

Recommendation Report for Approval of Reserved Matters Following Outline Approval

REF NO:	LU/152/20/RES
LOCATION:	Fitzalan Link land between A259 Worthing Road & East Street/ Fitzalan Road Roundabout Littlehampton
PROPOSAL:	Approval of reserved matters following LU/63/11 & LU/234/16/RES for construction of Fitzalan Link Road between A259 Worthing Road & the East Street/Fitzalan Roundabout. This application affects a Public Right of Way. This application is not CIL Liable as other development (Zero Rated).

SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION	This is an application for reserved matters relating to appearance, layout, scale and landscaping of the previously approved LU/63/11 (outline planning application) for the construction of the northern section of the Fitzalan Link Road between the A259 Worthing Road and the East Street/Fitzalan roundabout. The site is located on the northern edge of Littlehampton approximately 1.9km from the town centre. The original reserved matters application (LU/234/16/RES) for this section of the Link Road was approved in 2018, but it included surface water attenuation basins and swales along the highway verge. This new reserved matters application (LU/152/20/RES) takes on board the changes to the layout, appearance, scale and landscaping of the highway verges which were made at the Section 278 (detailed design) stage, which were approved by the Local Highway Authority. The changes to the highway verges which were made at the Section 278 stage comprised the replacement of the surface water attenuation basins and swales with underground storage tanks and changes to the location of the trees and shrubs along the edge of the highway.
SITE AREA	The site area is 2.43ha.
TOPOGRAPHY	The application site is predominantly flat, situated between the South Downs National Park to the north, and the coastal plain to the south. It is within the built up area boundary of Littlehampton, surrounded by mixed uses of residential estates, schools, a caravan park and business premises.
TREES	There is a substantial strip of parkland trees to the north of the site, and numerous trees around the East Street junction. The existing trees on the site consist of a mix of species with hybrid black poplar occurring most regularly. A maturing

hedge predominately of hawthorn with some ash and elder runs through the site from NE-SW. Whilst there are no Tree Preservation Orders (TPOs) covering trees on the site, there are some TPOs on neighbouring property ref TPO/LU1/93 and TPO/LU/1/95 - it is not envisaged that they would be affected by the development of the northern section of the Fitzalan Link Road.

BOUNDARY TREATMENT

The site boundary is defined to the north by Worthing Road (A259) and to the south a section of the Fitzalan Link Road has already been built, so that the boundary is just south of the new roundabout which facilitates entry into the Academy. The southern boundary line is where there is a pedestrian /cycleway crossing between Cornwall Road to the west towards Elm Grove Road to the east. The existing section of the Link Road continues southwards to the junction of East Street (B2187) and Fitzalan Road.

The western boundary of the site is defined by rear garden fences of residential properties along Highdown Drive and Paterson Wilson Road. In the southern part of the site the western boundary is defined by the Police building on Paterson Wilson Road and a disused area of land to the south, immediately adjacent to East Street.

There are a variety of land uses along the eastern boundary of the site, including education, open space and residential. Starting at the northern end of the site there is Cornfield School, which has mature trees along its boundary with the site. To the south is the continuation of the undeveloped land through which the proposed Fitzalan Link Road passes. Further south is the large site of The Littlehampton Academy. The northern part of the site boundary with the Academy is defined by mature trees and an overgrown hedgerow. However, the site extends into Academy playing fields, crossing boundary features, where it proceeds southwards towards Elm Grove Infant School. The route of the Link Road crosses the western edge of land within the primary school, and follows the alignment of the rear garden fences of properties along the southern part of Highdown Drive. The route crosses the cycleway/footpath linking Cornwall Road to the west of the site with Elm Grove Road to the east. Rosemead public open space, houses and Summerlea House nursing home define the eastern boundary of the site between Elm Grove Infant School and East Street. Avenues of mature conifers define the site boundary in this location.

SITE CHARACTERISTICS

The application site principally comprises a vacant strip of land which is safeguarded for the delivery of the northern section of the Fitzalan Link Road.

CHARACTER OF LOCALITY

The route of the northern section of the Fitzalan Link Road is located in close proximity to Cornfield School, Elm Grove Infant School and The Littlehampton Academy; residential

properties along Highdown Drive, Cornwall Road, Elm Grove Road and Paterson Wilson Road; the Police building on Paterson Wilson Road, Rosemead public open space and Summerlea House nursing home.

