

WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION

DATE: 14th March 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.

Further information received in response to WSCC comments dated 9th February 2017.

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

RECOMMENDATION:

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

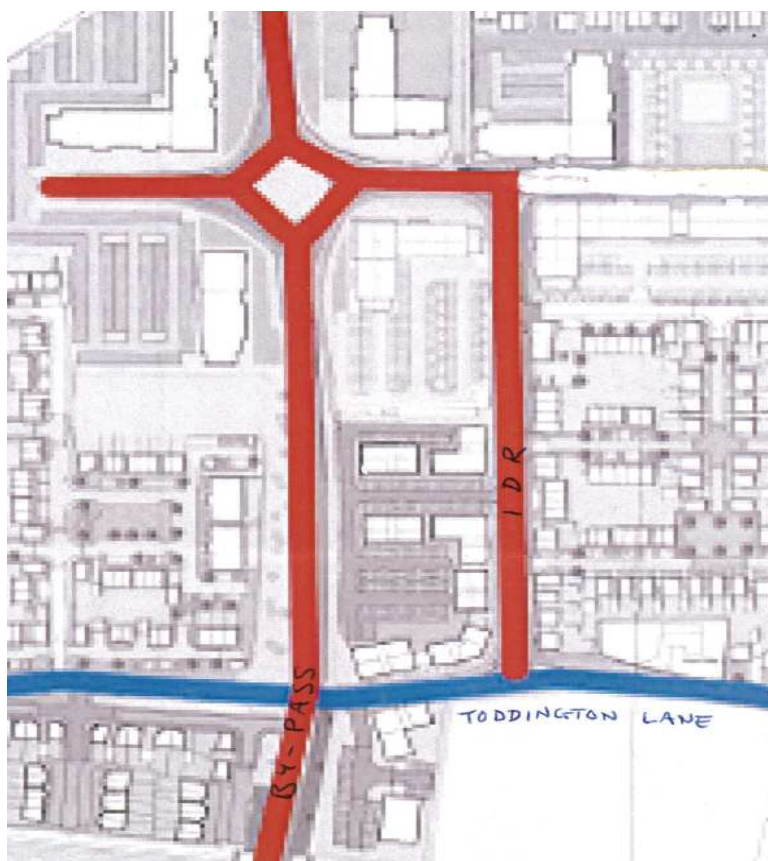
S106 contribution total (see below for breakdown): £N/A (secured at outline stage)

This is the second WSCC highways and transport response to the planning application. Comments made below follow consideration of additional information provided by the applicant contained in email of 15th February 2017 (Claire Potts to Tim Townsend).

Comments made in previous WSCC highways report dated 9th February 2017 are repeated below for ease of reading. Original WSCC comments in **red**; applicant's response in **blue** and further WSCC response in **green**:

1. **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). Reference removed from DFD – this was done in error. To confirm the red line plan is not (and cannot) change. **Noted.**
 - GR.L-005 (Ownership Areas Plan) **No plan provided** (if this plan is to remain the same, please advise) **Plan to remain the same.** **Noted.**
 - 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)
2. **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. As detailed on page 4 of the DFD - the DFD should be read in conjunction with the approved DAS as a supplementary document. The approved DAS can be located on the Council's planning search engine under the outline application reference. **Noted.**
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. Only private drives and shared drives are proposed to be 4.1m – is this unacceptable? For the reasons given above, 4.8m should be provided – including private drives and shared drives where they serve more than one property and documented as such in the Masterplan document.
 - Visibility splays – To comply with recorded traffic speeds and informed by Manual for Streets and/or Design Manual for Roads and Bridges as appropriate. **Note.** Will be provided for on the RMA's. **Noted.**
 - Extent of road adoption – WSCC will adopt roads in red as shown below given their strategic nature (blue line is existing adopted public highway): no comment required. **Noted.**



- *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. **Noted – matter for RMA. Noted.**
- *Cycleways (specifications)* – To accord with LTN 1/12 Para 7.60 and Table 7.4. **Please provide clarification of what document LTN 1/12 is?** The document is called: “Shared Use Routes for Pedestrians and Cyclists”. It is published by the Department for Transport and sets-out appropriate design criteria for such routes.
- *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). **Noted – matter for RMA. Noted but please include reference to WSCC comments in the text of the Masterplan document.**

- *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. **Noted – matter for RMA (if appropriate).** **Noted but please include reference to WSCC comments in the text of the Masterplan document.**
- *Drainage (overall)* – Comments should be sought separately from drainage engineers. Matter for RMA as we are not proposing any changes to the principles detailed in the original outline consent. **Noted.**
- *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. This is a matter that is being determined as part of the preparation of the Lyminster Bypass RMA. It should not hold up the determination of this S73. The 15m offset will and can be provided for as demonstrated by the revised illustrative Masterplan. The principle of drainage zones is accepted. However, if further space is found to be required following detailed design, this would affect the parameters plan. It will be down to Persimmon's drainage engineers to ensure that there is enough space for both their scheme and the County scheme (Lyminster By-Pass) and to adjust, if necessary.
- *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. **Noted.** Matter for RMAs. Landscaping along adopted roads will form part of the adoption process. Landscaping alongside 'estate' roads will fall to the management company that has been established for the site. **Noted.**
- *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. A deed of variation is being prepared and will be circulated for comment shortly. **Noted.**

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. Please refer to covering letter dated 29th May 2015, extract below:

Condition 8

This condition requires the submission of a Design Statement with each reserved matters application which accords with the approved Design and Access Statement incorporating Design Guidance dated February 2011. As explained in relation to Conditions 4 and 6 above, project team has now prepared a Development Framework Document in relation to the overall masterplan for the North Littlehampton site and it is therefore submitted that Condition 8 should also refer to the DFD as follows:

"8. In respect of each phase or sub phase of the development hereby permitted, reserved matters applications shall include a design statement. Each design statement shall demonstrate how the objectives of the approved Design and Access Statement incorporating the Design Guidance dated February 2011 (approved as part of Planning Permission Reference Number LU/47/11) and the Development Framework Document (Revision G) dated May 2015 will be met and confirm details in respect of; ..."

The Development Framework Document (DFD) currently seeking approval is dated December 2016 (not May 2015). Whilst there is no objection from a County Council highways point of view to what the condition seeks to do and, in turn, to the way it is worded (subject to resolution of other details that are proposed to be contained within it – see other comments in this report), the correct date for the document should be quoted.

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. **Noted.** Condition 39 will be discharged separately and should not be a consideration for this s73. Notwithstanding this an indicative bus stop plan will be provided as discussed with Claire Potts for information purposes only. **Noted.**
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. **Not a matter for the applicants.** LPA should check with HE.

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

Thank you.

Tim Townsend
Strategic Planning