

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Anita Gardner
FROM:	WSSC - Highways Authority
DATE:	10 June 2021
LOCATION:	Land South Of The Littlehampton Academy Fitzalan Road Littlehampton BN17 6ED
SUBJECT:	LU/116/21/PL Erection of 112 No. residential units with access from Fitzalan Road, open space, hard and soft landscaping works, internal roads/footways, car and cycle parking, substation, bin store and associated engineering and infrastructure works. This site is in CIL Zone 4 & is CIL Liable as new dwellings. Amended plans received.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection
S106 CONTRIBUTION TOTAL:	n/a

WSSC Highways have previously issues comments dated 5th May 2021 on this proposal. A number of points were raised. In response to the matters raised by WSSC, the applicant has submitted a Transport Assessment Addendum. Taking those matters that WSSC has identified previously, the following comments would be offered.

Road Safety Audit Designers Response – An editable version of the RSA Designers Response should be provided to WSSC to complete the road safety auditing process. This can be agreed directly between WSSC and the applicant.

Development vehicle trip distribution – The traffic flow diagrams in appendix C are largely incomprehensible. Nevertheless, accounting for the distribution within table 2, vehicle movements will be expected to disperse at the roundabouts to the north and south. Any increase in vehicle trips would be indiscernible from current traffic flows.

Travel Plan – Whilst WSSC have made a number of comments regarding the travel plan, it is accepted that the travel plan can be secured via condition and details resolved through this.

Layout – The applicant has acknowledged the points made by WSSC in respects of the internal layout. The applicant should note the traffic regulation order requirement for the car club bay. An informative is recommended to advise of the need for a traffic regulation order.

Construction Management Plan – The submitted CMP is noted. As this sets out, a final version of the CMP will be submitted once a principal contractor has been appointed. The CMP is recommended to be covered by condition.

As an additional and final comment, a pedestrian/cyclist access is proposed onto the foot/cycle way running to the south of the development. This connection will then allow residents access to the Rosemead open space. Whilst more a detailed design matter, but alterations would be required to tactile surfacing within the existing foot/cycle way to account for this new access. Alterations should also be undertaken to remove existing tactile paving and reinstate the foot/cycle at those historical, former accesses to the Elmgrove School site as these will be redundant following on from this development.

In summary, based on the submitted information, WSCC Highways are satisfied that the proposed development would not give rise to any severe or unacceptable highway impacts. No 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 Fitzalan Road serving the development has been constructed in accordance with the approved planning drawings.

Reason: In the interests of road safety.

Emergency Access

No part of the development shall be first occupied until plans and details of the emergency vehicular access onto Elm Grove, and a timetable for it's construction have been submitted to and approved in writing by the Local Planning Authority. The emergency access shall thereafter be constructed as per the approved timetable and details. The access once constructed shall be used by emergency vehicles, pedestrians, and cyclists only.

Reason: To ensure that the emergency access is suitable for its intended purpose.

Car parking space

No dwelling shall be first occupied until the car parking serving the respective dwelling has been constructed in accordance with the approved site plan. Once provided the spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

Cycle parking

No dwelling shall be first occupied until covered and secure cycle parking spaces serving the respective dwelling have been provided in accordance with plans and details to be 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 part of the development shall be first occupied until a Travel Plan 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.

INFORMATIVES

Works within the Highway – Highways Agreement 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 Highways Agreement 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.

Traffic Regulation Order

The applicant is advised to contact the WSCC Traffic Regulation Order team [REDACTED] to obtain the necessary paperwork and commence the process associated with the proposed car club parking bay. The applicant would be responsible for meeting all costs associated with this process. The applicant should note that the outcome of this process cannot be guaranteed.

Ian Gledhill
West Sussex County Council – Planning Services