

Project: Littlehampton Golf Club
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Approved by: Sheila Gough
Date: 21/08/2017

1.0 Introduction

- 1.1 Motion has been instructed to provide highways and transport advice in relation to proposals at Littlehampton Golf Club, within the administrative boundaries of Arun District Council (ADC) and West Sussex County Council (WSCC).
- 1.2 This Note has been prepared in relation to the proposed importation of materials along Rope Walk in order to enable the formation of a re-contoured practice area on land at Littlehampton Golf Club.

2.0 Background

- 2.1 A planning application (planning reference: LU/208/17/PL) was submitted in June 2017 for the importation of materials in order to create an enlarged bund and infill an existing void on the eastern boundary of the golf course. That application included proposals to transport material to the site by large four axle tipper vehicles along Rope Walk over a period of 3 months during the winter.
- 2.2 It is proposed that the current application for the re-contoured practice area will use much of the same methods and measures as the already submitted planning application. Whilst it is noted that planning application LU/208/17/PL is currently undecided, the consultation responses thus far have not raised any significant concerns about the proposals, particularly the construction traffic travelling along Rope Walk.

3.0 Baseline Conditions

- 3.1 Littlehampton Golf Club is located to the west of Littlehampton on the western side of the River Arun. The Golf Club is accessed from the north west via the A259 and Ferry Road, which runs in a easterly direction and provides access onto Rope Walk.
- 3.2 Rope Walk runs adjacent to the eastern boundary of Littlehampton Golf Course and provides access to Arun and Littlehampton Yacht Clubs, West Beach car park as well as the golf club. Rope walk is approximately 1.2 kilometres in length, running from its junction with Ferry Road towards the coast where West Beach car park is located. It is a narrow road, subject to a 15 mile per hour speed limit.
- 3.3 There are double yellow lines on both the eastern and western sides for much of the length of Rope Walk. However, circa 150-200 metres to the south of Ferry Road, there are approximately 20 parallel parking spaces within the vicinity of Littlehampton Golf Club on the eastern side of Rope Walk.
- 3.4 It is noted that Rope Walk is already subject to large vehicles travelling along it for biannual shingle collections that usually occur during December. This has been happening for a number of years and it is understood that there are no issues as a result of large vehicles travelling on Rope Walk as part of this operation.

4.0 Proposals

- 4.1 The proposals at Littlehampton Golf Club include the importation of soil in order to enable the formation of a re-contoured practice area. To undertake this work, soil will need to be transported to the site by large four axle tipper vehicles along Rope Walk. It is envisaged that the importation of 45,000 cubic metres of material will be required to complete the work. This amount of material will therefore require in the region of 3,750 vehicle trips (based on carrying capacity of the vehicle to be 12 cubic metres) over a period of 6 months, which equates to approximately 29 loads per day on average.

Access for Works

- 4.2 The proposed access point for tipper vehicles to deliver the material to the golf club is located approximately 950 metres to the south of the Rope Walk/Ferry Road junction at an existing emergency/maintenance access point.
- 4.3 As part of the planning application LU/208/17/PL, it is proposed to widen the existing emergency/maintenance access in order to accommodate the four axle tipper vehicles. The current application also includes widening so that the HGVs can still enter and egress the site. Swept path analysis has been included at Appendix A which demonstrates the extent of widening required to accommodate the tipper vehicle movement.
- 4.4 The tipper vehicle will access Rope Walk via Ferry Road and the A259 (either coming from the east or west). It is noted that the A259 has wide lanes suitable for larger vehicles and provides connections to Littlehampton to the east and Felpham and Middleton-on-Sea to the west. The vehicle route along Rope Walk is illustrated in Figure 4.1.

