

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: David Easton/Patrick Arthurs
FROM:	WSCC - Highway Authority
DATE:	13 February 2024
LOCATION:	Barnham, Eastergate, Westergate BEW Parcel SC1 Barnham
SUBJECT:	BN/11/22/OUT Outline application with all matters reserved (except for the A29 Realignment) for the demolition of existing structures and mixed use development to provide residential dwellings (Use Class C3), Care Home/Senior Living Accommodation (Use Class E/F2/Sui Generis), a Primary School plus open space, landscaping, drainage and all other associated ancillary works; and realignment of the A29 and early connection to existing A29 including construction of a new road carriageway, junctions and associated infrastructure. This application also lies within the parish of Aldingbourne, affects the setting of listed buildings, affects the character & appearance of the Eastergate Church Lane Conservation Area and affects several Public Rights of Way. This application is the subject of an Environmental Statement. Further information received for the above application which is accompanied by an Environmental Impact Statement. The information was received on 21st December 2024 relating to amendments to the detailed design of A29 to address feedback from WSCC and inclusion of flood compensation in red edge.
DATE OF SITE VISIT:	31 March 2022
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	Details found in main body of this response

This is the fifth WSCC Highways (CHA) response to the above planning application for outline application with all matters reserved (except for the A29 Realignment) for the demolition of existing structures and mixed use development to provide residential dwellings (Use Class C3), Care Home/Senior Living Accommodation (Use Class E/F2/Sui Generis), a Primary School plus open space, landscaping, drainage and all other associated ancillary works; and realignment of the A29 and early connection to existing A29 including construction of a new road carriageway, junctions and associated infrastructure. This application also lies within the parish of Aldingbourne, affects the setting of listed buildings, affects the character & appearance of the Eastergate Church Lane Conservation Area and affects several Public Rights of Way. The application is the subject of an Environmental Statement.

In its previous responses dated 7 April 2022, 10 May 2022, 23 June 2022 and 13 July 2022, the CHA identified a number of highways-related matters requiring further responses from the applicant, such as highways layout and transport modelling. In addition to comments made in the aforementioned responses, the CHA has continued to correspond directly with the applicant's transport consultants, who have sought to address the key matters raised by the CHA. As such, the comments below respond to the latest submission of information and associated documentation now submitted to Arun District Council and found on their Planning website.

Below is a list of some of the key highways matters discussed and conclusions reached.

- 1. Road design**
- 2. Road Safety Audit**
- 3. Sustainable access strategy (pedestrians, cyclists, buses, access to railway station and Travel Plan)**
- 4. Phasing**
- 5. Additional considerations for detailed design stage**
- 6. Structures**
- 7. Highways mitigation and S106 contributions**
- 8. Noise attenuation**

1. Road design.

The section of new A29 running between Barnham Road (to the north) and Lidsey Bends (to the south), that forms part of this planning application, is to comprise a 6.75m wide carriageway with off-road segregated foot and cycle paths running along its length on both sides of the carriageway although the direction of travel on the cycle paths, as currently shown on the submitted drawings, is incorrect in that it shows cyclists travelling on the right, whereas they should be travelling on the left. This must be corrected at detailed design/reserved matters stages. Additionally, the new road comprises two bridges – one taking the road over the south coast mainline railway and other over the Lidsey Rife. The road has been designed in accordance with the Design Manual for Roads and Bridges (DMRB). A 30mph speed limit is proposed for the new A29; a speed limit reduction to 40mph is proposed for the section of the existing A29 taken from the existing 40mph limit found south of Lidsey Bends all the way through the start of the 30mph where the existing A29 enters the start of the built-up area of Woodgate (approximately adjacent to Lee's Yard commercial/industrial estate)* and a 20mph design speed is proposed for all side roads. To achieve the latter, some further changes to the design might be required in the form of speed controls/traffic management. Additionally, the Highway Authority recommends that further attention be given to off-road cycle routes and connectivity of pedestrian routes on these side roads. The final details of the side roads should form part of the detailed design and/or reserved matters/discharge of condition stages. Other future considerations are also set out elsewhere in this response.