RELEVANT SITE HISTORY

LU/63/11/	Outline Application for the construction of the "Fitzalan Link Road" between the A259 Worthing Road & the East Street/Fitzalan Road roundabout - This application affects a Public Right of Way	ApproveConditionally 06-06-12
LU/234/16/RES	Application for reserved matters relating to access, appearance, landscaping, layout and scale of the previously approved LU/63/11/. This application affects a Public Right of Way	ApproveConditionally 19-10-17
LU/278/17/RES	Approval of Reserved Matters following Outline Permission LU/47/11 for Construction of the southern section of the Lyminster Bypass, including northern and southern roundabouts, surface water drainage and landscaping. Departure from the Development Plan & affects a Public Right of Way.	ApproveConditionally 04-10-18

The northern section of the Fitzalan Link Road is a fundamental part of the infrastructure required for the development of the strategic site of North Littlehampton. The purpose of the Link Road is to provide good access to the new strategic development area, known as Hampton Park, which is being developed north of Toddington Lane, to improve the transport infrastructure for the town and for the sub-region, to enable the delivery of a substantial new housing area and employment area, providing community and sporting facilities in an area of substantial need. The development of both the strategic site of Hampton Park and the Fitzalan Link Road have been the subject of substantial and ongoing public consultation.

REPRESENTATIONS

LITTLEHAMPTON TOWN COUNCIL:
No objection.

COMMENTS ON REPRESENTATIONS RECEIVED:

Comment noted.

CONSULTATIONS**CONSULTATION RESPONSES RECEIVED:**

HIGHWAYS ENGLAND:

No objection.

LOCAL HIGHWAY AUTHORITY:

No objection.

The submitted plans including the changes to the surface water drainage provision for the Fitzalan Link Road are the same as those being considered as part of the S38/S278 process and are acceptable to the Local Highway Authority. The conditions for the re-instatement of crossovers and a signage strategy imposed on the previous reserved matters approval should be re-imposed.

SOUTHERN WATER:

No objection.

The 221mm diameter foul rising main requires a clearance of 3 metres either side of the foul rising main to protect it from construction works and to allow for future access for maintenance. No development or tree planting should be carried out within 3 metres of the external edge of the public foul rising main without consent from Southern Water. All existing infrastructure should be protected during the course of construction works.

LEAD LOCAL FLOOD AUTHORITY:

No objection.

The drainage is in accordance with the approved Section 38 / Section 278.

ADC DRAINAGE:

No comment to make on this application.

ADC ENVIRONMENTAL HEALTH:

No comment to make on this application.

ADC ECOLOGY:

No objection.

There has been on-going monitoring on site for badgers, which is covered on page 5 of the approved Construction Environmental Management Plan (CEMP). The proposed tree planting includes vegetation hop-overs for bats and the majority of proposed planting is native which is suitable for bat habitat. Following a review of the CEMP, concerns relating to badgers and bats have been addressed.

ADC ARCHAEOLOGY:

No objection.

The route of the Fitzalan Link Road between Worthing Road and East Street, Littlehampton, has been archaeologically evaluated and demonstrated not to contain anything of sufficient interest to require additional investigation or any other mitigation measures. No further archaeological intervention is warranted.

ADC CONSERVATION OFFICER:

The area closest to the East Street Conservation Area appears to remain unaltered to that already constructed. The area closest to the eastern boundary of the site will have native trees and shrubs planted in front of it which should help to screen the acoustic barrier from any views from the south. It is considered that the application will not cause further impact on the setting of the East Street Conservation Area. As a consequence, it should be determined in accordance with the relevant policies within the Development Plan and the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended).

ADC GREENSPACE:

No objection.

The proposed landscaping includes mixed native evergreen and deciduous trees and shrubs which will provide a visual screen along the eastern and western boundaries and to the boundary with the school; the species choice and mix is suitable for this location. Over time, the semi-mature trees will soften the visual impact of the highway into the surrounding landscape providing a greening along this new road. The proposed tree species are acceptable in terms of spread, ensuring sight-lines are maintained and street lighting is not impaired. The details of the maintenance regime and long term maintenance management are considered to be acceptable.

ADC ARBORICULTURAL OFFICER:

No objection.

It is understood that no further tree removal would occur as part of this reserved matters application. A condition is requested for protective fencing to be installed around the retained trees in accordance with the 2016 Arboricultural Report.

