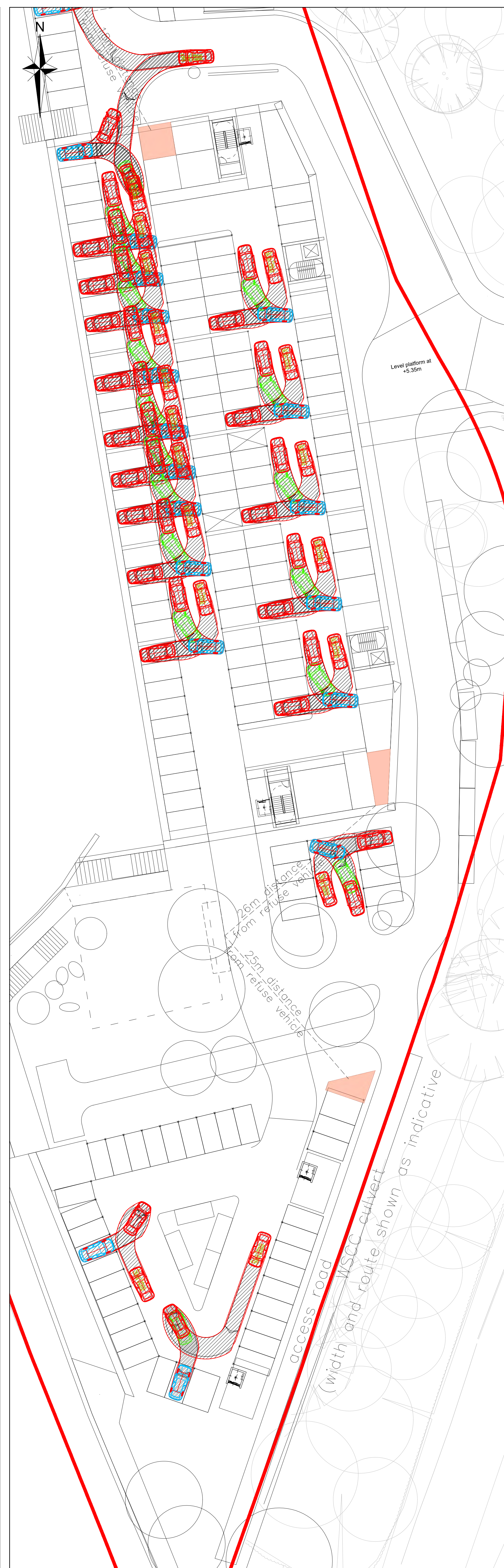
