

Sandra Edwards

From: Amanda Scholes on behalf of Planning.Responses
Sent: 08 November 2017 08:50
To: Planning Scanning
Subject: FW: LU/121/17/RES - Approval of reserved matters for parcels C1 and part parcels B2, B4 and C2 - Land at former Toddington Nurseries, Littlehampton - WSCC highways comments dated 7th November 2017
Attachments: LU 121 17 RES response 3.docx

From: Tim Townsend [<mailto:tim.townsend@westsussex.gov.uk>]
Sent: 07 November 2017 14:32
To: Planning.Responses
Cc: Michael Eastham; Gary Markwell
Subject: LU/121/17/RES - Approval of reserved matters for parcels C1 and part parcels B2, B4 and C2 - Land at former Toddington Nurseries, Littlehampton - WSCC highways comments dated 7th November 2017

Dear Arun Planning Department,

Please find attached WSCC highways report dated 7th November 2017 in response to the above planning proposal.

Should anyone receiving this email wish to discuss it, please do not hesitate to contact me.

Thank you.

Tim Townsend

Principal Planner, Highways – Planning Services

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**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 7th November 2017

**FROM: Tim Townsend TO: Arun District Council
FAO: Michael Eastham**

SUBJECT: LU/121/17/RES - Approval of reserved matters following outline consent LU/47/11/ for construction of 126 No. dwellings together with internal road network, car parking & landscaping.

LOCATION: Land North of, Toddington Lane, C1 & part Parcels B2, B4 & C2, Littlehampton, West Sussex, BN17 7PP.

FURTHER REVISED INFORMATION.

DATE OF SITE VISIT: N/A for purpose of this planning application.

RECOMMENDATION:

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

S106 contribution total (see below for breakdown): £(please see S106 secured at outline stage of proposal)

This is the third WSCC highways and transport response to the above planning application and responds to the additional information provided by the applicant. Drainage comments will again be made separately by the drainage engineer. This report should be read alongside previous WSCC highway comments dated 11th October 2017.

The following additional information has been considered:

1. Response to WSCC highway consultee comments of 11th October 2017
2. Stage 1 RSA Designer's Response (Amended) – authored by Mayer Brown Transportation (Adrian Barnley) – 27th October 2017

And new/amended drawings:

- 543_PL_01_COLOURED LAYOUT A1 – REV B
- 543_PL_100.SITE LAYOUT A1 – REV C

Summary position of Highway Authority.

The proposal is acceptable from a highway point of view, subject to some small amendments at the detailed design stage. Namely:

- Further detail required of the exact specification of the hard landscaping for the initial section of spine road intended to be adopted
- Further detail of the exact specification of the tree pits and root areas for the trees alongside the initial section of main spine road intended to be adopted

- Further consideration of pedestrian crossings and their proximity to trees on initial section of main spine road intended to be adopted.

The applicant should also be prepared to consider any changes/amendments that might be raised at the detailed design stage, S38/278 stage and any subsequent Road Safety Audits.

Stage 1 Road Safety Audit and Designer's Response.

In-line with WSCC policy requirements, a Stage 1 Road Safety Audit provided by the applicant accompanies the application. In addition to this and to reflect changes made since the original submission back in May 2017, an Addendum Stage 1 Safety Audit has been submitted too.

Having reviewed these, the CHA is satisfied with the Audits. The CHA is also now satisfied with the revised Designer's Response dated 27th October 2017. However, for 'Problem' 3.2, the CHA would require any Traffic Regulation Order (if required) to be paid for by the applicant.

Landscaping (main access/spine road only).

While the alignment of the initial section of spine road (intended for adoption) is generally acceptable, WSCC require that the specification for the hard landscaping in this area together with the details for the tree pits be provided and agreed prior to construction. Ideally, the rooting zone will be almost continuous underneath the surface. A condition to secure this should be attached to any consent.

Access roads.

Widths – The main 'avenue'/spine road running into the development appears to measure 6.1m wide which is suitable for large vehicles to pass one-another on straight sections subject to no obstructions being present (e.g. parked cars etc.). All other roads proposed within the application limits appear to measure 4.8m wide (other than for some short lengths providing access to plots 33-35 and 61-64 where these are shown as informal private driveway arrangements). Entrances to parking courts serving plots 95-100 (Apartment Block A) and plots 117-122 (houses) measure 4.1m wide at the actual crossing points to and from the estate roads. After that, the accesses serving these properties widen-out to 6.0m to permit manoeuvring in and out of car parking spaces.