COMMENTS ON CONSULTATION RESPONSES:

Comments noted.

POLICY CONTEXT

Designation applicable to site:

Within the Built up Area Boundary (BUAB) in the Arun Local Plan.

North Littlehampton Strategic Development Area.

DEVELOPMENT PLAN POLICIES

[Arun Local Plan 2011 - 2031:](#)

DDM1	D DM1 Aspects of form and design quality
DSP1	D SP1 Design
ENVDM4	ENV DM4 Protection of trees
ENVDM5	ENV DM5 Development and biodiversity
QEDM1	QE DM1 Noise Pollution
QESP1	QE SP1 Quality of the Environment
TDM1	T DM1 Sustainable Travel and Public Rights of Way
TSP1	T SP1 Transport and Development
TSP3	T SP3 Safeguarding to Main Road Network
INFSP1	INF SP1 Infrastructure provision and implementation
WDM2	W DM2 Flood Risk
WDM3	W DM3 Sustainable Urban Drainage Systems

Littlehampton Neighbourhood Plan 2014 Policy 18	Fitzalan Link Road
Littlehampton Neighbourhood Plan 2014 Policy 19	Lyminster Bypass & the A27 at Arundel
Littlehampton Neighbourhood Plan 2014 Policy 2	A Spatial Plan for the Town
Littlehampton Neighbourhood Plan 2014 Policy 22	Design of New Development

PLANNING POLICY GUIDANCE:

NPPDG	National Design Guide
-------	-----------------------

NPPF National Planning Policy Framework
 NPPG National Planning Practice Guidance

POLICY COMMENTARY

The Development Plan consists of the Arun Local Plan 2011-2031, West Sussex County Council's Waste and Minerals Plans and Made Neighbourhood Development Plans.

The policies are published under Regulations 19 and 35 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

The Neighbourhood Development Plan

Where applicable, Neighbourhood Development Plan's (more commonly known as a neighbourhood plan or NDP), once made by Arun District Council, will form part of the statutory local development plan for the relevant designated neighbourhood area and policies within them will be considered in determining planning applications. Made NDP policies will be considered alongside other development plan documents including Arun District Council's Local Plan.

The Littlehampton Neighbourhood Plan (NP) was made on 5th November 2014. Relevant Littlehampton NP policies have been taken into account and are addressed in the 'Conclusions' section of this report.

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:-

"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."

The proposal is considered to comply with relevant Development Plan policies in that it would have no materially adverse effect on the visual amenities of the locality or the residential amenities of the adjoining properties, nor would it have an adverse impact upon the established character of the surrounding area.

OTHER MATERIAL CONSIDERATIONS

It is considered that there are no other material considerations to warrant a decision otherwise than in accordance with the Development Plan and/or legislative background.

CONCLUSIONS

PRINCIPLE

The route of the northern section of the Fitzalan Link Road was approved in principle at outline planning stage (LU/63/11) and already has reserved matters approval (LU/234/16/RES). The Fitzalan Link Road forms part of the proposed strategic transport corridor which will provide a strategic link to the A27; and it will also provide the principal means of access to Littlehampton Academy and a new arterial route into Littlehampton Town Centre.

The northern section of the Fitzalan Link Road, which will measure 800 metres in length, will provide the highway connection between the approved A284 Lyminster Bypass to the north, and the existing road network of East Street and Fitzalan Road. The northern section of the Fitzalan Link Road will connect

into the southern section of the Lyminster Bypass at an approved new roundabout on the A259 (Worthing Road) in the north, just to the east of Highdown Road and will follow a route almost due south, connecting to a further roundabout which will provide access to the Littlehampton Academy, and connecting into the southern section of the Fitzalan Link Road that has been delivered by West Sussex County Council.

The southern section of the Lyminster Bypass, which the northern section of the Fitzalan Link Road will connect into, has outline permission under LU/47/11 and reserved matters approval under LU/278/18/RES as part of the development of Hampton Park. The southern section of the Lyminster Bypass will bridge the main railway line and Toddington Lane and connect-up with the northern section of the Lyminster Bypass at a new roundabout in Hampton Park; and it will extend southwards to the approved roundabout on the A259 (Worthing Road).