*(*The applicant has provided plans showing the 40mph speed reduction area only running to just north of the Hanbury Link Road roundabout, thereby leaving a section of 50mph speed limit. This would not be acceptable to the Highway Authority and as such, needs to be extended to meet the existing 30mph speed limit where the existing A29 enters the start of the built-up area of Woodgate).*

2. Road Safety Audit.

A Stage 1 Road Safety Audit was undertaken by consultants independent from the design team for the development areas comprising new A29 between Barnham Road and Lidsey Bends, all new junctions where the new road joins the existing A29 and to the

north, B2233 Barnham Road, plus side road leading to Lidsey Road just north of the access to the Lidsey Landfill site (known as the 'Hanbury Link Road') and one of the E-W link roads running north of the south coast railway line, also running E-W through the site. All matters raised in the Audit have been discussed and agreed with the design team and signed off by the WSCC senior road safety engineer. Further stages of Safety Audit will follow at, and after, detailed design stage.

3. Sustainable access strategy (pedestrians, cyclists, bus strategy and access to railway station, Travel Plan, Car Club).

Off-road segregated foot and cycle paths are proposed to run along the new section of A29 on both sides of the carriageway (although as previously noted, the direction of travel on these paths, as currently shown, is incorrect and need to run 'left-right' and not 'right-left', as shown on the latest submitted drawings). Additional to this, other paths – a selection of pedestrian-only paths, shared foot and cycle paths and additionally under the railway bridge, running through the entire development site – will provide a network of sustainable access (walking and cycling) paths for users of the development.

Also, some Public Rights of Way (PRoW) are proposed to be upgraded, including grade-separated links under the E-W railway line and one under or over the Barnham to Bognor Regis branch line (final details will emerge at detailed design and/or reserved matters/discharge of condition stages).

However, it is the view of the Highway Authority that further segregated foot and cycle paths should be considered on key side roads (e.g. Hanbury Link Road and main E-W route running north of the railway bridge and E-W railway line). Again, this should form part of future detailed/reserved matters/discharge of condition applications.

Public Transport Strategy – The Highway Authority recommends that the developer adheres to the Public Transport Strategy prepared by WSP Consultants on behalf of WSCC - (Barnham Eastergate Westergate (BEW) - Strategic Site - TECHNICAL NOTE Public Transport Strategy – January 2023). It is recommended that the Strategy is also referenced in the final version of the Travel Plan. As part of the strategy for public transport for the site, the applicant is required to provide a financial contribution towards bus services, including, but not limited to, the 500 service (Littlehampton to Chichester) and services running between Bognor Regis and Barnham. Additionally, suitable bus waiting infrastructure throughout the development including should be provided by the applicant.

Travel Plan – A Final Travel Plan and monitoring fee (£5000) should be secured by S106 Agreement.

4. Phasing.

At the time of writing, it is not known how the developer intends to build-out the scheme. However, based on current transport modelling undertaken by the applicant's transport consultants, the Highway Authority recommends that no development is commenced until such time as Phase 1 of the proposed new A29 (Fontwell Avenue to Barnham Road) has been constructed in full and is open to traffic. This has been discussed with the applicants and their agreement to it given. It is recommended that a Grampian-style condition be used to secure this obligation.

5. Additional considerations for detailed design/reserved matters/discharge of condition stages.

- a) Landscaping adjacent to new and existing A29, side roads and roundabouts - impact on highways and associated visibility splays etc. –

Visibility splays: - Unfortunately only general locations of proposed trees are supplied without indication of tree species, therefore providing predicted stem or crown growth is not possible at this stage. However, it is obvious that trees which are shown within visibility splays and on roundabouts have the potential to obstruct views with their trunks/stems and as their crowns mature, subject to careful species selection. Those within splitter islands appear to have little space for adequate rooting volumes and careful consideration is required to choose appropriate species as not to physically obstruct the carriageways. In any event, visibility splays required for the design must not be impaired.

Roots barriers: - Tree pit root barriers are proposed within the soft landscaping specification, though further clarity is required to identify what this really entails. WSCC only endorse the use of root barriers to deflect and encourage roots down below any feature needing such attention and this won't prevent roots growing back upward in search of water/nutrients (this may be looked at again as part of future S38/278 engineering requirements, as opposed of simply tree requirements).