Refuse and fire vehicle access – This is demonstrated by way of swept-path tracking diagrams shown on drawings A/PHLITTLE-INT.1/TK-1 REV. P6, A/PHLITTLE-INT.1/TK-2 REV. P6, A/PHLITTLE-INT.1/TK-3 REV. P2 and A/PHLITTLE-INT.1/TK-4 REV. P2. Previously, the applicant showed the 'track' of a refuse vehicle attempting to enter/leave the parking access drives serving plots 99-100 and 117-122 overriding the access points for these properties and, in the case of the later plots, over-sailing of the footway opposite. What is shown now as an alternative is/are bin stores located within suitable distances to the main access roads. The applicant has confirmed that bin stores/bin collection areas to serve these specific properties will be located just inside the parking areas to enable roadside pick-up by the refuse contractor. Subject to the refuse contractor being happy with this (the LPA should check this), the CHA has no further comment to make.

Surface treatments (roads, footways, landscaping etc.) – These are shown on Mayer Brown drawings A/PHLITTLE-INT.1/11-1 and A/PHLITTLE-INT.1/11-2 (although landscaping proposals are shown in more detail on White Young Green (WYG) drawing A088461 LA100.dwg). Road surface finishes are shown to be either traditional bituminous carriageways or block paving (private drives and raised table tops at some of the junctions – other than the tabletop adjacent to plots 80 and 95-100 which is in bituminous material). The applicant has explained that this latter one is like this for reasons of durability seeing as it is on the main spine road. This is accepted by the Highway Authority. It is recommended that further tactile paving be provided at appropriate crossing points as required and/or recommended at the S38/278 stage and/or as part of any Stage 2 RSA recommendations. Also, careful attention should be paid to the two proposed crossing

point locations so that any trees or other landscaping does not obscure visibility for pedestrians nor that of drivers approaching said area (as currently might be the case looking at the submitted drawings). Further crossings might need to be considered along this length on desire lines at the S38/278 stage.

The previous parking configuration outside plots 81-86 and 87-94 has now been amended providing turning clear of the spine road. This is now acceptable to the Highway Authority.

With regard to hard landscaping (granite setts with trees pits adjacent are shown for parts of the main spine road leading into the development from the IDR), this type of treatment should be removed and replaced with grass. Granite setts are potentially a safety hazard if pedestrians choose to cross over them, a maintenance liability and can create issues with tree growth adjacent.

The applicant's reply to this is that the comment relates to the continuous verge in front of the commercial / retail area. It would not be appropriate for this area to be turfed as pedestrian footfall will be such that the grass will not survive. In accordance with the outline Masterplan/S73 Development Framework Document a pedestrianised hard landscape area is what is envisaged for this area. They add that to overcome safety issues they have shown a railing to be placed around the tree pits to remove a trip hazard. However, a railing poses a maintenance burden so will need to be discussed further.

As this matter currently appears to be unresolved, the Highway Authority recommend that prior to any works commencing on-site that a specification be submitted and agreed between parties for the hard landscaping in this area together, including the details for the tree pits. Ideally, the rooting zone will be almost continuous underneath the surface.

Speed controls etc. – Raised 'tables' are shown at a number of the junctions within the overall layout. In addition to this, speed cushions are shown on certain straight sections of carriageway between the road tables. Traditionally, speed cushions would be used in *existing* situations where traffic speeds are shown to exceed the prescribed speed limit, whereas this is a new situation. Advice from one of the local bus service providers suggests that buses can use road cushions subject to them meeting a certain design criteria (max. cushion width of 1600mm with minimum 600mm offset between kerb and nearside edge of the cushion and parking prohibited for at least 25m either side of each – source DfT). With regard to the speed tables, their positions should be such that they meet relevant design guidance with regard to spacing (for speed control purposes) and height (the latter no greater than 65mm). Flexible surfacing is acceptable for tables on the main spine road (largely for maintenance reasons) and blockwork for those on the internal estate roads. It is noted that the previously shown speed cushions adjacent to the bus stop have been removed. This made need reviewing again at the S38/278 stage if the spacing of the speed controls are found to exceed recommended guidance and/or the measures are recommended in any subsequent Road Safety Audits.