Following the approval of reserved matters (LU/234/16/RES) in 2018 for the northern section of the Fitzalan Link Road changes were made to the appearance, landscaping, layout and scale of the highway verges along this stretch of highway at the Section 278 (detailed design) stage, which were approved by the Local Highway Authority (WSCC), comprising the replacement of the surface water attenuation basins and swales with underground storage tanks. The amendments to the surface water drainage resulted in changes to the landscaping along the highway verges as trees and shrubs could not be planted over the underground storage tanks. The new reserved matters application (LU/152/20/RES) takes on board the changes to the layout of the highway verges along the northern section of the Fitzalan Link Road which were made at the Section 38/278 (detailed design) stage.

The construction of the northern section of the Fitzalan Link Road and the southern section of the Lyminster Bypass commenced on 6th January 2020 and was temporarily suspended on 25th March 2020 due to the Covid-19 lockdown, and construction re-commenced on Monday 22nd June 2020.

The Environmental Statement submitted in support of the outline application for this site (LU/47/11) is considered adequate to assess the significant effects of the development on the environment and has been taken into consideration in this report.

LAYOUT AND SCALE

No changes are proposed to the layout of the carriageway, the location of the bus stops and lay-bys, crossings, the line of the 3.5 metre' high acoustic fencing on either side of the highway, footways / cycleways, or the amendments to the PROW which were approved under the previous reserved matters (LU/234/16/RES).

Changes are proposed to the layout of the grass verges on either side of the carriageway with the removal of the attenuation basins and swales which were approved under the previous reserved matters application (LU/234/16/RES) and which were removed at the detailed design stage (S38/S278 stage); and the location of the trees and shrubs has been amended, as there can be no planting over the underground drainage tanks.

The road layout, which is not proposed to change from that approved under reserved matters LU/234/16/RES includes the position of bus stops with lay-bys on both sides (northbound and southbound) of the carriageway, as required at the outline planning stage (LU/63/11). The highway, which is currently under construction, will include a pervious road surface with a carriageway width of 6.75 metres so as to facilitate to 40 mph, over the northern section of the Link Road between the northern limit of the scheme and a point 120 metres north of a signalised Toucan Crossing. The Toucan Crossing will be located immediately north of Academy Roundabout. The 3.5 metre' high noise barrier, imposed by means of a condition on the previous reserved matters approval, which would be re-imposed on this application would provide sufficient noise mitigation relating to a speed limit of 40 mph. A limit of

30mph is approved south of the signal toucan crossing and the roundabout.

The northern section of the Fitzalan Link Road will incorporate a new PROW which will link in with the existing PROW in the south western corner of the site. The scheme includes re-aligning the existing path in the vicinity of the toucan crossing and connecting it with the path leading to Highdown Drive; and the upgrading of the path leading to Highdown Drive into a shared footpath / cycleway. The Link Road will have a footpath / cycleway alongside both sides of the access road. There will be a pedestrian refuge island adjacent to Highdown Drive, with a minimum kerb to kerb width of 3.5 metres each side of the refuge, or similar kerbed up-stand or feature. There is a short section of grass-crete at a suitable location for maintenance vehicle purposes. The County Council, as the landowner, will maintain the site and areas of land that fall outside adoption limits will remain with the landowner.

The approved highway scheme (LU/234/16/RES) includes the diversion of two existing public rights of way (PROWs Nos 3103 and 3654). The PROW 3103 runs the length of the Link Road that is subject to this application and the 3654 is located to the north of the Link Road where it connects with the A259 roundabout. The existing route of PROW 3103 has a crossing from Highdown Road to the east side of the site, then runs approximately along the eastern site boundary, connecting onto the A259 Worthing Road to the north. The crossing point from Highdown Drive in the south is to be diverted, and there is a further diversion of the footpath slightly to the west of the existing position. PROW 3654 is a crossing SE/NW from Highdown Drive connecting to the PROW route 3103 and the previous approved reserved matters (LU/234/16/RES) included a slight amendment to the crossing to enable a safe crossing point of the northern section of the Fitzalan Link Road. Three crossing points have been approved where the footpaths come to the kerbside of the access road in the north to the east of 168 Highdown Drive, enabling the re-routing of PROW 3654, in the central section to the east of 136 Highdown Drive, and to the east of 46 Highdown Road, enabling the re-routing of PROW 3103. The diversions have all been agreed with the WSCC PROW officer.

