

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

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| <b>TO:</b>                      | Arun District Council<br>FAO: Michael Eastham                                                                                                                  |
| <b>FROM:</b>                    | WSCC - Highways Authority: Tim Townsend                                                                                                                        |
| <b>DATE:</b>                    | 14th January 2021                                                                                                                                              |
| <b>LOCATION:</b>                | Phase 4 Hampton Park<br>Toddington Lane<br>Littlehampton<br>BN17 7PL                                                                                           |
| <b>SUBJECT:</b>                 | LU/178/20/RES<br>Approval of reserved matters following outline consent LU/47/11 for 46 No. dwellings.<br><br><b>A copy of the Road Safety Audit received.</b> |
| <b>DATE OF SITE VISIT:</b>      | n/a                                                                                                                                                            |
| <b>RECOMMENDATION:</b>          | Advice                                                                                                                                                         |
| <b>S106 CONTRIBUTION TOTAL:</b> | n/a                                                                                                                                                            |

This is the WSCC Highways response to the above planning application seeking approval of reserved matters following outline consent LU/47/11 for 46 No. dwellings.

This specific report responds to the Stage 1 Road Safety Audit supplied by the applicant and prepared and undertaken by 'Traffic Management Consultants' dated 28th November 2020 titled 'Stage 1/2 Road Safety Audit Report - Littlehampton Phase 4 proposed new residential development S38 works'.

### Highways response.

Eleven problems are raised in the Stage 1 Road Safety Audit provided by the applicant. All but one have been accepted by the designer. The issue arising is to do with Problem 8.3 and location of service/manhole covers. The recommendation by the audit team is to re-locate these away from sections of road as during maintenance the auditor considers that this would require those parts of the roads to be closed. The designer has explained it is not practical or feasible to redesign the drainage so manholes are not located on bends of junctions. They continue by saying that this is generally where pipes join other so it is inevitable access chambers/manholes will be located in these areas. However, if/when access is required to the chambers they consider there is sufficient space for vehicles to pass without requiring a road closure.

On this occasion after due consideration of both the recommendation and designer's response, the Highway Authority agrees with the designer, particularly as provision for access to properties during maintenance periods (the latter which is generally an infrequent occurrence) would still need to be provided in one form or another as is often the norm. Also, traffic management would be employed to assist with access which is a matter that sits outside of planning on this occasion.

Therefore to conclude the Stage 1 Safety Audit process, the Highway Authority has discussed the Road Safety Audit Log (Designer's Response) directly with the designer of the scheme and the finalised document with the agreed actions will be provided separately directly to the LPA and case officer. This must be put on the public file.

The reference is:

*Toddington Phase 4 RSA Response Report 201221 P1 with WSCC comments FINAL*

**Conclusion.**

Should the LPA be minded to approve the application it should be subject to the following conditions:

***Access***

No part of the development shall be first occupied until such time as the vehicular access, internal roadways and associated highway-related infrastructure serving the development has been constructed in accordance with the details shown on the approved drawings and in accordance with agreed Road Safety Audits.

Reason: In the interests of road safety.

***Car parking space***

No dwelling shall be first occupied until the car parking serving the respective dwelling has been constructed in accordance with the approved site plan. Once provided the spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

***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

***Cycle parking***

No dwelling shall be first occupied until covered and secure cycle parking spaces serving the respective dwelling have been provided in accordance with the approved site plans. Once provided they should be retained at all times for their designated purpose.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

### ***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.

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

### **Informatives.**

#### ***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 any works to the public highway. The applicant is requested to 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 agreement being in place.

#### ***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.

#### ***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.

#### ***Structures Check***

The applicant is advised that any proposed structures on, under, above or adjacent to any roads, watercourses etc. are required to be subject to the Technical Approval process as specified within

BD 2/12 of the Design Manual for Roads and Bridges. The applicant should contact the WSCC Structures team to commence this process. The applicant should note that the failure to obtained TA may prevent the future adoption of the structure as part of the public highway or otherwise and as a consequence may incur additional works to bring the works up to a suitable standard.

**Tim Townsend**  
**West Sussex County Council – Planning Services**