



JG/cg/HP14004

9 September 2015

Mr Neil Crowther
Strategic Development Manager
Arun District Council
First Floor
Arun Civic Centre
Maltravers Road
Littlehampton
BN17 5LF

Dear Neil

**APPLICATION NO. LU/114/15/RES – RESPONSE TO WEST SUSSEX COUNTY COUNCIL (WSCC)
Construction of access road to north of Toddington Lane, east of proposed Southern Lyminster
Bypass and west of Parcels B3 and B5
Land North of Toddington Lane, Littlehampton, West Sussex, BN17 7PP**

I refer to the above application and to the comments received from WSCC dated 28 July 2015. I confirm that the project team has reviewed WSCC's comments and I set out our responses below:

1 & 2. Stage 1 Road Safety Audit and Design Check of Right Hand Turning Facility

As you are aware, a Phase 1 Stage 1 Road Safety Audit Addendum Brief has been prepared and submitted to you by Mayer Brown on 2 September 2015 for your review in order to address both of these points.

3. Bellmouth on west side of Toddington Lane

The entry to the IDR from Toddington Lane has been re-tracked again and the results are as shown on Drawing No. MB/TK/03 Rev B previously submitted. Whilst on the face of it, it may appear there is plenty of scope to reduce the entry radius when considering an articulated vehicle turning onto the IDR in isolation, in reality, if a holistic view is taken for all vehicle types and manoeuvres, the ability to reduce the entry radius is hampered by the anticipated swept path of a 10m rigid vehicle turning into Toddington Lane whilst an opposing vehicle turns out onto Toddington Lane. In this situation, should the entry radius be



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creative minds safe hands



reduced, thus reducing vehicle speeds, a new safety issue would be introduced in the form of potential conflict between opposing vehicle manoeuvres. Accordingly, given that this particular section of the scheme has been previously subjected to a Stage 1 and Stage 2 Road Safety Audit and no safety concerns were raised, it is considered unsafe to reduce the entry radius as requested by WSCC.

4. Visibility Splays

The full extent of the sight line splay in the trailing traffic direction (looking east) at the southern end of the access spine road with Toddington Lane is shown on the previously submitted plans (CV8140927/600-1). The splay on this side is cut short given that it is only constructed to the tangent of the curve on the channel line in accordance with normal best practice and the requirements of Manual for Streets and the DMRB.

The previously submitted Drawing No. CV8140927/SK10 is in accordance with WSCC's details for the height of the road tables and already indicates a table height of 75mm. The dimension of 50mm is the retained kerb face at the location of the table top (i.e. the standard 125mm kerb minus 75mm raised table).

Pedestrian / cycle intervisibility was introduced at the request of WSCC. The previously submitted plans show splays of 2.0m x 2.0m, as is typically required by many authorities in what is considered the more onerous (higher risk) situation where motor vehicles need to cross footways and this dimension is considered to give non-motorised users sufficient warning of the vehicles approaching. Furthermore, it should also be noticed that TD41/95 only requires splays of 2.0m x 2.0m when large vehicles need to access a trunk road from a field access and 1.0m x 1.0m when vehicular access from a single dwelling adjoins a trunk road. On that basis, the proposed pedestrian intervisibility splays of 2.0m x 2.0m are considered more than adequate for far less onerous interaction of pedestrian with pedestrian / cyclist. If WSCC already have differing standard in place we would welcome confirmation of the details so that we may incorporate.

5. Footway on east side of proposed access road

As confirmed in your email dated 8 September 2015, the required details are shown on Drawing No. A/PH-little.2/S38/278-2 Revision A attached.



6. Cycle Routes

No further changes required.

7. Treatment of Buffer Zone

No further changes required.

8. Tactile Paving

No further changes required.

9. Raised Tables

As in relation to Point 4 above, the previously submitted detail on Drawing No. CV8140927/SK10 (see attached) shows the table height at 75mm in accordance with the WSCC standard construction details.