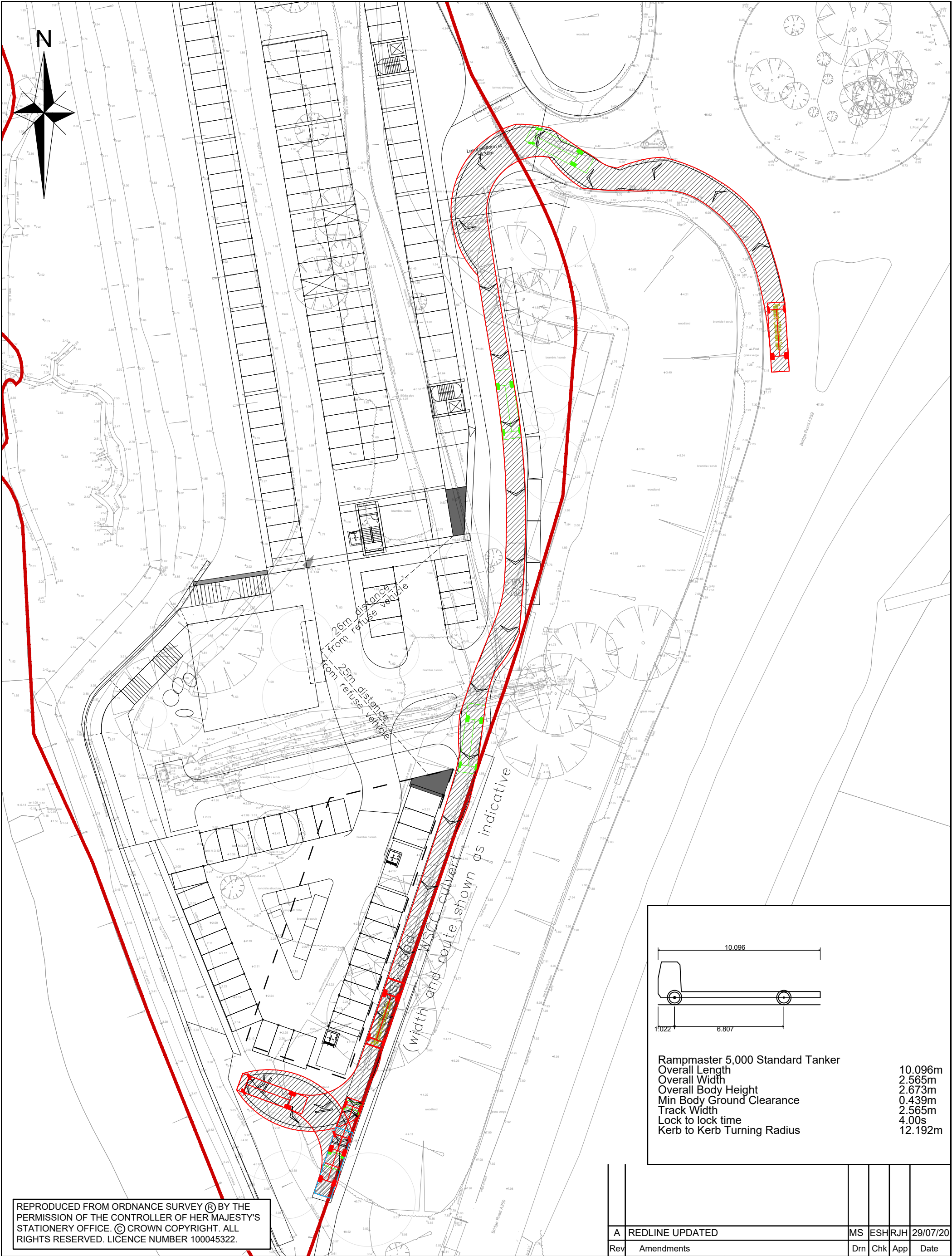