Wildflowers in verges: - It is noted on the plan supplied that most verges within visibility splays are a grass mix only (other than the eastern junction vis splay). It is of key importance to the Highway Authority that planting - when mature – does not exceed a maximum of 600mm above carriageway level so as not to obstruct visibility splays in key areas. This matter will need careful consideration at detailed design stage.

Further comments: - In principle, WSCC support the provision of suitable street trees within parts of the highway, subject to careful design and consideration of the road safety requirements as documented elsewhere in this response. This is considerate of NPPF paragraph 36. Soft landscaping and general arrangement plans and specifications have been provided, alongside a landscape strategy to support the proposal for tree planting within the highway. However, the following comments need further consideration which are advised to be addressed through reserved matters for detailed landscaping plans (including planting specifications and aftercare/management plans):

- General locations for street trees are proposed, alongside indicative tree species. Indicative species identified within the landscape strategy are supported in principle, though further inclusion of native, longer lived and larger canopy species should be included to better support local biodiversity with more visual interest for the highway and surrounding landscapes (i.e. *Tilia platyphyllos*, *Alnus glutinosa*, *Carpinus betulus* & *Quercus robur* etc.). The indicative species shown with the soft landscape specification notably differ and are not typically appropriate for the highway environment proposed.
- Supporting documents have not enabled an adequate assessment for the suitability of proposed tree planting locations near crossings and junctions of the spine road and on or near to roundabouts. Future growth of both stem and crowns of trees within proximity of visibility splays could cause obstructions once matured (potentially requiring disfiguring pruning or felling, both of which should be avoided).
- Trees proposed within splitter islands associated with roundabouts, if found to be acceptable, will require adequate rooting volumes below ground, in addition to

the appropriate selection of trees which will not physically obstruct carriageways as tree crowns mature.

- 'Tree pit root barriers' are proposed and should be adequately specified within detailed landscape designs. These should only be utilised sparingly to deflect roots away from features of concern, as opposed to encapsulating tree pits entirely.
- The Stage 1 Road Safety Audit also raised concerns about location and type of landscaping, recommending that whatever is agreed upon will not impair highway safety at key locations such as adjacent to junctions, crossings and roundabouts.

Informative information - Further liaison with WSCC's Highway Engineers is required to ensure any landscape features proposed for adoption within the highway are acceptable – the granting of planning permission alone does not secure this.

- b) Provision of extension of footway from Hanbury Link to existing A29, running northwards to existing footways at Woodgate and southwards to the 'Summer Barn' complex.
- c) Provision of cycle and pedestrian priority across side road junctions on Hanbury Link Road
- d) Provision of segregated foot and cycle path/s running along E-W link road from Cala land through to Gospond Road because the route will be a key E-W route for commuters travelling to and from the railway station and those travelling to and from schools (existing and proposed)
- e) Provision of further details of bus stop locations (and designs thereof)
- f) Provision of further detail of proposed car parking area and bus turnaround area at eastern end of E-W link road (and management thereof)
- g) Provision of further details of maintenance access turning areas either side of railway embankments and structure
- h) Provision of maintenance access bays alongside parts of the new A29 alignment (generally where controlled crossings are proposed or otherwise as advised by WSCC)
- i) Provision of segregated cycle paths running parallel to new A29 run the correct way (i.e. left to right etc. – and on both sides of the road) – current plans show the lanes running incorrectly – i.e. right to left
- j) Provision of final details of all controlled crossing points
- k) Provision of details of pedestrian and cycle links running alongside under E-W railway line under the proposed railway bridge
- l) Provision of speed controls on Hanbury Link and E-W link road
- m) Provision of a link through to Cala land for walking, cycling, emergency and buses but NO permanent link for all traffic until complete new A29 is open to traffic – this needs securing by S106 Agreement
- n) Provision of segregated foot and cycle path for the E-W Church Lane to Philip Howard Link
- o) Provision of detailed PRow upgrade plans
- p) Provision of street lighting locations at a minimum of 0.5m away from edge of cycle paths but still demonstrating appropriate lighting requirements for the infrastructure they are intended to illuminate
- q) Provision of a new and amended road signing strategy for both new and existing roads
- r) Provision of a Traffic Regulation Order (TRO) plan for new and existing roads
- s) Provision of maintenance areas for controlled crossings and other areas, as may be required

