

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Michael Eastham
FROM:	Highways, WSCC: Tim Townsend
DATE:	12th December 2018
LOCATION:	Kingsley Gate, Courtwick Lane, Littlehampton, BN17 7PE.
SUBJECT:	LU/283/18/DOC Approval of details reserved by condition imposed under LU/355/10/ relating to conditions 8-surface water drainage, 10-foul drainage, 12-tree protection scheme, 14-ecological enhancement & mitigation measures, 15-ecological management plan, 17-construction method statement, 18-construction compound details, 20-vehicle wheel cleaning facilities, 21-refuse & recycling bins, 22-bin lorry tracking, 23-car, motorcycle & bike parking & 29-schedule of materials & finishes.
DATE OF SITE VISIT:	
RECOMMENDATION:	☒ Advice ☐ Objection ☐ Modification ☐ No Objection ☐ More Information ☐ Refusal
S106 CONTRIBUTION TOTAL:	£N/A for this DOC application

This is the WSCC Highways and Transport (CHA) response to the above planning application for approval of details reserved by condition imposed under LU/355/10 relating to conditions 8-surface water drainage, 10-foul drainage, 12-tree protection scheme, 14-ecological enhancement & mitigation measures, 15-ecological management plan, 17-construction method statement, 18-construction compound details, 20-vehicle wheel cleaning facilities, 21-refuse & recycling bins, 22-bin lorry tracking, 23-car, motorcycle & bike parking & 29-schedule of materials & finishes.

This report specifically responds to conditions 17, 18, 20, 22 and 23. Conditions 8, 10, 12, 14, 15, 21 and 29 are matters for other specialist officers to reply to.

Conditions.

- Condition 17 (Construction Method Statement)** – *This is shown on plan BH744002PH02 (no revision). From a highways point of view, the applicant should ensure that construction vehicles follow the shortest and most direct route to the A259. Contractors must not use Courtwick Lane to reach the site. Also, it is recommended that contact details for the contractors – including out-of-hours and emergency contact details – be displayed prominently on site offices and boundary fencing throughout the construction period. The applicant should ensure that any rights of access along Old Courtwick Lane are maintained throughout the course of construction. In the event that this is not possible, it is then recommended that suitable alternative access be*

provided if the lane needs to be closed for safety reasons. LPA to comment on any non-highway aspects.

- 2. Condition 18 (Construction compound details)** – *This is shown on plan BH744002PH02 (no revision). LPA to comment also.*
- 3. Condition 20 (Wheel cleaning facilities)** – *This is documented in letter of 27th September 2018 (Barratt Homes – Darren Kenny to Michael Eastham). It is recommended that in addition to wheel washing that there is at least one daily sweep of the roads and more if considered necessary.*
- 4. Condition 22 (Bin lorry tracking)** – *This is shown on plans 4485/225 Rev. 'A' and 4485/248 Rev. 'A'. It is recommend that the LPA consult it's refuse contractor to check that 'carry distances' for bin collection are met within the layout.*
- 5. Condition 23 (Motorcycle and bike parking)** – *It is understood from the planning case officer (Mr. Michael Eastham in emails to the author dated 11th December 2018) that this condition relates to the parking for the changing/commercial facilities as approved in outline in LU/282/17 (although the wording of the condition refers to parking for just dwellings).*

Considering solely the commercial building (and flats), this is located at the end of Benjamin Gray Drive and Courtwick Lane. Both roads do not form part of the publicly maintainable highway network. Therefore WSCC can only offer our comments in an advisory capacity. Benjamin Gray Drive meets the public highway from the south at the intersection with the A259. This is a traffic light controlled four-way crossing with a pedestrian phase. Courtwick Lane is accessed from the public highway to the east from the junction of Kingfisher Drive and Courtwick Lane, which leads to the A284 Lyminster Road. However, other than on-foot or bicycle, it is understood that when completed, access to the site by motorised vehicles would be solely off Benjamin Gray Drive.

Because the site is mixed-use it will attract a number of different trips. These will range from residential, employees and those associated with the football pitches. There is also likely to be a level of pedestrian footfall as the site is located in a residential area.

The size of the building is 162sqm and based on WSCC maximum car parking standards the following number of car parking spaces have been calculated as a guide:

*A3 (private club) 1 space per 5sqm - 33 spaces
A2 (professional) 1 space per 30sqm - 5 spaces
A1 (shops) 1 space per 20sqm - 8 spaces*

As shown on the submitted drawings, 18 Spaces are shown alongside the mixed use building with an additional 2 spaces shown to the north-east of it. A further area of land (laid-out to what appears to be a turning head – also east of the commercial building) appears to offer a further 5 'informal' spaces (i.e. not marked-out). It is not known how these would be distributed between the different uses. In addition to this, the outline proposals showed a Grasscrete (or similar material) area for up to 20 cars to park on match days. This would also provide a flexible parking area for the A3 use if needed. WSCC is unable to determine whether this is still offered nor whether it would be an appropriate number as it is unclear how many pitches there will be. Although car sharing is often common practice or the use of mini buses for these types of activities would reduce the number of vehicles entering and exiting the site. How this informal area is used would either have to be secured by planning condition and/or managed by the owner, Management Company or operator/user(s) of the facilities.

Should further parking be required, this might take-place on local roads. As all the roads within the site (including Courtwick Lane) are private roads, the management of these in terms of enforceable parking restrictions would be the responsibility of the owner and/or Management Company.

Tim Townsend
West Sussex County Council – Planning Services