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A	REDLINE UPDATED	MS	ESH	RJH	29/07/20
Rev	Amendments	Drn	Chk	App	Date

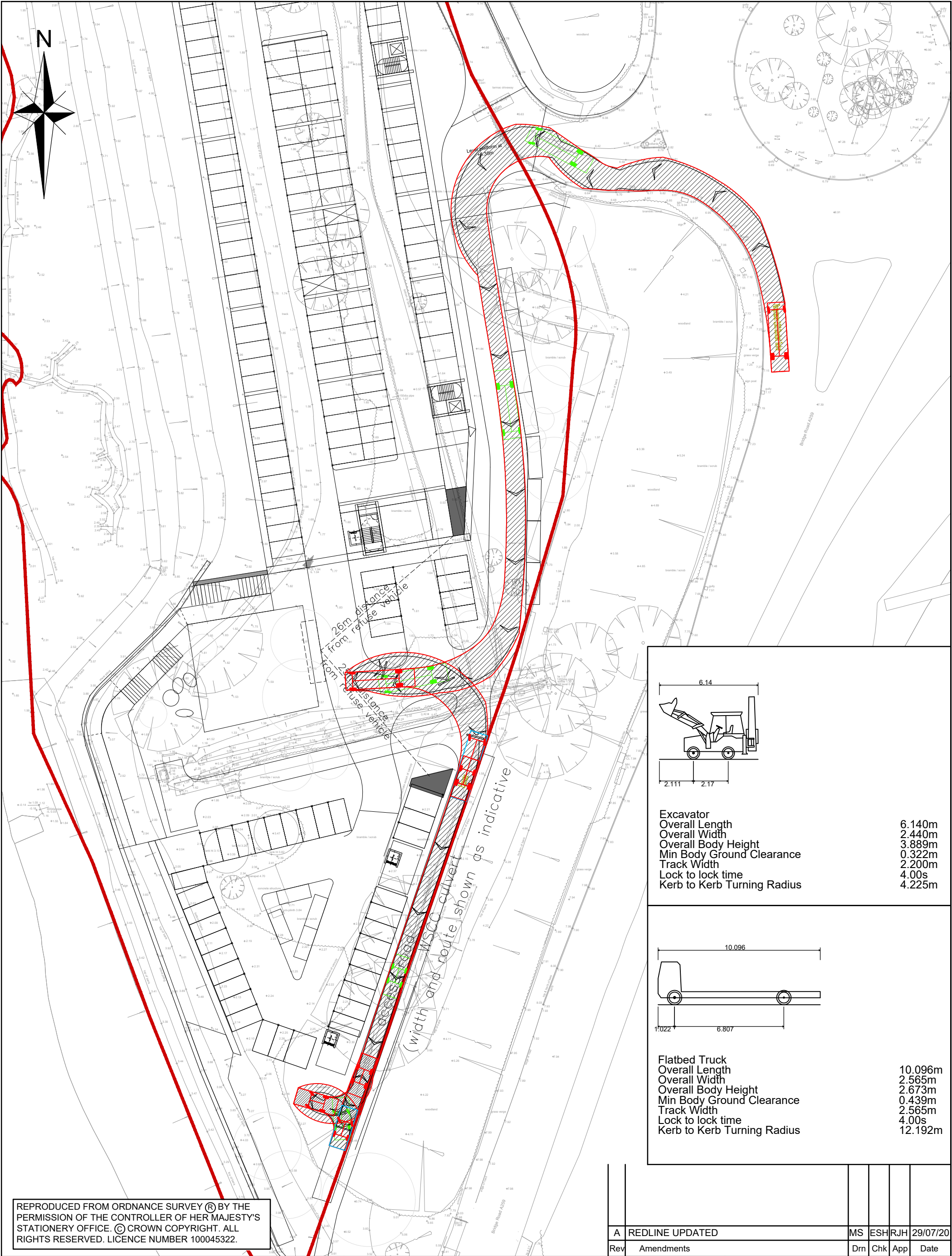


ODYSSEY

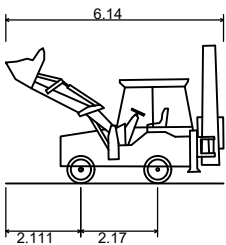
Tuscany House
White Hart Lane
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Hampshire RG21 4AF

Telephone: 01256 331144
Fax: 01256 331134
E: info@odysseyconsult.co.uk
W: www.odysseyconsult.co.uk

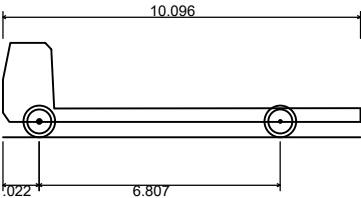
Job Title	HAMPTON QUAY, LITTLEHAMPTON	Scale	1:500 @A3	Date	JUNE 19	Designed	MS
Drawing Title	TANKER SWEPT PATH ANALYSIS	Drawn	MS	Checked	RJH	Approved	RJH
Client	STOLON STUDIO	Job No	18-270	Drawing No	18-270/005	Rev	A



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Excavator
Overall Length 6.140m
Overall Width 2.440m
Overall Body Height 3.889m
Min Body Ground Clearance 0.322m
Track Width 2.200m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 4.225m



Flatbed Truck
Overall Length 10.096m
Overall Width 2.565m
Overall Body Height 2.673m
Min Body Ground Clearance 0.439m
Track Width 2.565m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 12.192m