6. Structures.

The new road comprises two bridges – one taking the road over the south coast mainline railway and other over the Lidsey Rife. Both structures will carry segregated pedestrian and cycle routes across them. Additionally, two shared routes will run E-W underneath the bridge crossing the railway line and to either-side of the railway lines. Additionally, grade-separate foot and cycle crossings will be provided underneath the E-W section of railway line utilising existing structures along this section. And finally, and at a later stage concurrent with later stages of development within the Strategic Allocation at BEW, a grade-separated crossing is to be provided by developers over (or under) the Bognor Regis-Barnham branch line.

7. Highways mitigation and S106 contributions.

Suitable mitigation (both highways and non-highways), as informed by the agreed Apportionment Study (AS) and Infrastructure Delivery Plan (IDP), must be secured by a combination of planning conditions, S106 Agreement and physical works, the latter to be undertaken by the applicant and/or their successors.

8. Noise attenuation.

At the current time it is not known whether noise attenuation will be required for any locations adjacent to parts of the new road or whether any is required to safeguard any existing roads on the surround road network. Arun District Council Environmental Health Department will consider such need. If required, the Highway Authority will require consultation (and agreement) about where any attenuation is proposed on, or close to, the public highway and about type and specification that might be proposed.

Conclusion.

Should the Local Planning Authority seek to approve the proposal, the CHA recommend that it be subject to the following requirements:

S106 Agreement to secure the following payments and schemes (triggers for payments/delivery to be agreed):

1. A29 realignment - £23,009,302.33.
2. A27 Fontwell East RBT improvements - £316,860.47 - (Amount, and how this is used and/or how works are to be delivered, to be agreed with NH)
3. A27 Fontwell West RBT improvements - £448,255.81 - (Amount, and how this is used and/or how works are to be delivered, to be agreed with NH)
4. A27/B2233 Nyton Road – £95,348.84 - (Amount, and how this is used and/or how works are to be delivered, to be agreed with NH)
5. Barnham Village Centre improvements - £103,779.07
6. East-west link to provide sustainable access between BEW and Barnham Railway Station via Gospond Road – (scheme cost - applicant to provide)
7. Regular bus services linking the BEW site with Bognor Regis & local facilities and employment - £493,750.00 (Please note that bus waiting infrastructure – i.e. shelters, stops, real time passenger information would be in addition to this and is yet to be agreed)
8. Additional car parking at or for Barnham Rail Station - (scheme cost - applicant to provide)
9. A29-A259 Rowan Way Junction - £443,604.65
10. A29-A259 Felpham Relief Road Junction - £235,465.12
11. Cycle links BEW to SDNP - £1,540,697.67
12. Westergate Link cycle scheme - shared use pedestrian/cycle path between Ormiston Academy and St Philip Howard School – Applicant to provide physical works on land in their control plus they are required to pay a contribution to WSCC towards construction of links either-end of the route (across land adjacent to Philip Howard

RC Secondary School and Church Lane/Road) – Amount (£) to be agreed with Highway Authority

13. Barnham - Tangmere cycle route - £1,031,976.74
14. Barnham to Bognor Regis cycle route - £915,697.67
15. B2233 - Pedestrian improvement measures - £436,046.51
16. Additional cycle parking at Barnham Station - £current cost estimate unknown
17. Creation of dedicated NMU grade-separated railway crossings to provide safe connections for pedestrians and cyclists between sections of the proposed Rife Valley Park (west of the new A29 alignment) and to the east of the new A29 (the latter possibly utilising PRoW), - (scheme cost - applicant to provide)
18. Creation of a dedicated NMU grade separated railway crossing to provide a safe crossing of the Barnham-Bognor branch line for pedestrians and cyclists, including alterations to adjoining PROW – (scheme cost - applicant to provide)
19. Creation of dedicated grade-separated crossings of the new A29 link road for NMU's in order to deliver a sustainable and safe long-term connection within the future community – (scheme cost - applicant to provide)
20. TRO (speed limit change for existing A29 – Lidsey bends through to Woodgate, including all associated costs for advertising, implementation and signage – (scheme cost – applicant to provide)
21. Commitment to traffic speed monitoring for new A29 (part and in-full) and commitment to speed management measures should traffic speeds exceed posted 30mph speed limit (scheme cost – applicant to provide)
22. A restriction of the opening of the E-W link road to all traffic (other than for pedestrians, cyclists and buses) at the point it meets the Cala Homes land until the full new A29 is open to traffic
23. Car club – (scheme cost – applicant to provide details)
24. FINAL Travel Plan (including details of car club) and Travel Plan monitoring fee of £5000*
25. Public transport infrastructure

