

## Bronte Welham

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**From:** Amanda Scholes on behalf of Planning.Responses  
**Sent:** 10 February 2017 09:24  
**To:** Planning Scanning  
**Subject:** FW: LU/182/15/PL - Planning application for variation of conditions 4, 6, 7, 8, 39 and 42 - Land at former Toddington Nurseries - WSCC highways response dated 9th February 2017  
**Attachments:** LU 182 15 PL.docx

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**Sent:** 09 February 2017 10:53  
**To:** Planning.Responses  
**Cc:** Claire Potts; Nigel Peters; Sara McKnight  
**Subject:** LU/182/15/PL - Planning application for variation of conditions 4, 6, 7, 8, 39 and 42 - Land at former Toddington Nurseries - WSCC highways response dated 9th February 2017

Dear Arun Planning Department,

Please find attached WSCC highways report dated 9<sup>th</sup> February 2017 in response to the above planning application.

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

Thank you.

Tim Townsend | Senior Planner, Planning Applications - Strategic Development, West Sussex County Council  
Location: Ground floor Northleigh, County Hall, Chichester, PO19 1RH

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**WEST SUSSEX COUNTY COUNCIL  
STRATEGIC PLANNING CONSULTATION**

**DATE: 9th February 2017**

**FROM: Tim Townsend TO: Arun District Council  
FAO: Claire Potts**

**SUBJECT: LU/182/15/PL - Variation of conditions 4, 6, 7, 8, 39 and 42 imposed under planning reference LU/47/11/ relating to list of plans, illustrative masterplan, CHP plant building, Design Statement, bus stops & traffic improvements.**

**LOCATION: Land North of Toddington Lane, Littlehampton, BN17 7PP.**

**DATE OF SITE VISIT: N/A for purposes of this application**

**RECOMMENDATION:**

|                  |                                     |                     |                          |                         |                                     |
|------------------|-------------------------------------|---------------------|--------------------------|-------------------------|-------------------------------------|
| <b>Advice</b>    | <input checked="" type="checkbox"/> | <b>Modification</b> | <input type="checkbox"/> | <b>More Information</b> | <input checked="" type="checkbox"/> |
| <b>Objection</b> | <input type="checkbox"/>            | <b>No Objection</b> | <input type="checkbox"/> | <b>Refusal</b>          | <input type="checkbox"/>            |

**S106 contribution total (see below for breakdown): £N/A (secured at outline stage)**

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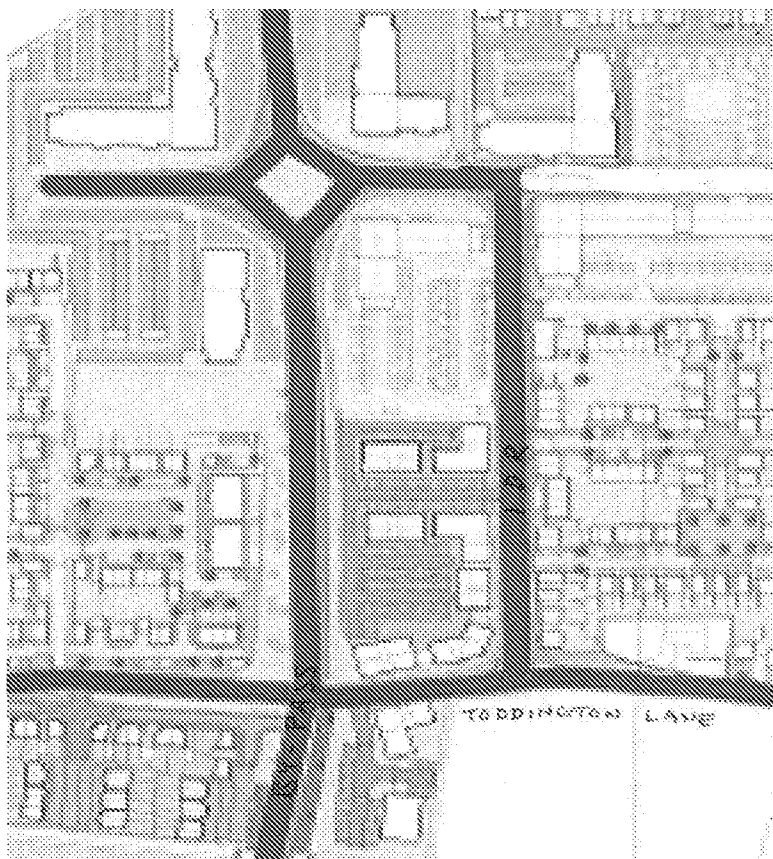
This is the WSCC highways and transport response to the planning application.