APPEARANCE

No changes are proposed to the appearance of the highway, which was approved under the previous reserved matters (LU/234/16/RES) or to the appearance of the 3.5 metre' high acoustic fencing, which was the subject of a condition and was approved under discharge of condition application (LU/366/19/DOC). The northern section of the Fitzalan Link Road is to be a single lane carriageway on each side of the road, running for a length of 800 metres. A footpath / cycleway will be provided on the eastern and western sides of the highway.

The appearance of the highway verge is proposed to change from the previously approved scheme. It is considered that the removal of the attenuation basins and the swales is unfortunate as they would have provided landscaped features of interest which would have enhanced the visual appearance of the verges on either side of the highway. However, the removal of the attenuation basins and the swales and their replacement with grass verges is considered to be acceptable, in both visual terms and functionally, especially as the number of trees and shrubs to be planted will be the same as the quantum originally approved under the previous reserved matters application (LU/234/16/RES).

VISUAL IMPACT OF ACOUSTIC BARRIER

The erection and retention of a 3.5 metre high acoustic barrier alongside the Link Road, backing onto the rear gardens of residential properties would have a visual impact upon the amenity of local residents, but this needs to be measured against the noise emissions from the vehicles travelling along the Link Road. It is considered that the higher the acoustic barrier is, the lower the noise emissions and the lower the acoustic barrier is, the higher the noise emissions will be. On balance, it is considered that the visual impact of a 3.5 metre high acoustic barrier is acceptable when measured against the noise levels emitted by vehicles on the Link Road.

LANDSCAPING AND TREES

The landscape scheme includes the planting of landscaping belts, comprising native tree and shrub planting, the planting of trees along both sides of the carriageway, wherever possible, together with the retention of existing vegetation and the laying of amenity grassland and species rich grassland on the verges. The amount of tree and shrub planting that was approved at the reserved matters stage (LU/234/16/RES) in 2018 was dramatically reduced - a reduction of 747 plants including 5 trees - in the landscaping plans that were approved at the Section 278 (detailed design) stage as trees and shrubs cannot grow above underground storage tanks.

The precise location of the trees and shrubs has been altered due to the location of the underground storage tanks. However, the 747 plants including 5 trees which were due removed from the landscaping plans at the Section 278 (detailed design) stage have been accommodated within the red line boundary in this new reserved matters application and on the accompanying Landscaping Proposals, thereby ensuring that there is no reduction in the number of plants or in the overall landscape cover in the highway verge along the northern section of the Fitzalan Link Road. A condition is required to be imposed to ensure that tree protection fencing to BS 5837: 2012 is erected and retained during the construction of the northern section of the Fitzalan Link Road.

TRANSPORT

The Local Highway Authority has requested that conditions be imposed on the approval of reserved matters regarding the re-instatement of disused crossovers and / or accesses and a road signing strategy. It is considered appropriate to re-impose these conditions which were imposed on the previous reserved matters approval (LU/234/16/RES).

SURFACE WATER DRAINAGE

A separate discharge of condition application (LU/156/20/DOC) has been submitted for the provision of the underground storage tanks for the drainage of the northern section of the Fitzalan Link Road, as required by Condition No 16 which was imposed on the outline planning permission (LU/63/11).

SUMMARY

It is considered that the proposed changes to the appearance, layout, scale and landscaping of the highway verges along the northern section of the Fitzalan Link Road are acceptable in visual terms. The proposed changes to the northern section of the Fitzalan Link Road set out in this reserved matters application (LU/152/20/RES) comply with the policies in the Development Plan and accord with the National Planning Policy Framework (the NPPF).

HUMAN RIGHTS ACT

The Council in making a decision should be aware of and take into account any implications that may arise from the Human Rights Act 1998. Under the Act, it is unlawful for a public authority such as Arun District Council to act in a manner, which is incompatible with the European Convention on Human Rights.

Consideration has been specifically given to Article 8 (right to respect private and family life) and Article 1 of the First Protocol (protection of property). It is not considered that the recommendation for approval of the grant of permission in this case interferes unreasonably with any local residents' right to respect for their private and family life and home, except insofar as it is necessary to protect the rights and freedoms of others (in this case, the rights of the applicant). The Council is also permitted to control the use of property in accordance with the general interest and the recommendation for approval is considered to be a proportionate response to the submitted application based on the considerations set out in this report.

DUTY UNDER THE EQUALITIES ACT 2010

Duty under the Equalities Act 2010

In assessing this proposal the following impacts have been identified upon those people with the following protected characteristics (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex or sexual orientation).

The proposal would have a neutral impact on the protected characteristics.