*(*The Travel Plan auditing fees reflects the amount of local authority officer time required to evaluate the initial plan, assess the monitoring data and participate in on-going review and agreement to any amended plans in the future, including post planning once the development is built out and occupied. The costs have been benchmarked against fees charged by other Local Authorities and are considered to proportionate and reflective of the costs incurred).*

(Please note that costs above are subject to change up to the point any S106 is signed).

Additional to the above would be PRoW upgrades as documented in PRoW responses made separately to this response.

AND,

Planning conditions:

ACCESS WORKS

1. Access (No development to commence until key road infrastructure is in place)
No development shall commence until Phase 1 A29 is complete and open to traffic.

Reason: To ensure that sufficient road infrastructure is in-part in-place to accommodate traffic generated by the development on the local road network in the interest of traffic flow and road safety.

2. Access (*access details to be provided prior to commencement*)

No part of the development shall be commenced until such time as the vehicular access serving the development has been constructed in accordance with details to be submitted to and approved by the Local Planning Authority after consultation with the Highway Authority.

Reason: In the interests of road safety.

3. Access (*Access to be provided in accordance with agreed timetable*)

No part of the development shall be commenced until such time as a timetable covering the construction of the vehicular accesses serving the development has been submitted to and approved in writing by the Local Planning Authority after consultation with the Highway Authority. Once approved, the accesses shall thereafter be constructed in accordance with the approved timetable and details shown on the approved drawings.

Reason: In the interests of road safety.

LANDSCAPING ON AND CLOSE TO PUBLIC HIGHWAY

4. Landscaping on and close to public highway

No part of the development shall be commenced until such time as plans, details and specification of any proposed landscaping to be located on or close to the public highways, have been submitted to and approved in writing by the Local Planning Authority after consultation with the Highway Authority.

Reason: To ensure that suitable landscaping is located in positions that does not compromise highway safety.

PARKING

5. Car parking space (*details to be approved – for larger sites*)

No dwelling shall be first occupied until the car parking serving the respective dwelling has been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. Once provided the spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use.

6. EVC Parking Spaces

No part of the development shall be first occupied until Electric Vehicle Charging spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide EVC charging points to support the use of electric vehicles in accordance with national sustainable transport policies.

*(*Condition 4 is only necessary if Building Regulations are not used to determine EVC provision)*

7. Cycle parking (*for larger sites*)

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.

INTERNAL ARRANGEMENTS

8. *Internal Access/estate Roads*

No part of the development shall be commenced until details and plans showing the road(s), footways, cycleways and casual parking areas serving the development have been provided to and agreed with the Local Planning Authority after consultation with the Highway Authority.

Reason: To secure satisfactory standards of access for the proposed development.

CONSTRUCTION

9. *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 road sweepers and any 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.

MISC

10. *Noise attenuation measures*

No part of the development shall be commenced until such time as plans, details and specification of any proposed noise mitigation measures to be located on or close to the public highways (including timetable for implementation) have been submitted to and approved in writing by the Local Planning Authority after consultation with the Highway Authority.

Reason: To ensure that suitable materials are used for the mitigation and that it is located in positions that would not compromise highway safety.

11. *Surfacing of Public Right of Ways (PRoW)*

No part of the development shall be first occupied until such time as plans, details and construction specification showing the proposed surfacing works for any PRoW affected have been submitted to and approved in writing by the Local Planning Authority after consultation with the Highway Authority.

Reason: To ensure that suitable materials are used for the surfacing works and to safeguard users.

12. *Retention of Right of Way*

Any existing PRoW running across the site shall remain undisturbed unless and until legally stopped up or diverted prior to the commencement of any of the development hereby permitted. The alignment of any public right of way shall be protected by being

clearly demarcated and signed, as may be approved by the Local Planning Authority, throughout the course of the development.