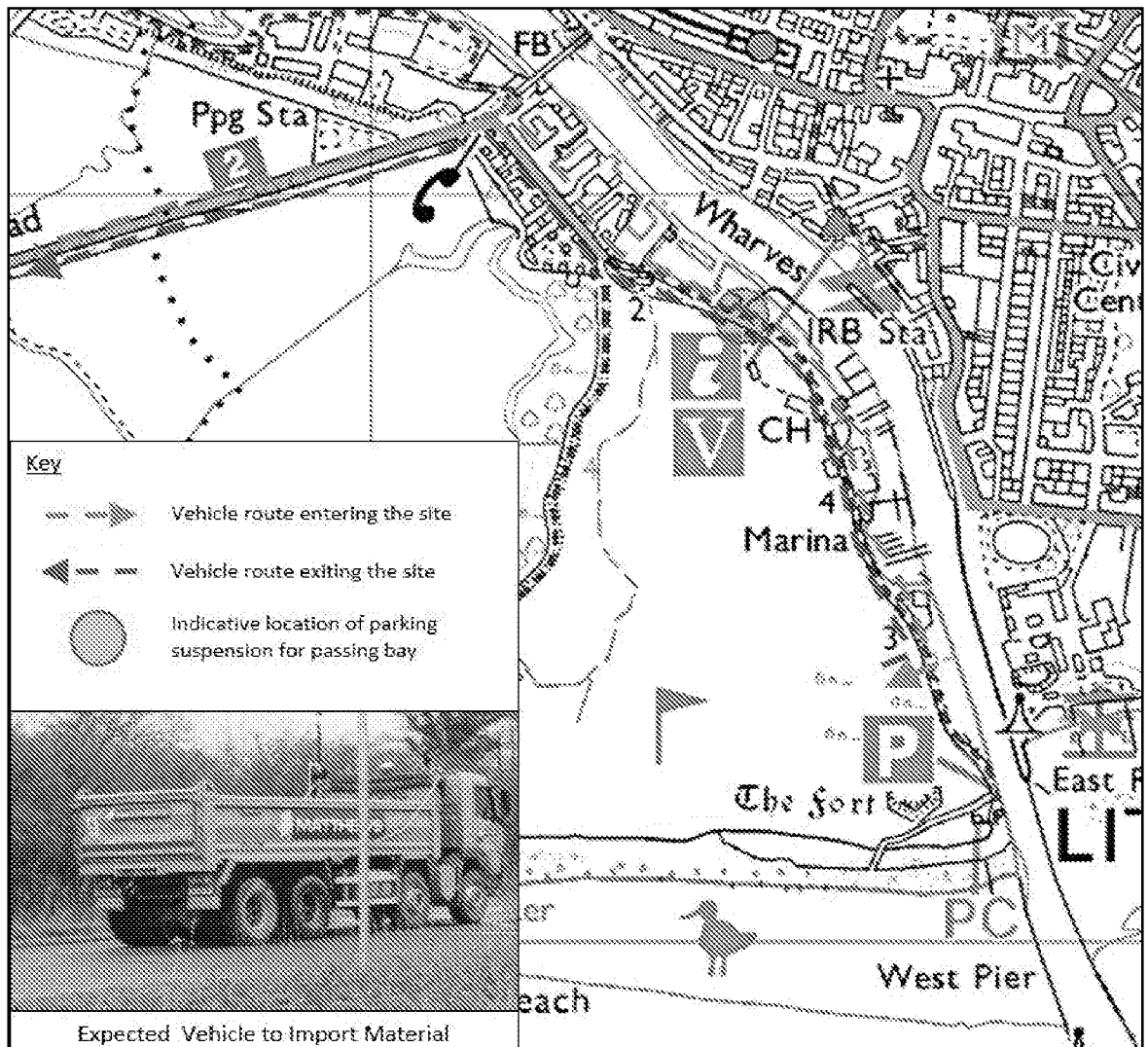


Figure 4.1: Proposed access route and indicative location of suspension of parking bays

Implementation of Works

- 4.5 Much of Rope Walk is narrow and therefore the tipper vehicle would take up the majority of the carriageway. However, it should be noted that this situation is no different to the existing situation when smaller vehicles travel along Rope Walk to gain access to West Beach car park. Notwithstanding this, the text below outlines measures that will be implemented to ensure minimal disruption whilst the works are undertaken.
- 4.6 It is understood that during the summer months, the activity associated with Littlehampton Golf Club, Arun Yacht Club, Littlehampton Yacht Club and West Beach car park is higher and consequently Rope Walk is busier with traffic. It is therefore proposed that the works will take place between October and March, outside of the peak tourist season. It is considered that the activity associated with the facilities accessed via Rope Walk will be low during the months of operation and the road will therefore will be very lightly trafficked. The approximate average of 29 loads per day, equates to circa 3/4 tipper movements an hour and, as such, there will be a considerably lower chance of delays and vehicular conflict than if the operation was undertaken during the busy summer months.
- 4.7 It is proposed that works as part of this scheme will be scheduled to occur separately from the works proposed as part of planning application LU/208/17/PL as to avoid congestion along Rope Walk as a result of HGV movements.
- 4.8 In order to provide a passing place to provide opportunities for tipper vehicles and cars to pass safely, it is proposed to temporarily suspend some of the parallel parking bays along Rope Walk within vicinity of Littlehampton Golf Club as indicated on [Figure 4.1](#). It is expected that these parking bays will not be heavily utilised during the winter months and as such it is considered an appropriate location for a parking suspension. At this location it is considered that traffic along Rope Walk will be at its highest due to the traffic associated with the golf club and is therefore a suitable position to introduce a formal passing bay. To temporarily suspend some of the parking and implement the passing bay it will be necessary to liaise with Arun District Council, who control parking along Rope Walk.
- 4.9 There are also a number of existing passing bays located within vicinity of both yacht clubs on the narrow section of Rope Walk leading to West Beach car park. As mentioned previously, it is expected that this section of Rope Walk will be more lightly trafficked during the winter months and therefore reduce the likelihood of any conflict and delay occurring. However, if conflict between vehicles using Rope Walk does occur, these passing bays can be utilised.
- 4.10 There is a maximum height barrier (2.06 metres) currently located prior to the entry to the access point. It is proposed that this will be relocated to the south of the access and will therefore not affect the movement of the tipper vehicles. A banksman will also be on-site whilst the tipper vehicle is manoeuvring to ensure it is done safely.