Visibility splays – These now appear to be provided in accordance with the relevant guidance.

Adopted or non-adopted – Proposed adoption limit is now shown on Drawing No. A/PHLTTL-INT.1/LOA Rev. P2. Subject to it being suitably constructed in accordance with WSCC specifications (including drainage), then no highway objection is raised to this.

Parking.

Cars - Is shown either on-curtilage (as spaces or as a combination of spaces and garages), in front of properties (in a row) or in parking courts. Internal garage dimensions appear to comply with guidance given in Manual for Streets (MfS) – basically 3m x 6m. This will permit most vehicles to be able to use them and provide storage for other items at the rear. All other parking spaces appear to measure the standard 2.4m x 4.8m, other than where they are located alongside

fences/walls where they measure slightly wider at 3.0m – this latter dimension allowing for easier entry and exit to and from vehicles. From previous plans the only exceptions to this were plots 28 and 65 – both showing driveways less than this. These now appear to have been amended. Parking for plot 17 was previously excessively large/long but again, this now appears to have been amended and/or suitably explained. Likewise, garages for plots 22, 23, 30, 31, 39, 40, 53, 54, 101, 102, 103 and 104 are all set well-back into the plots providing over-long driveways. Again, these have either been amended or suitably explained.

As documented elsewhere in this report, parking for plots 80-94 has now been amended to provide turning clear of the adjacent spine road.

Cycles – Are shown parked in sheds, garages or communal parking facilities for all properties. Visitor cycle parking is provided by way of 4 sets of public cycle stands throughout the development, each with capacity for 4 cycles.

Motorcycles - Will be available on-curtilage for residential properties.

Visitor parking.

Previously, the Highway Authority had said that visitor parking had only been shown in limited locations and numbers. As such, the Highway Authority had recommended that more should be shown throughout the layout to reduce the likelihood of on-street car parking - preference being for lay-by arrangements alongside carriageways. Also, given the commercial nature of the first part of the main spine road, the Highway Authority asked that further consideration be given to visitor parking in this location as well and that the needs of mobility impaired users also be considered.

Additionally, the applicant was asked to be prepared – post-construction – to fund a possible Traffic Regulation Order (TRO) to restrict parking on the spine road adjacent to the commercial areas.

The applicant has now reviewed these comments and sought to increase provision. An amended parking calculator and parking layout plan have been provided. They state that they appear to be 2 parking spaces short on the 'allocated parking' requirement (2 spaces up on previous parking schedule). However, they have allocated 27 visitor spaces (requirement of 26) and 13 'unallocated' parking spaces (requirement of 11) which enables them to provide 303 parking spaces in total throughout the site (2 spaces over the required 301 spaces).

They have also re-visited distribution in an attempt to ensure better use. In this regard they say that all market dwellings have been provided with sufficient allocated parking to meet their needs. Visitor spaces have been concentrated around the affordable dwellings, open space and flat blocks, which is where demand is likely to be higher. Three additional visitor spaces have been provided along the northern boundary of the site in the grass verge to allow more flexibility in this area. With regard to mobility impaired users, car parking is located in logical areas, close to dwellings that they serve which should enable mobility impaired users to obtain the familiarity required for their use.

With regard to comment on the commercial nature of the development, the applicant has stated that this scheme is for a purely residential application and as such only the parking requirements for residential should be considered. Although it is true that the LPA can only make a decision on the application that is before them (and not consider the wider development), the purpose for making the comment is that part of the spine road fronting the commercial development **does** form part of this current planning application. Therefore, it is reasonable to raise the question of on-street/visitor parking alongside this road. Off-road parking requirements for the commercial / retail area will, of course, need to be provided in accordance with appropriate guidance for these areas / uses when reserved matter applications for them are progressed.