I trust that the above and enclosed information is clear and addresses the matters that have been raised by WSCC. If you or WSCC require any other information or wish to discuss this further please do not hesitate to contact myself or Caroline Gould [REDACTED]

Yours sincerely

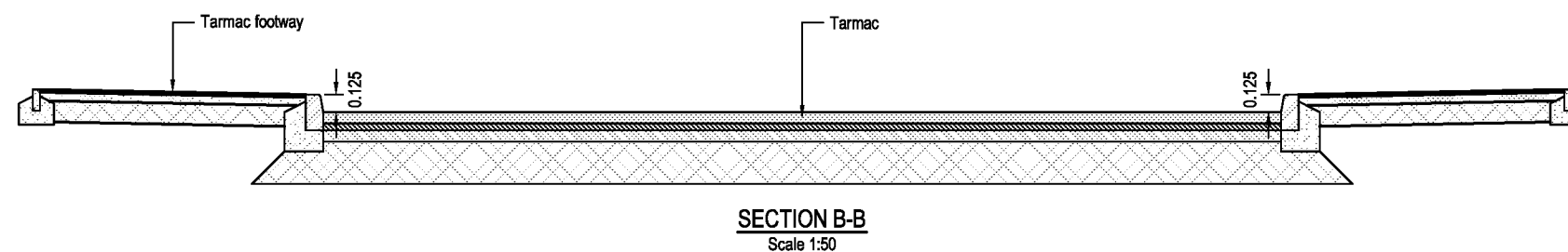
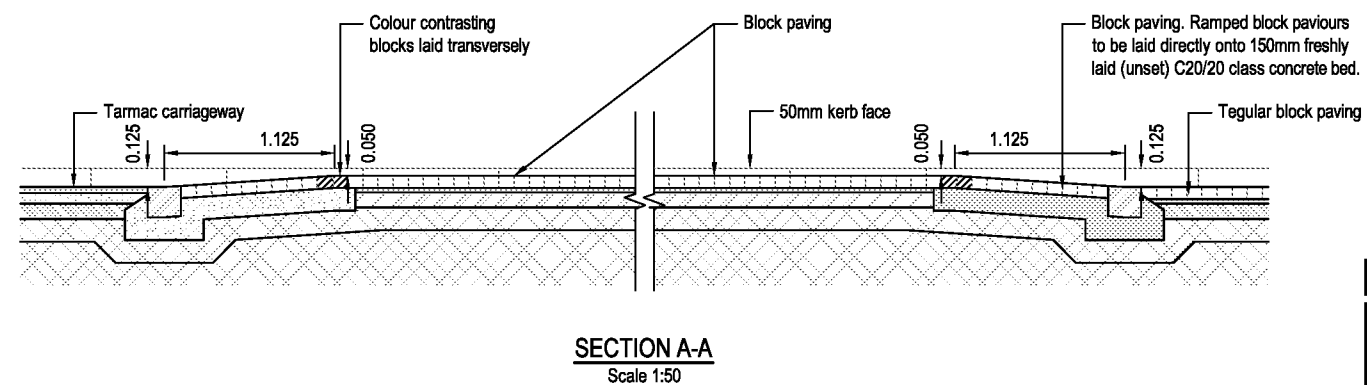
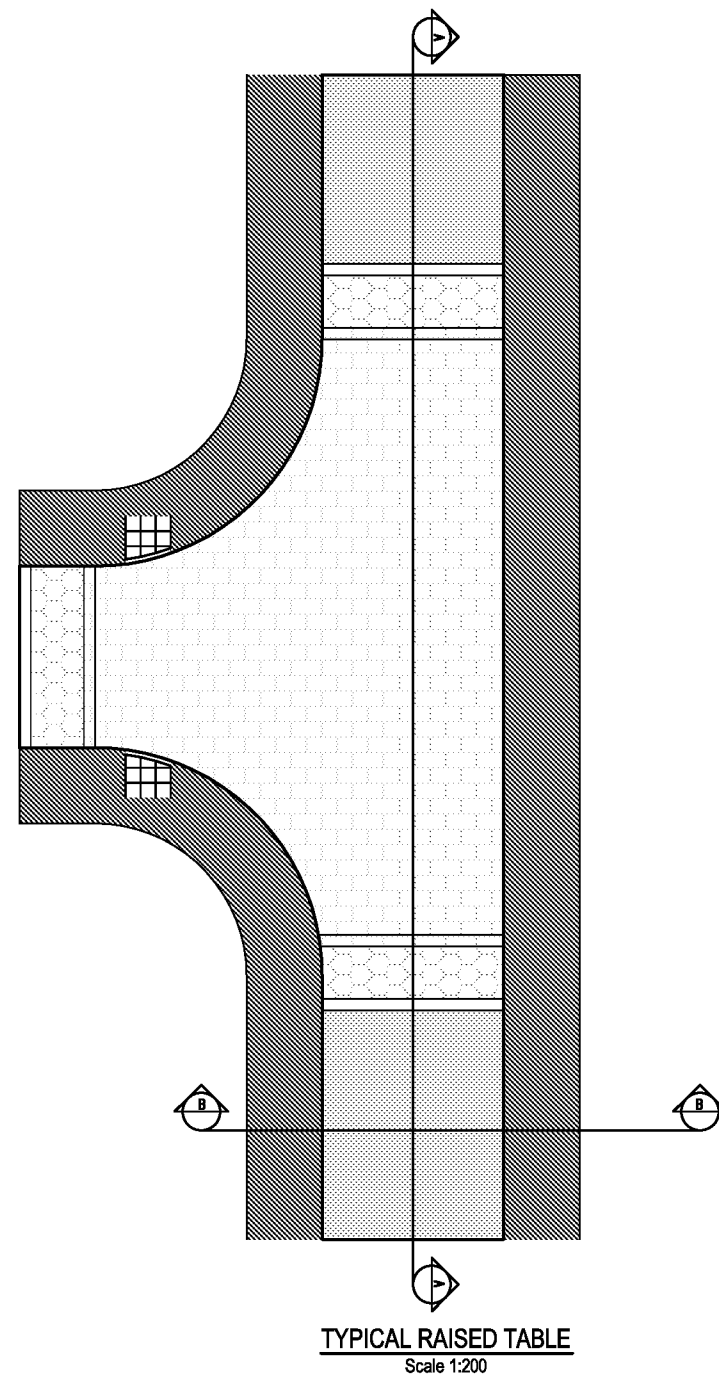
Jeremy Gardiner

