

FROM: Ian Gledhill **TO:** Arun District Council
FAO: David Innes

SUBJECT: LU/201/16/RES - Approval of reserved matters following outline consent
LU/229/10/ for appearance, landscaping, layout & scale for 85 No. dwellings

Windroos Nursery, Worthing Road, Littlehampton, West Sussex, BN17 6LY

RECOMMENDATION:

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

The site has outline planning permission with means of access onto the A259 approved. With respect to the approved access works, the Local Highway Authority are progressing a scheme of improvements along the A259 from Littlehampton to Worthing. The works planned by the LHA would have consequences for the approved development highway works. This would require the approved outline permission to be varied. Any such variations would be viewed independently of the current application and no further comments are made in connection with this as part of this application. It is understood that there have been direct discussions between the LHA and the applicant regarding these potential variations.

In addition to the approval of those as yet unapproved reserved matters (layout, scale, appearance, and landscaping), the current application also seeks to discharge conditions 11 (layout) and 12 (travel plan).

A technical note is provided in support of the highway matters and internal layout. The following comments would be offered.

- The technical note confirms the intention for the majority of the on-site roads to be offered for adoption. The exact extents are indicated on drawing number 063.5001.107 revision A included within the supporting transport statement. This has been scanned as a black and white document, however the original presumably is in colour. As a result the exact extents are not that clear. Matters relating to the physical construction and materials within the adoptable areas (for which details have been submitted) will be considered through any highways adoption agreement; the LHA are not approving or commenting on materials or for that matter planting proposed within adoptable areas as part of the current reserved matters.
- Similar to the above point, the suitability of any plant species in the highway would also be viewed at the adoption/s38 stage.
- Carriageway widths within the development vary from 6 to 4.1 metres with the majority of carriageways as 5.5 metres wide. 2 metre wide footways are provided throughout the site with only limited areas of shared surface. Geometry within the site otherwise complies with the guidance of Manual for Streets.
- A separate pedestrian access is shown onto the A259. There is an unsegregated foot/cycle way along the north side of the A259 in this location. Ideally this access

into the development would be widened to 3 metres to continue the unsegregated foot/cycle way into the development.

- The WSCC Parking Demand Calculator has been used to determine parking requirements. Based upon the PDC, 171 spaces are forecast as being required. 176 car parking spaces are to be provided.
- It is recommended that the parking spaces north of plot 62 are located behind the footway instead of the layout as shown. This would make defining the extent of adoption more straightforward, i.e. it would be the back edge of the footway. Given that the exact extents of adoption are not clear, it may well be that this access road is not being offered for adoption.
- The kerb radii at the junction at the frontage of plot 63 should be enlarged as much as possible. The logic of the layout shown is acknowledged (that there is no through route from the proposed development into the adjoining completed development and as such there would be no reason for traffic to turn right). However the Design Brief for Site 7 (which incorporated both the adjacent completed and currently proposed development) envisaged a through route. Whilst there is a ransom strip between the two sites at present, this may be overcome. The design should be altered to reflect this.
- In connection with the above, there are quite a number of side roads where it appears that these will be accessed by formalised bellmouths with kerb radii. Given the low number of parking spaces served from these, these could alternately and more preferably have been accessed by crossovers. This would then give priority to pedestrian movements rather than vehicular traffic.

As appropriate, a response would be sought from the applicant in connection with the above points.

In terms of condition 11, this has three main requirements.

- To provide swept path assessments for emergency and refuse vehicles within the internal layout and where appropriate off-site highway works.
- A clear indication of the areas to be offered for highway adoption.
- To provide a construction traffic management plan.

Taking these points, swept path assessments have been provided as required by the condition. This point has been met. A plan showing highway adoption has been provided, albeit as noted above, there are issues within this. It would be helpful to see the plan in colour, although in principle the point has been met. No details have been submitted relating to the construction management plan however. This point has not been met. Condition 11 should not be discharged until all of the respective matters required by the condition have been met.

Condition 12 refers to the provision of a travel plan. The travel plan submitted largely accords with local and national guidance, and was reviewed by the LHA as part of the outline planning application. Even so, there are two comments that would need to be addressed prior to this condition being discharged.

- Paragraph 5.23 should state that the value of the vouchers offered to each household shall be £150. This is implied by virtue of the fact that paragraph 6.10 states that a second round of £150 vouchers would be issued in the event

that the target is missed, but I would be more comfortable with inclusion of the value in 5.23 also.

- The predicted 12-hour weekday vehicle trip rate (from the TA) should be clearly stated. From this the 5-year (or in this case 7-year) 12-hour weekday vehicle trip rate should be derived (i.e. TA prediction – 15%). This information should be included in chapter 4.

In summary, there are a number of points that require addressing before the LHA can make its formal recommendation on this application.

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