With regard to a TRO, if one is required on the adoptable elements of the road post construction and/or when properties (residential or commercial) front it, the developer has agreed to fund it. Given that this is one of the main key entrances into the development, the design should be such that suitable measures are employed within that design to discourage on-street parking to maintain free-flow of traffic and to otherwise ensure that it operates effectively and as safely as possible.

Access on-foot and by bike.

Footways are shown throughout the entire layout, other than on private drives. However, the footway alongside plots 17 and 29-32 were previously shown measuring 1.0-1.2m. These have now been amended to measure a minimum of 1.8m. A shared footway/cycleway is shown on the south side of the main spine road and runs E-W through the layout and connecting (at the western end) to the approved IDR access road. It is noted why the applicant is not proposing a path on the northern side of the road. It is also recommended that all private access paths leading directly to properties should be demonstrated DDA compliant. No specific links for walking and cycling connections to be included from the REM site to the commercial element adjacent to it are to be made according to the applicant.

Finally with regard to pedestrian and cycle movement – specifically where trees are proposed next or close to pedestrian crossing points - that adequate visibility is provided for users. Although this is now generally shown based on Manual for Streets (MfS), please also see comments elsewhere in this report about final design and location of said crossing points in relation to landscaping/trees etc.

Street lighting.

To be provided for the layout. Drawing No.'s A/PHLITTLE-INT.1/13-1 Rev. P4 (1 of 2) – March 2017 (Mayer Brown) and Drawing (2 of 2) A/PHLITTLE-INT.1/13-2 Rev. P4 – March 2017 (also Mayer Brown) show an indicative layout. Lighting on the public highway will be checked by WSCC officers at the S38/278 stage. Lighting on non-adopted sections of access roads should be certified appropriate/fit-for-purpose by a qualified street lighting engineer at time of detailed design and evidence of such provided to the LPA. All this should be secured using a planning condition.

Bus stops.

Other than a 'cage' marking being shown on the main access spine road leading into the development (eastbound only), no further detail has been shown for bus infrastructure. Further discussion about this will be required as-and-when bus services are required to enter the site.

Drainage.

Comments should be sought separately from drainage engineers.

Conclusion.

The Highway Authority does not object to the application. However, a number of points of detail are discussed/referred to in this report and the applicant should ensure that these are properly attended to before construction commences.

On this basis, if the LPA is minded to approve the scheme, it should ensure that all relevant drawings are referenced in any permission, including the caveats/comments about outstanding points of detail highlighted in this report, and the following conditions attached to any approval granted:

1. Main spine road - section alongside proposed commercial part of development (details required, access provided prior to first occupation)

The development hereby approved shall not be occupied until the spine road/main avenue serving the development has been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority after consultation with the Highway Authority.

Reason: In the interests of road safety and to ensure appropriate design.

2. Access Road (other than Main spine road as referred to in 1 above)

No part of the development shall be first occupied until the road(s), footways, and casual parking areas serving the development have been constructed, surfaced and drained in accordance with the plans and details as approved by the Local Planning Authority.

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

3. Prevention of Surface Water Draining onto Public Highway

No part of the development shall be first occupied until provision has been made within the site in accordance with the approved plans approved by the Local Planning Authority to prevent surface water draining onto the public highway.

Reason: In the interests of road safety and to accord with appropriate drainage standards.

4. Vehicle parking and turning

No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plans. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking and turning space for the development.

5. 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 temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.
- A S59 Agreement if daily HGV traffic exceeds 20 movements per day

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

6. Landscaping – main spine road

The development hereby approved shall not be occupied until a scheme for landscaping along the spine road/main avenue serving the development has been provided in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority after consultation with the Highway Authority.

Reason: In the interests of road safety and to ensure appropriate design.

INFORMATIVES

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

The applicant is required 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 (01243 642105) in order to commence this process. **Note this is only required if HGV traffic exceeds 20 movements per working day.**

Section 278 Agreement of the 1980 Highways Act - Works within the Highway

The applicant is required to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works if they affect the existing public highway. The applicant should contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Section 38 Agreement of the 1980 Highways Act – Provision of Adoptable Highway

The applicant is required to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the proposed adoptable on-site highway works. The applicant should to contact The Implementation Team Leader (01243 642105) 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.

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.

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.

Thank you.

Tim Townsend
Strategic Planning