

**WEST SUSSEX COUNTY COUNCIL  
STRATEGIC PLANNING CONSULTATION**

**DATE: 7<sup>th</sup> September 2017**

**FROM: Tim Townsend TO: Arun District Council  
FAO: David Eastham**

**SUBJECT: 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.**

**LOCATION: Fitzalan Link Road, Worthing Rd (A259), East Street, Littlehampton, West Sussex.**

**Additional Information.**

**RECOMMENDATION:**

|                  |                                     |                     |                                     |                         |                                     |
|------------------|-------------------------------------|---------------------|-------------------------------------|-------------------------|-------------------------------------|
| <b>Advice</b>    | <input checked="" type="checkbox"/> | <b>Modification</b> | <input checked="" 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): £(secured at outline stage)**

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This is the fifth WSCC highways and transport response to the application seeking approval of reserved matters. Comments made below follow consideration of additional information provided in emails\* from the applicant (Oliver Nevett of Mayer Brown Consulting Engineers to Tim Townsend – WSCC Highways) dated 9<sup>th</sup> August 2017. The text below should also be read alongside previous WSCC highways responses dated 21<sup>st</sup> September, 21<sup>st</sup> October, 21<sup>st</sup> November and 9<sup>th</sup> December (all 2016).

(\*For avoidance of doubt, the information contained in the emails of 9<sup>th</sup> August 2017 was Addendum Stage 1 Road Safety Audit (August 2017, Project Code: S/PHFITZ.1.1AD.6a), the Designer's Response (dated 8<sup>th</sup> August 2017), Addendum Safety Audit Brief (July 2017, Project Code: A/PHFITZ.1) and previous Stage 1 Audit and Designer's Response (October 2011, Project Code: WYGLITTLEHAMPTON.6A)).

Drawings reviewed in Addendum Road Safety Audit:

**PHF-MB-S278-GF-DR-D-208-02 Rev P2** - Topographical Survey Drawing (1 of 2)  
**PHF-MB-S278-GF-DR-D-208-02 Rev P2** - Topographical Survey Drawing (2 of 2)  
**PHF-MB-S278-GF-DR-D-209-01 Rev P3** - Site Clearance Drawing (1 of 2)  
**PHF-MB-S278-GF-DR-D-209-02 Rev P3** - Site Clearance Drawing (2 of 2)  
**PHF-MB-S278-GF-DR-D-210-01 Rev P7** - General Arrangement Drawing (1 of 2)  
**PHF-MB-S278-GF-DR-D-210-02 Rev P7** - General Arrangement Drawing (2 of 2)  
**PHF-MB-S278-GF-DR-D-211-01 Rev P4** - Construction Treatments Drawing (1 of 2)  
**PHF-MB-S278-GF-DR-D-211-02 Rev P4** - Construction Treatments Drawing (2 of 2)  
**PHF-MB-S278-GF-DR-D-212-01 Rev P4** - Drainage Drawing (1 of 2)  
**PHF-MB-S278-GF-DR-D-212-02 Rev P4** - Drainage Drawing (2 of 2)  
**PHF-MB-S278-GF-DR-D-210-01 Rev P7**  
**PHF-MB-S278-GF-DR-D-210-02 Rev P7**

**PHF-MB-S278-GF-DR-D-210-01 Rev P8**  
**PHF-MB-S278-GF-DR-D-210-02 Rev P8**

Having reviewed the information provided, WSCC can confirm that highway details now appear to be acceptable for planning purposes, subject to one of the Safety Audit Problems (2.5) being satisfactorily addressed at the S38/278 stage (see below) and other detailed points being incorporated as previously documented in earlier correspondence dated 5<sup>th</sup> July 2017 (email from Tim Townsend to Michael Eastham), also at the detailed design/S38/278 stage.

**Problem 2.5 raised in Addendum Road Safety Audit and Designer's Response.**

In the Designer's Response you only partially-accept Problem 2.5 ('Keep Left' roundels etc.). Having taken advice about this, the TSM recommends that a 'Keep Left' bollard is likely to be the solution here. TSM Chapter 3 para 4.25:

*"... The sign should be used at the recommencement of a central reservation following a gap, as traffic turns right in front of the sign without actually passing it."*

This item will be reviewed again at the S38/278 stage.

