

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 19th May 2015

**FROM: Tim Townsend TO: Arun District Council
FAO: Neil Crowther**

SUBJECT: LU/114/15/RES - Approval of reserved matters following outline permission LU/47/11 for layout, appearance and landscaping of access road.

LOCATION: Land north of Toddington Lane, east of southern section of proposed by-pass and west of parcels B3 and B5, Littlehampton BN17 7PP.

DATE OF SITE VISIT: N/A

RECOMMENDATION:

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

S106 contribution total (see below for breakdown): £ (secured and to be paid as per terms of appropriate Legal Agreement)

This is the WSCC highways and transport response to the above application for approval of reserved matters following outline permission LU/47/11 for layout, appearance and landscaping of access road at the above location.

Summary position of Highway Authority.

Additional information is required in order that highway matters can be assessed further.

Drawings considered (all produced by Glanville Highways and Transport Consultants, Cornerstone House, 62 Foxhall Road, Didcot, Oxon, OX11 7AD):

- CV8140927/SK07 Rev. 'P1' (Block Plan)
- CV8140927/600-1 Rev. 'P2' (B3/B5 Access Road General Arrangement – Sheet 1 of 2)
- CV8140927/600-2 Rev. 'P2' (B3/B5 Access Road General Arrangement – Sheet 2 of 2)
- CV8140927/601-1 Rev. 'P2' (B3/B5 Access Road Construction Plan – Sheet 1 of 2)
- CV8140927/601-2 Rev. 'P2' (B3/B5 Access Road Construction Plan – Sheet 2 of 2)
- TR8140927/SP03 Rev. 'P2' (Swept Path Analysis 11.3m Refuse Vehicle)

Matters requiring further consideration and/or information:

1. In accordance with WSCC policy, a Stage 1 Road Safety Audit (and Designer's Response) is required for all sections of access roads proposed to be used for bus routes and where they provide access to schools and community facilities. As the road now incorporates a right hand turning lane (shown at the northern end of the access road), this (alongside the full extent of road edged in red forming part of the application) should also be considered in its entirety (to include that further north and outside of the red edging) in the Safety Audit. Please provide.
2. A formal Design Check of the entire right hand turning facility should be provided.
3. Bellmouth radius, west side of junction with Toddington Lane – Bellmouth radius is shown at 20m. This has the potential to lead to high entry speeds for vehicles travelling from Toddington Lane turning left (north) into new road. Applicant to explain why this is shown

as it is. If designed to be temporary (for construction purposes?) then applicant to state when bellmouth will be made smaller when no longer required (including likely timing). If acceptable to the Highway Authority, provision for future amendments/alterations – and what those are – to be tied-into S38/S278 Agreement.

4. Please provide the full extent of visibility splays at all junctions (including forward visibility splays – commensurate to pedestrians and, where they will be present, cyclists). A 4.5m 'x' distance should be shown at the junction of the north-south road with Toddington Lane.
5. The footway on the eastern side of the main north-south access road (southern end) should be extended eastwards and tactile paving provided to correspond with a crossing point on the south side of Toddington Lane. Pedestrian visibility should also be shown at this point.
6. Block paved cycle routes are not acceptable to Highway Authority for reasons of construction, maintenance and ease of use. These areas to be (machine) laid in flexible material (and confirmed as such by applicant).
7. Treatment of 'buffer zone' (between road and cycle path) to be considered further at S38 stage. Again, for reasons of construction, maintenance and ease of use, blockwork may not be suitable.
8. Tactile paving (corduroy or similar) to define start and finish of shared footways/cycleways will be considered in detail at S38 stage.
9. For 'crossroad' arrangements on east-west access road, these should be constructed as raised tables in accordance with WSCC standard details. As shown, the rumble strip details are unlikely to provide adequate speed control. Please show.

Please re-consult when additional information is available.

Thank you.

Tim Townsend
Strategic Planning