Director

For and on behalf of WYG

Encls. Drawing No. A/PH-little.2/S38/278-2 Revision A
Drawing No. CV8140927/SK10

cc. Persimmon Homes Thames Valley Ltd
Tim Townsend – West Sussex County Council



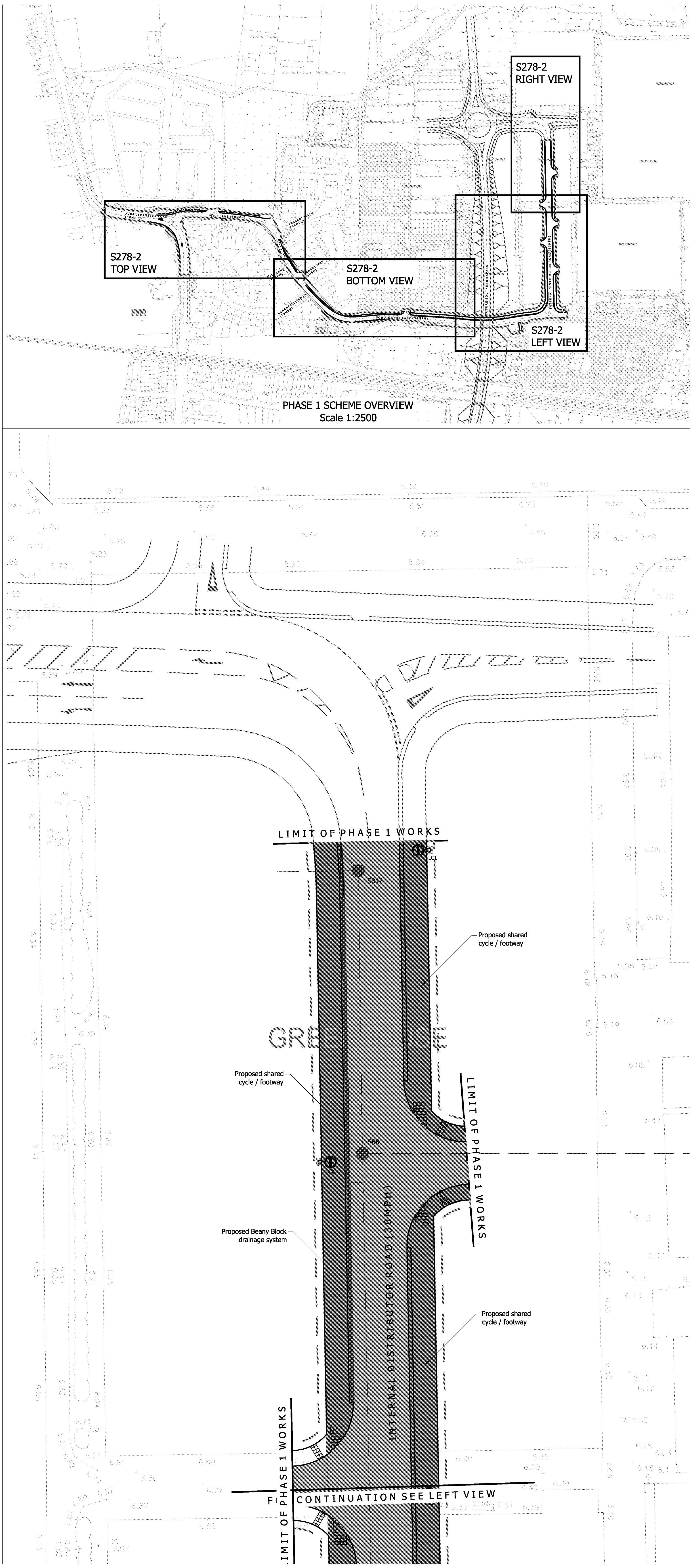
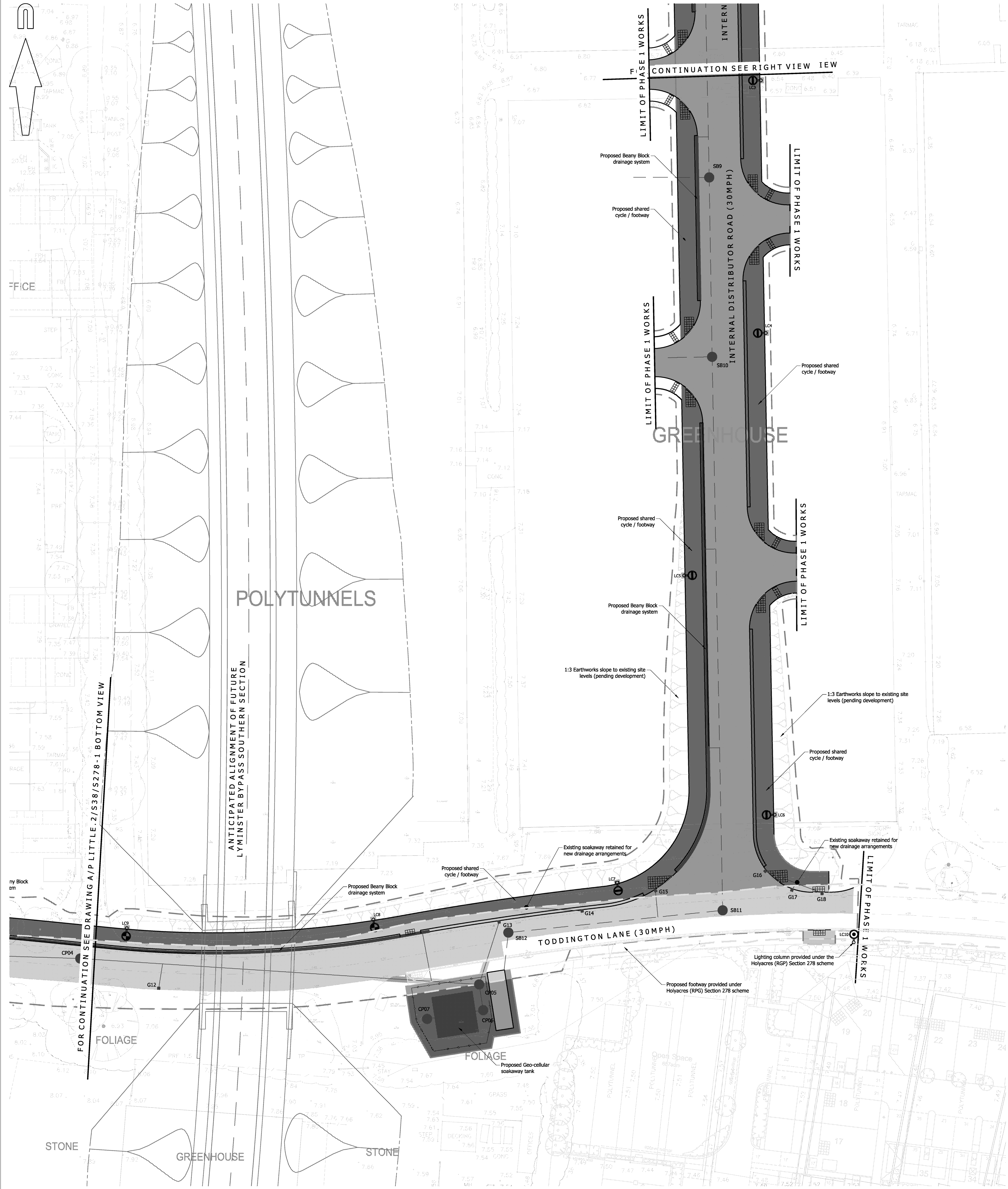
NOTES

1. This drawing is to be read in conjunction with all other relevant documents and specifications.
2. Dimensions not to be scaled.
3. Dimensions in meters unless noted otherwise.
4. All details subject to West Sussex County Council approval.
5. Refer to WSCC Standard Detail drawing S278/38/16 for details of raised table ramp feature.
6. Refer to WSCC Standard Detail drawings S278/38/02 & 03 for details of typical kerbs used.