**Comments taken from email of 5<sup>th</sup> July 2017 (Tim Townsend to Michael Eastham) including other background information.**

**Road Surface.**

The applicant proposes a carriageway width of 6.75m as this would have the effect of constraining speed closer to the proposed 40mph speed limit requested by WSCC. As a result, HRA (standard surface) could be provided which is accepted by the Highway Authority. The applicant's noise consultants have assessed the impact on noise relating to a speed limit of 40mph and with a HRA surface course finish (standard/noisiest surface), and concludes that speeds of 42mph would be acceptable in terms of the noise assessment submitted (WSCC's 2010 speed policy refers to an average speed of 42mph for a 40mph road). The consultant then concludes that a 3.5m noise barrier could be provided to provide sufficient noise mitigation. With regard to this form of barrier (and its height), the LPA's Noise Officer should be consulted for comments. Final details of road surfacing material will be checked at S38/278 stage.

**Road Safety Audit of changes.**

Please see above. Both a Stage 1 and separate Addendum Stage 1 Road Safety Audits have been provided for the scheme.

**Cycleway Connection to Highdown Drive.**

The legal line of the highway south of the Persimmon land is as shown in pink of the extract found below. As such, this is the line that should be used. This is now shown on the latest version of the application drawings PHF-MB-S278-GF-DR-D-210-01 Rev P8 and PHF-MB-S278-GF-DR-D-210-02 Rev P8. At the detailed design stage, the applicant will need to provide appropriate signage, lining, lighting, tactile paving and fencing etc. Also, changes to any existing Public Rights of Way (PRoW) must be undertaken in accordance with WSCC PRoW procedures (also see below).



#### **Public Rights of Way (PRoW).**

Any changes to formal PRoW (temporary and/or permanent) must only be undertaken following appropriate WSCC processes and/or procedures and obtaining all necessary permissions – some of which are often separate from any planning application processes. Full details can be obtained directly from the PRoW team here at WSCC. The applicant accepts this.

#### **Speed limit tie-in (30mph-40mph).**

Location as shown on drawing PHF-MB-S278-GF-DR-D-210-01 Rev P8.

#### **Road signs, markings, tactile paving etc.**

These will be checked as part of the S38/S278 submission.

#### **Pedestrian crossing point at college Roundabout Northern Splitter island.**

Academy roundabout northern traffic island has a tactile paved crossing point. Given that it is narrow (the tactile paving on the drawing appears to 'meet'), consideration should be given at the S38/S278 stage to widening it or adjusting the position of the tactile paving (if possible) to improve width for pedestrians. However, in doing this the applicant should also ensure that the swept-path of vehicles can still adequately negotiate the roundabout without compromising safety for pedestrians on the island. The applicant has agreed to review this to see what changes can be made to accommodate a larger island as requested at the detailed design stage.

#### **Toucan Crossing.**

Recommend that at the detailed design stage, the cycleway on the east side be locally flared at the controlled crossing to provide additional width for waiting pedestrians and cyclists. Also, that LC 17 be moved to the very back of the space available, away from the area of conflict where there would be interaction between pedestrians and cyclists. WSCC recommend that the crossing width be increased beyond the minimum so as to provide more space for waiting pedestrians in order to help keep the cycle route clear. The location of the control box must be carefully considered to avoid obstruction for users and visibility. Finally, it is recommended that corner radii be applied between the cycle paths at the school exit next to the crossing and that pedestrian and cycle intervisibility is

provided at this location. The applicant has agreed to review this at the detailed design stage to see what changes can be made.

**Bus stops and laybys.**

Both northbound and southbound bus stops and laybys are now shown. Where possible (and again at the detailed design S38/S278 stage), additional path width should be provided at *both* bus stops to allow passengers to wait clear of the cycle path. Also, consideration to where possible bus shelters might be placed should be given at the detailed design stage, and what form these would take given the space available.

**Maintenance bay.**

This is now shown in a notional position. This will be checked in detail at the S38/S278 stage.

**Adoption limits.**

These will be checked in detail at S38/S278 stage.