RECOMMENDATION

APPROVE CONDITIONALLY

- 1 The development hereby approved shall be carried out as substantively shown in accordance with the following approved plans:

Drawing No. A088461 FL6 - Location Plan (1 of 2)
 Drawing No. A088461 FL7 - Location Plan (2 of 2)
 Drawing No. PHF-MB-S278-GF-DR-D-S278-01 Rev. P9 - Section 38/278 Agreement Drawing (1 of 2)
 Drawing No. PHF-MB-S278-GF-DR-D-S278-02 Rev. P9 - Section 38/278 Agreement Drawing (2 of 2)
 Drawing No. A088461 FL1 Rev. W - Landscaping Proposals (1 of 2)
 Drawing No. A088461 FL2 Rev. W - Landscaping Proposals (2 of 2)
 Drawing No. PHF-MB-S278-GF-DR-D-208-01 Rev. P4 - Topographical Survey Drawing
 Drawing No. PHF-MB-S278-GF-DR-D-208-02 Rev. P3 - Topographical Survey Drawing
 Drawing No. PHF-MB-S278-GF-DR-D-209-01 Rev. P8 - Site Clearance Drawing (1 of 2)
 Drawing No. PHF-MB-S278-GF-DR-D-209-02 Rev. P6 - Site Clearance Drawing (2 of 2)
 Drawing No. PHF-MB-S278-GF-DR-D-210-01 Rev. P17 - General Arrangement Drawing (1 of 2)
 Drawing No. PHF-MB-S278-GF-DR-D-210-02 Rev. P17 - General Arrangement Drawing (2 of 2)
 Drawing No. PHF-MB-S278-GF-DR-D-211-01 Rev. P10 - Construction Treatments Drawing (1 of 2)
 Drawing No. PHF-MB-S278-GF-DR-D-211-02 Rev. P9 - Construction Treatments Drawing (2 of 2)
 Drawing No. PHF-MB-S278-GF-DR-D-212-01 Rev. P11 - Drainage Drawing (1 of 2)
 Drawing No. PHF-MB-S278-GF-DR-D-212-02 Rev. P9 - Drainage Drawing (2 of 2)
 Drawing No. PHF-MB-S278-GF-DR-D-213 Rev. P7 - Proposed Traffic Signal Crossing
 Drawing No. PHF-MB-S278-GF-DR-D-219-01 Rev. P8 - String Labels Drawings (1 of 2)
 Drawing No. PHF-MB-S278-GF-DR-D-219-02 Rev. P6 - String Labels Drawings (2 of 2)
 Drawing No. PHF-MB-S278-GF-DR-D-220 Rev. P7 - Longitudinal Sections Along MFTZ and MCL1
 Drawing No. PHF-MB-S278-GF-DR-D-221 Rev. P6 - Cross Sections along MFTZ (1 of 2)
 Drawing No. PHF-MB-S278-GF-DR-D-222 Rev. P7 - Cross Sections along MFTZ (2 of 2) & MCL1
 Drawing No. PHF-MB-S278-GF-DR-D-230 Rev. P6 - Stockdale Crown Line Design
 Drawing No. PHF-MB-S278-GF-DR-D-231 Rev. P2 - Cross Sections Along MCR0 & MCR1
 Drawing No. PHF-MB-S278-GF-DR-D-232 Rev. P2 - Cross Sections Along MCR2 & MCR3

Arboricultural Report, prepared by WYG Environment Planning Transport Ltd. Rev: V1, 4th

August 2016.

Gramm Barrier Systems Soundblok Range Technical Specification Note - Noise Barrier: Acoustic Fencing.

including recommendations of any Safety Audits, Design Checks, and any Traffic Regulation Order requirements (and any other alterations as may be reasonably required by the Local Highway Authority) to be provided to and agreed with the Local Planning Authority after consultation with the Local Highway Authority.

Reason: For the avoidance of doubt and in the interests of amenity and the environment and to ensure fit-for-purpose road constructed to appropriate design and safety standards in accordance with Policy D DM1 of the Arun Local Plan.

- 2 The development, hereby permitted, shall not come into use until the pedestrian and cycle accesses to the site have been constructed substantively in accordance with the approved plans, Design Checks, formal Public Rights of Way (PRoW) requirements and any Road Safety Audit (RSA) recommendations.

