor parking will be possible on site.

Please ask the applicant for clarification on the above and a clear copy of the site set-up plan and re-consult.

Colin Button • 02380 118862

## carlton design partnership ltd

Selwyn House, 32a Castle Way, Southampton  
SO14 2AW

This email originated from outside Carlton Design.

Dear Mr Button,

Please see the attached comments received from County Highways. Can you provide the information requested within the next 10 days or discharge of this condition may take place on the basis of the information currently

submitted? I would advise that I am still awaiting a response from the environmental health officer and this request is made without prejudice to receipt of her comments.

Regards

Anita Gardner

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