**Fencing around balancing ponds (and other fencing that may be required).**

Will be checked in detail at S38/S278 stage.

**Lighting.**

To be checked at S38/S278 stage.

**Landscaping (and location thereof in-relation to highway infrastructure).**

This will be checked again at the detailed design/S38/S278 stage.

**Summary position of Highway Authority.**

No highway objection is raised to the proposal subject to the following conditions being attached to any planning consent:

1. **Link Road** – The link road, hereby permitted, shall be constructed as substantively shown on drawings **PHF-MB-S278-GF-DR-D-210-01 Rev P8** and **PHF-MB-S278-GF-DR-D-210-02 Rev P8** 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 Highway Authority) to be provided to and agreed with the Local Planning Authority after consultation with the Highway Authority.

*Reason – To ensure fit-for-purpose road constructed to appropriate design and safety standards.*

2. **Pedestrian and cycle access to development** – The development, hereby permitted, shall not be constructed 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 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.*

3. **Reinstatement of disused crossovers and/or accesses** – The 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 reinstated in accordance with Highway Authority specifications to be submitted to and approved by the Local Planning Authority after consultation with the 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.*

4. **Road Signing Strategy** - The development, hereby approved, shall not be occupied until a suitable signing strategy has been provided to and agreed by the LPA after consultation with the CHA Highway Authority to provide adequate information to road users (e.g. directional signage, warning signage etc.).

*Reason – In the interests of road safety.*

5. **Timing of opening of Link Road** – The Link Road, the subject of this application, shall only be brought into use as per the terms of any S38/278 Agreement, the S106 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 S106 Agreement) and with the southern section of Fitzalan Road, already constructed.

*Reason – In the interests of road safety.*

6. **Prevention of surface water draining onto the public highway** – The development, hereby approved, shall not be used until provision has been made within the site in accordance with details to be submitted to and approved by the Local Planning Authority after consultation with the Highway Authority to prevent surface water draining onto the public highway.

*Reason – In the interests of road safety.*

7. **Street lighting** – The development, hereby approved, shall not be used until a scheme for street lighting has been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority after consultation with the Highway Authority.

*Reason – In the interests of road safety.*

8. **Landscaping on parts of the proposed adopted road network** – The development, hereby approved, shall not be occupied until a scheme for landscaping has been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority after consultation with the Highway Authority.

*Reason – In the interests of road safety.*

9. **Construction management plan** - Prior to development commencing, a Construction Management Plan shall be submitted to and be approved in writing by the Local Planning Authority after consultation with the Highway Authority. This shall require the applicant and contractors to minimise disturbance during demolition and construction and will include (but not be limited to) details of the following information for approval:

- the phased programme of construction works;
- the means of access and road routing for all construction traffic associated with the development;
- provision of wheel washing facilities and details of their operation and location;
- details of street sweeping;
- construction working times including delivery times;
- details of a means of suppressing dust arising from the development;
- details of all proposed external lighting to be used during construction;
- details of areas for the loading, unloading, parking and turning of vehicles associated with the construction of the development;
- details of areas to be used for the storage of plant and materials associated with the development;
- details of the temporary construction site enclosure to be used throughout the course of construction (including access gates);
- contact details for the site contractor, site foreman and CDM co-ordinator (including out-of-hours contact details);
- evidence of consultation with neighbours prior to works commencing;
- details of any temporary traffic management that may be required to facilitate the development including Chapter 8 traffic signage;
- a Section 59 Agreement (only required if HGV traffic exceeds 20 movements per-day for 6 months or more on 'C' class roads or under).

Details of how measures will be put in place to address any environmental problems arising from any of the above shall be provided. A named person shall be appointed by the applicant to deal with complaints, shall be available on site and their availability made known to all relevant parties.

*Reason - To ensure safe and neighbourly construction in the interests of amenity and road safety.*

**Informatives.**

- a. **Applications for S38 and/or S278 Agreements** - Should be made to WSCC as Highway Authority. Full details are available on the WSCC website.
- b. **Section 59 of the 1980 Highways Act - Extra-ordinary Traffic** – 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.
- c. **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 Dept.

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