Items considered (with County responses in red text alongside):

- Condition 4** (approved plans) – The plans previously approved were as follows (proposed replacement plan references found in red text alongside):
  - GR.L-002 Rev A. (North Littlehampton Illustrative Masterplan) 519-GR.L\_\_002 (no revision)
  - GR.L-004 Rev A (Red Line Plan) No plan provided (Development Framework Document states that this has changed – please provide)
  - GR.L-005 (Ownership Areas Plan) No plan provided (if this plan is to remain the same, please advise)
  - GR.L-006 Rev A (Parameter Plan - Uses) 519-GR.L\_\_006 (revision 'A')
  - GR.L-008 Rev A (Parameter Plan - Vertical Alignment) 519-GR.L\_\_008 (no revision)
  - GR.L-009 Rev A (Parameter Plan - Horizontal Alignment) - Plan to be removed from the document for reasons given in the Development Framework Document
  - GR.L-010 Rev A (Parameter Plan - Vehicular Access) 519-GR.L\_\_010 (no revision)
  - GR.L-011 Rev A (Parameter Plan - Play and Fitness Routes) 519-GR.L\_\_011 (no revision)
  - GR.L-014 Rev B (Parameter Plan - Pedestrian and Cycle Access) 519-GR.L\_\_014 (no revision)
- Condition 6** (development to be constructed in accordance with approved Masterplan and Design and Access Statement documents etc.) – It is assumed that the 'Development Framework Document' replaces the Masterplan and Design and Access Statements. LPA to confirm. If not, please provide these documents.

**3. Condition 7** (appearance, landscaping and layout particulars to be approved) – Comments as follows:

- Road widths (residential access roads – **NOT** Strategic Roads nor loop/spine road) – Minimum road width shall be 4.8m. For reasons of safety and accessibility, 4.1m wide roads/access drives (as quoted in the Development Framework Document) should not be provided.
- Visibility splays – To comply with recorded traffic speeds and informed by Manual for Streets and/or Design Manual for Roads and Bridges as appropriate.
- Extent of road adoption – WSCC will adopt roads in red as shown below given their strategic nature (blue line is existing adopted public highway):



- *Speed controls for internal roads (and speed limits) (comments do **NOT** refer to Strategic Roads shown in red above other than IDR and associated connection) –* Although a 20mph speed limit is suggested in the Development Framework Document, actual speeds will be determined by final road design. Therefore, it should not be assumed that 20mph road speeds will be achieved although that is what should be aimed for. Applicant should aim for this through careful design and associated speed controls. Particularly with regard to the main spine road 'looping' through the development, no evidence is shown of speed controls that will be necessary to manage traffic speeds. Appropriate junction treatments and other traffic management features for this road must be provided at appropriate locations. The onus will be on the applicant to demonstrate what and how traffic speeds will be managed on all roads proposed at the detailed design/reserved matters stages. As the spine/loop road is proposed to be a bus route, this should also be safety audited at the detailed designed/reserved matters stage.
- *Cycleways (specifications) –* To accord with LTN 1/12 Para 7.60 and Table 7.4.

- *Parking (including visitor parking)* – To be informed by WSCC recommended parking guidance. Visitor parking in laybys and parking courts should also be provided at appropriate locations. On-carriageway informal/visitor parking should be avoided as far as is practicable as should parking to rear of properties (the latter to minimise possible on-street parking).
- *Traffic Regulation Orders (TROs)* – It is recommended that the applicant be prepared, if required, to underwrite TROs if conditions prejudicial to road safety occur on any of the road network – adopted or otherwise.
- *Drainage (overall)* – Comments should be sought separately from drainage engineers.
- *Drainage (at interface point with proposed Lyminster By-Pass)* – The land use parameter plan has identified 15m offset zones either side of the Lyminster Bypass on the advice of an acoustic consultant. It is intended to use some of these areas as a location for surface water drainage attenuation. The surface water drainage is limited to greenfield run-off prior to outfalling into the Black Ditch. Preliminary design work has been undertaken to confirm that the 15m offset zones provide enough space for the attenuation but further detail is required before this constraint can be accepted.
- *Landscaping (in relation to highways)* – Landscaping should be kept clear of road junctions and visibility splay areas (vehicular, pedestrian and cyclist). If any planting is proposed in these areas, it should be of low height (0.6m maximum when mature). Furthermore, it should be demonstrated who will maintain it.
- *S106* – If the revisions proposed as part of this planning application are referenced in the S106 Agreement accompanying the original outline planning permission, consideration to varying the Agreement should be given.

- 4. Condition 8 (Requirements for documents and details to be included in reserved matters planning applications)** – The applicant does not explain what they intend to change/replace this condition with. Please advise.
- 5. Condition 39 (bus stops and associated infrastructure)** – General reference is made to the location of bus stops and bus routing in the 'Development Framework Document' (December 2016). However, the actual detail is not. Although the principle of a route using the main spine road is accepted, the final detail can only be approved when detailed submissions are submitted to the LPA, CHA, Town Council and local bus company/ies for consideration. Any bus stops should, where possible or where required to be as specified in the S106 Agreement, be provided with bus shelters and real-time passenger information.
- 6. Condition 42 (350 dwelling trigger for highway improvements at Ford Road roundabout)** – This appears to be a requirement placed on the application by Highways England (HE). The LPA should consult HE for comments.

Please re-consult with responses (including where appropriate, amended documents) to the points raised above.

Thank you.

**Tim Townsend**  
**Strategic Planning**