Reason: To ensure fit-for-purpose access on foot and by cycle roads constructed to appropriate design and safety standards and to encourage access by non-car modes, in accordance with Policy D DM1, Policy T SP1 and Policy T DM1 of the Arun Local Plan.

- 3 The northern section of the Fitzalan Link Road shall not be brought into use until any disused crossovers and/or accesses no longer required as part of the development, have been permanently removed and re-instated in accordance with Local Highway Authority specifications to be submitted to and approved by the Local Planning Authority after consultation with the Local Highway Authority.

Reason: To ensure that any access points not required to serve the development are permanently removed to avoid risk of inappropriate re-opening in the future and also in the interests of road safety, in accordance with Policy D DM1 and Policy T SP1 of the Arun Local Plan.

- 4 The northern section of the Fitzalan Link Road, hereby approved, shall only be brought into use once a suitable Signing Strategy has been provided to and been agreed by the Local Planning Authority after consultation with the Local Highway Authority to provide adequate information to road users (e.g. directional signage, warning signage etc.).

Reason: In the interests of road safety, in accordance with Policy D DM1 and Policy T SP1 of the Arun Local Plan.

- 5 The northern section of the Fitzalan Link Road shall only be brought into use as per the terms of any Section 38/278 Agreement, the Section 106 Agreement and when appropriate connections have been made with the A259 Littlehampton Road works, also proposed by the applicant (referred to as 'Southern By-Pass' works in the Section 106 Agreement) and with the southern section of Fitzalan Road, already constructed.

Reason: In the interests of road safety, in accordance with Policy D DM1 and Policy T SP1 of the Arun Local Plan.

- 6 Protective fencing shall be retained intact - for the protection of the retained trees - until completion of the northern section of the Fitzalan Link Road hereby approved and shall not be removed or re-positioned without the prior written approval of the Local Planning Authority, in strict accordance with the Arboricultural Report, prepared by WYG Environment Planning

Transport Ltd., Rev: V1, 4th August 2016.

Reasons: To comply with BS5837 and to ensure that retained trees are afforded due respect and appropriate levels of protection such that their ongoing health and vitality is not compromised, and they can continue to enhance the landscape and amenity of the area, in accordance with Policy ENV DM4 of the Arun Local Plan.

- 7 The northern section of the Fitzalan Link Road shall not be brought into use until the 3.5 metre high acoustic barrier constructed in Ridged Panels in Weathering Steel, manufactured by Gramm Barrier Systems Limited has been completed and will be maintained in place thereafter in the locations identified on Drawing No. PHF-MB-S278-GF-DR-D-S278-01 Rev. P9 - Section 38/278 Agreement Drawing (1 of 2) and Drawing No. PHF-MB-S278-GF-DR-D-S278-02 Rev. P9 - Section 38/278 Agreement Drawing (2 of 2).

Reason: In the interests of the environment of the development, in accordance with Policy D DM1 and Policy QE DM1 of the Arun Local Plan.

- 8 INFORMATIVE: To enter into a Section 59 Agreement under the 1980 Highways Act to cover an increase in extraordinary traffic that might 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 should contact the Highway Officer (01243 642105) in order to commence this process.
- 9 INFORMATIVE: Public Rights of Way (PRoW) requirements must be obtained from WSCC PRoW Team via WSCC website. No alterations should be made to any PRoW unless and until all necessary permissions have been granted by the PRoW Team and/or Legal Department. This planning permission is subject to the approval of the diversion of the two PROW affected by the proposed development. The diversion application is subject to public consultation which must be completed before commencement on-site.
- 10 INFORMATIVE: Any crossings of ditches or watercourses will require land drainage consent from the land drainage authority.
- 11 INFORMATIVE: It is essential that the contractor contact Southern Water before they commence development on site as the site is located over a critical distribution water main.
- 12 INFORMATIVE: Any works to the trees or vegetation clearance on the site should only be undertaken outside of the bird nesting season which takes place between 1st March - 1st October. If works are required within this time an ecologist will need to check the site before any works take place (within 24 hours of any work).
- 13 INFORMATIVE: The Ecologist has requested a pre-works check must be undertaken by a CIEEM ecologist within 24 hours of the works. If any active nests are found, then an appropriate buffer zone is to be established and left intact until the nest is no longer in use. In addition if animal burrows are identified during site clearance, then these should be inspected by an ecologist prior to removal.
- 14 INFORMATIVE: Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure)(England) Order 2015. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.