Reason: To safeguard the rights of the public.

INFORMATIVES

1. Section 59 of the 1980 Highways Act - Extra-ordinary Traffic

The applicant is advised to enter into a Section 59 Agreement under the 1980 Highways Act, to cover the increase in extraordinary traffic that would result from construction vehicles and to enable the recovery of costs of any potential damage that may result to the public highway as a direct consequence of the construction traffic. The Applicant is advised to contact the Highway Officer [REDACTED] in order to commence this process.

2. Works within the Highway – Implementation 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 should contact The Implementation 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 S278 Agreement being in place.

The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

3. Provision of Adoptable Highway

The applicant is required to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover any proposed adoptable on-site highway works. The applicant should contact The Implementation Team Leader [REDACTED] to commence this process. The applicant is advised that any works commenced prior to the S38 Agreement being in place are undertaken at their own risk.

4. Temporary Works Required During Construction

The applicant is advised of the requirement to enter into early discussions with and obtain the necessary licenses from the Highway Authority to cover any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works may include, the placing of skips or other materials within the highway, the temporary closure of on-street parking bays, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, the provision of cranes over-sailing the highway.

5. Temporary Developer Signage

The applicant is advised that the erection of temporary directional signage should be agreed with the Local Traffic Engineer prior to any signage being installed. The applicant should be aware that a charge will be applied for this service.

6. Traffic Regulation Orders

The applicant is advised to contact the WSCC Traffic Regulation Order team [REDACTED] to obtain the necessary paperwork and commence the process associated with any proposed waiting restrictions, removal of parking bays, provision of loading bays, and any speed limit changes. The applicant will be responsible for meeting all costs associated with this process. The applicant should note that the outcome of this process cannot be guaranteed.

7. Stopping Up Order (Town & Country Planning Act)

The applicant is advised that if any existing public highway is to be incorporated into the development, this must be the subject of a Stopping Up Order. This process must be successfully completed prior to any highway land being enclosed within the development. The applicant should contact the Department for Transport's National Transport Casework Team to commence this process.

8. Structures Checks

The applicant is advised that the proposed structures are required to be subject to the Technical Approval process as specified within BD 2/12 of the Design Manual for Roads and Bridges (or as otherwise advised by WSCC as Highway Authority). The applicant should contact the WSCC Structures team to commence this process. The applicant should note that the failure to obtain Technical Approval (TA) may prevent the future adoption of the structure as public highway or incur additional works to bring the works up to a suitable standard.

9. Temporary directional signs to housing developments (Major apps only 10 units +)

The applicant is advised that they must apply and obtain approval from West Sussex County Council as Highway Authority for all temporary directional signs to housing developments that are to be located on the highway. Further details of the process and how to apply are available here <https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/temporary-development-signs/#overview>

Tim Townsend
West Sussex County Council – Planning Services

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

www.arun.gov.uk

To register to receive notifications of planning applications in your area please go to
<https://www1.arun.gov.uk/planning-application-finder>



From: Patrick Arthurs [REDACTED]
Sent: Monday, April 15, 2024 1:54 PM
To: Planning.Responses <Planning.Responses@arun.gov.uk>
Subject: Fwd: BN/11/22 - Highways response dated 13 February 2024

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WSCC Highways comments - I don't think these have been uploaded on the webpage.

Regards

Patrick

Begin forwarded message:

From: Tim Townsend [REDACTED]
Subject: BN/11/22 - Highways response dated 13 February 2024
Date: 13 February 2024 at 13:28:18 GMT

[REDACTED]

Dear David and Patrick,

Please find attached for your records, latest WSCC Highways response to BN/11/22. At the time of writing, I haven't sent it to the generic Arun Planning inbox nor County Councillor but plan to shortly after I return from annual leave W/C 19 February.

Regards,

Tim

Tim Townsend, MCIHT
Principal Transport Planner, County Highways Team – Highways, Transport and Planning
West Sussex County Council, Ground Floor Northleigh, County Hall, Chichester PO19 1RQ

[REDACTED]

Web: www.westsussex.gov.uk

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