Construction Traffic Management Plan

- 4.11 It is proposed that a Construction Traffic Management Plan (CTMP) will be submitted post planning approval in order to minimise any disruption the works may cause. This will include details of deliveries which will include the movements that will be permitted and how scheduling of deliveries will be managed.

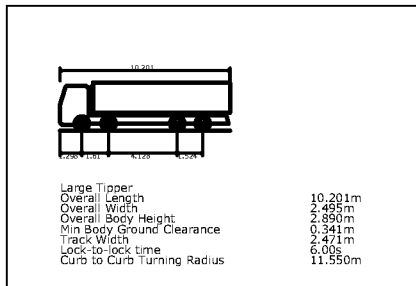
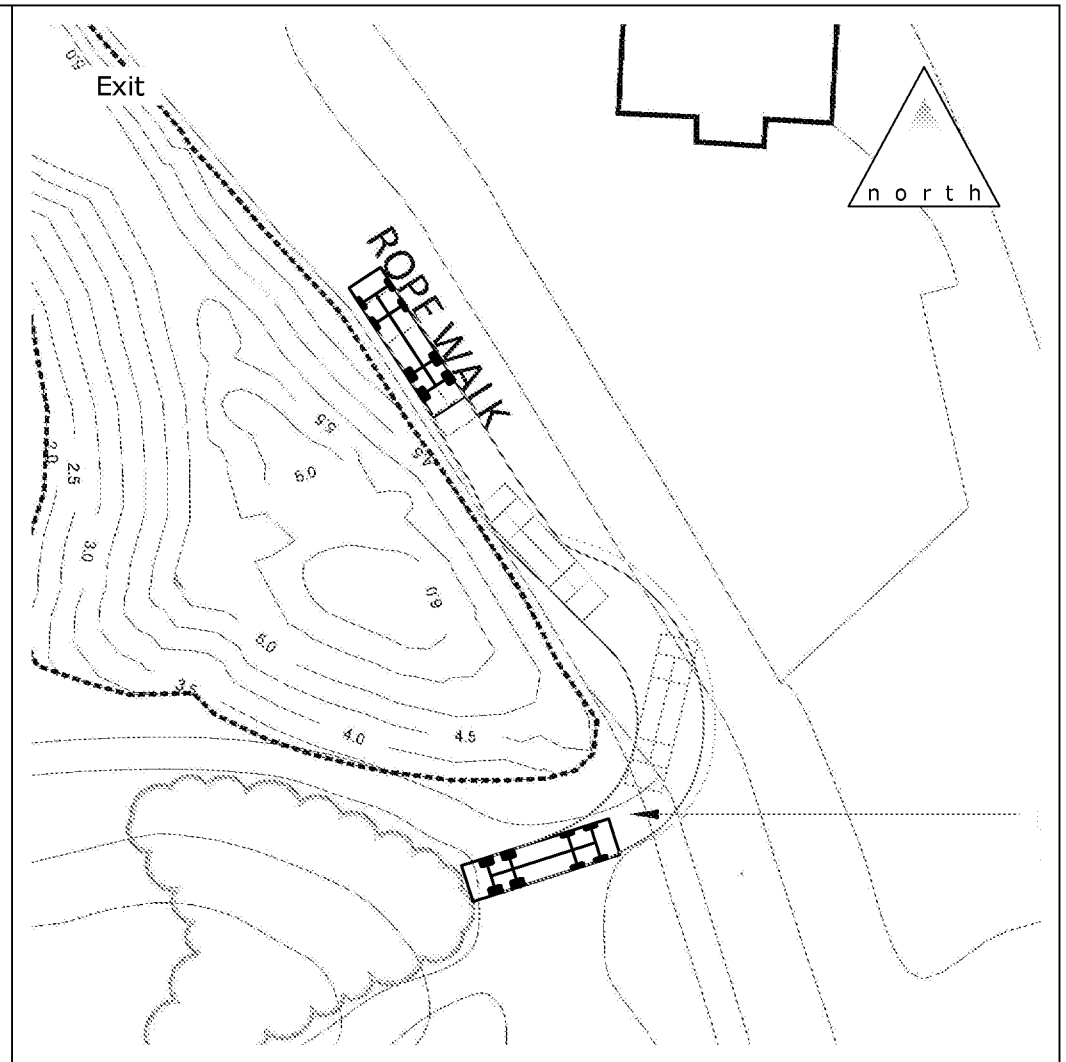
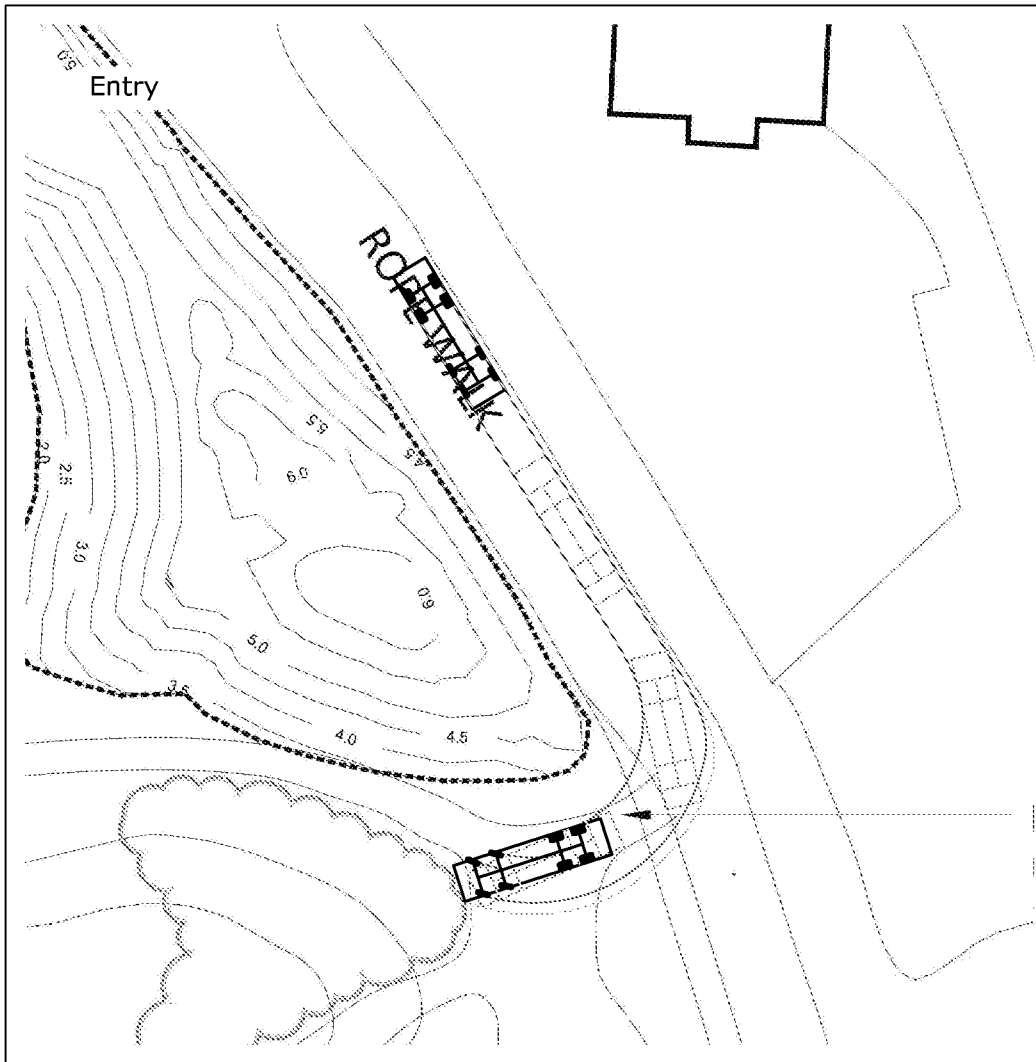
5.0 Summary and Conclusions

- 5.1 This Note has been prepared in relation to the proposed importation of 45,000 cubic metres of material along Rope Walk to enable the formation of a re-contoured practice area. The works will require in the region of 3,750 vehicle trips (based on carrying capacity of the vehicle to be 12 cubic metres) over a period of 6 months, which equates to approximately 29 loads per day on average. The operation will include a banksman to assist HGV movements on-site. The proposals also include the temporary provision of a passing bay by introducing parking restrictions in order to provide opportunities for vehicles to pass safely along potential busier sections of Rope Walk. It is also noteworthy that the works will occur outside of peak tourist season when Rope Walk is more lightly trafficked.
- 5.2 On the basis of the above it is considered that the proposed mitigation arrangements provide appropriate access to and from the site and it is concluded that the proposals will have minimal impact on the operation of Rope Walk.

Appendix A

Swept Path Analysis

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Project:
Littlehampton Golf Club

Title:
Swept Path Analysis
Large Tipper

Scale: 1:500 (@ A4)

Drawing:
161027-TK01

Revision:

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