

From: Katherine Rawlins
Sent: 06 June 2016 09:26
To: DCPlanning
Subject: FW: SY/3053/15
Attachments: SY305315.docx

Pls file --- WSCC Highways consultee 15/03053/FULEIA

Katherine Rawlins
Senior Planning Officer
Development Management
Chichester District Council

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From: Dominic Smith
Sent: 03 June 2016 12:18
To: Katherine Rawlins
Subject: SY/3053/15

Good afternoon Katherine,

I've reviewed the additional information submitted in support of SY/3053/15 and have no further comment to make. Our original comments do not appear to be on the website; hopefully you have received a copy of these, but I've attached them again just in case.

Kind regards,

Dominic

Dominic Smith | Team Manager, County Highways (Development Management), Strategic Planning, West Sussex County Council | Location: Ground Floor, Northleigh, County Hall, Chichester, PO19 1RH

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**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 4th January 2016

**FROM: Dominic Smith TO: Chichester District Council
FAO: Steve Harris**

SUBJECT: SY/15/03053/15

Managed breach of shingle spit and blocking of adjacent tidal inlet channel with shingle barrier. Fornation of shingle island within harbour following excavation of adjacent area of spit.

Managed Breach, Pagham Harbour, Rectory Lane, Pagham

RECOMMENDATION:

Advice	☐	Modification	☐	More Information	☒
Objection	☐	No Objection	☐	Refusal	☐

West Sussex County Council, in its capacity as the local highway authority, has been consulted on the proposed managed breach at Pagham Harbour.

No objection is raised to the principle of the works, as there will be no long-term impact on the operation of the local highway network and the works occur remote from the highway. However, limited information has been provided in respect of site access.

It is understood that the car park at Pagham will be used as a site compound, that both plant and contractors will access the site by road using Rectory Lane and that the works are due to last approximately 9-11 weeks. However, limited information has been provided on how plant will be transported to the site, the frequency and type of vehicles to be used and whether any temporary mitigation will be required to facilitate access.

It is expected that vehicles will travel south along the B2145 before turning onto Rectory Lane. This junction provides access for articulated vehicles entering the Natures Way site which is located in close proximity to the junction. Therefore, movements of HGVs can be accommodated through this junction. However, Rectory Lane itself is a narrow single lane track with limited passing opportunity. Any vehicles, and in particular HGVs, that may meet another vehicle travelling in an opposing direction would not be able to pass one another.

Further information is requested as to how the use of Rectory Lane will be managed through the works period. While the preference of the highway authority would be for this information to be submitted prior to determination, should the planning authority be minded to permit the development, it is recommended that a Management Plan is secured by condition to be resolved prior to commencement. Draft wording is provided below.

Access Management Plan

No development shall take place, including any works of demolition, until an Access 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 works 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 use and management of Rectory Lane
- 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),

Reason: In the interests of highway safety and the amenities of the area.

Dominic Smith
Strategic Planning