KEY

	Tarmac footway
	Tarmac carriageway
	Block paving
	Block paved ramp
	Tactile paving

Rev.	Description	Date	Chkd
Glanville Cornerstone House 62 Foxhall Road, Didcot Oxon, OX11 7AD Tel: (01235) 515550 Fax: (01235) 817799 postbox@glanvillegroup.com www.glanvillegroup.com			
Client : PERSIMMON			
Project : North Littlehampton			
Title : Typical Raised Table Arrangement			
Project Engineer : S. Hudson		Scale :	As shown @ A3
Project Director : J. Birch		Date :	February 2015
Status :		PLANNING	
Drawing No. TR8140927/SK10			Rev -



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A0 ORIGINAL

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S.38 S.278 KEY

PROPOSED PUBLIC SURFACE WATER SEWER

PROPOSED HIGHWAY SURFACE WATER DRAINS

PROPOSED TACTILE PAVING

PROPOSED CORDUROY HAZARD WARNING PAVING

EXISTING LIGHTING COLUMN TO REMAIN

EXISTING LIGHTING COLUMN TO BE RELOCATED

PROPOSED 6 METRE COLUMN FITTED WITH POST TOP MOUNTED LUMINAIRE WITH 5 DEGREE TILT. LUMINAIRE TO BE PHILIPS WRTIL MINI LUMA R4 WITH 12 No. COOL WHITE LEDs PROVIDING NO LESS THAN 1.6lm. LUMINAIRE TO BE FITTED WITH ELECTRONIC DIMMABLE BALLAST COMPATIBLE WITH MAYFLOWER CMS VIA DALI PROTOCOL. LUMINAIRE IS TO BE CONTROLLED VIA A MAYFLOWER EXTERNAL NODE. COLUMN TO BE PAINTED BS12C39 (SHERWOOD GREEN)

PROPOSED 6 METRE COLUMN FITTED WITH POST TOP MOUNTED LUMINAIRE WITH 5 DEGREE TILT. LUMINAIRE TO BE PHILIPS WRTIL MINI LUMA RS WITH 20 No. COOL WHITE LEDs PROVIDING NO LESS THAN 2.4lm. LUMINAIRE TO BE FITTED WITH ELECTRONIC DIMMABLE BALLAST COMPATIBLE WITH MAYFLOWER CMS VIA DALI PROTOCOL. LUMINAIRE IS TO BE CONTROLLED VIA A MAYFLOWER EXTERNAL NODE. COLUMN TO BE PAINTED BS12C39 (SHERWOOD GREEN)

PROPOSED ILLUMINATED BOLLARDS

PROPOSED LIMIT OF ADOPTION

PROPOSED LIMIT OF WORKS

ASSUMED LIMIT OF HIGHWAY TAKEN FROM WSCC RECORD PLANS

NOTES

1. This drawing is to be read in conjunction with plan layout drawings numbered:

A/PH/LITTLE.2/109-1 & 2/109-2 - Site Clearance Drawings

A/PH/LITTLE.2/110-1 & 2/110-2 - General Arrangement Drawings

A/PH/LITTLE.2/111-1 & 2/111-2 - Construction Treatments Drawings

A/PH/LITTLE.2/112-1 & 2/112-2 - Drainage & Ducting Drawings

A/PH/LITTLE.2/120-1 & 2/120-2 - String Labels Drawings

SSE-975189-SL-DR-001 & 002 - Approved SSE Street Lighting Drawings

2. Plot A1 layout taken from drawing received from Glanville on 07/07/2015.

FOR APPROVAL

NOT FOR CONSTRUCTION

A Drawing updated following WSCC comments dated 14/08/2015. (C20)

rev. amendment checked date

m3 mayer brown

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Client
PERSIMMON HOMES

Project
**NORTH LITTLEHAMPTON PHASE 1
TODDINGTON LANE S278 WORKS**

Scale 1:250 drawn by QJN checked by AB

Date JULY 2015 cad file: S38-S278-1A & 2A-DWG

Title
**PROPOSED S278 HIGHWAY WORKS
SECTION 38/278 AGREEMENT DRAWING (2 OF 2)**

Drawing number
A/PH/LITTLE.2/S38/278-2

rev. **A**