A	REDLINE UPDATED	MS	ESH	RJH	29/07/20
Rev	Amendments	Drn	Chk	App	Date



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Hampshire RG21 4AF

ODYSSEY

Job Title	HAMPTON QUAY, LITTLEHAMPTON	Scale	1:500 @A3	Date	JUNE 19	Designed	MS
Drawing Title	EXCAVATOR SWEEP PATH ANALYSIS	Drawn	MS	Checked	RJH	Approved	RJH
Client	STOLON STUDIO	Job No	18-270	Drawing No	18-270/006	Rev	A

P:\18-270 - Hampton Quay, Littlehampton\Tech\Acad\Drawings\18-270-006 Excavator SPA.dwg

ARUN DISTRICT COUNCIL LU/238/20/OUT

APPENDIX A
Proposed Site Layout Plans

1. All dimensions are in mm unless stated otherwise
2. No dimensions to be scaled
3. All dimensions to be verified by the contractor before work is commenced
4. Architect to be notified immediately if any discrepancies are found
5. All shop drawings to be approved by Architect before work commences.
6. All details to be in accordance with relevant British Standards and manufacturers recommendations and specification
7. This drawing is the property of Stolon Studio Ltd, copyright reserved, and is not to be copied, reproduced, retained or disclosed to any unauthorised person either wholly or in part without the specific consent in writing of Stolon Studio Ltd.

This drawing is produced based upon Survey information by others and Stolon Studio Ltd take no responsibility for the accuracy of this information.

The Saltings
40 Car parking spaces
45 Cycle spaces
9sqm waste store

Moorings
4 Car parking spaces
25 Cycle spaces

North Court
50 Car parking spaces
50 Cycle spaces
11sqm waste store

South Court
55 Car parking spaces
40 Cycle spaces
14sqm waste store

Restaurant
16 Car parking spaces
10 cycle spaces

Bridge Reach
37 Car parking spaces
35 Cycle spaces
11sqm waste store

Total
202 Car parking spaces
205 Cycle spaces
55sqm waste store

- KEY**
- Site Boundary
 - Highways Boundary
 - Constraints lines
 - Access for maintenance
 - Waste store
 - Cycle location
 - Stair and lift core
 - Proposed trees
 - Existing trees



Rev A - 21/02/2020 - Update to consultants
Rev B - 06/05/2020 - Update to consultants
Rev C - 12/06/2020 - Update to transport consultants
Rev D - 27/07/2020 - Update to to consultants

Stolon Studio Ltd | Kaolin Court | London SE23 1AA
020 3355 9533 | mail@stolon.uk

Drawing	Scale
Lower Ground Floor Plan (LG)	1:1000 at A3
Project	Date
030 Hampton Quay	27 July 2020
	Dwg No.
	030-S3-000
	Rev
	D

1. All dimensions are in mm unless stated otherwise
2. No dimensions to be scaled
3. All dimensions to be verified by the contractor before work is commenced
4. Architect to be notified immediately if any discrepancies are found
5. All shop drawings to be approved by Architect before work commences.
6. All details to be in accordance with relevant British Standards and manufacturers recommendations and specification
7. This drawing is the property of Stolon Studio Ltd, copyright reserved, and is not to be copied, reproduced, retained or disclosed to any unauthorised person either wholly or in part without the specific consent in writing of Stolon Studio Ltd.

This drawing is produced based upon Survey information by others and Stolon Studio Ltd take no responsibility for the accuracy of this information.



KEY

- Site Boundary
- Highways Boundary
- Constraints lines
- Access to FD and sluice
- 1B/2P unit
- 2B/3P unit
- 2B/4P unit
- 3B/4P unit
- 3B/5P unit
- Retail unit
- Restaurant unit
- Proposed trees
- Existing trees

Rev A - 21/02/2020 - Update to consultants
Rev B - 06/05/2020 - Update to consultants
Rev C - 19/05/2020 - Update to consultants
Rev D - 08/06/2020 - Update to show access to FD and sluice gates
Rev E - 12/06/2020 - Update to transport consultants
Rev F - 27/07/2020 - Update to consultants

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Drawing Upper Ground Floor Plan (UG) Project 030 Hampton Quay	Scale	1:1000 at A3
	Date	12 Jun 2020
	Dwg No.	030-S3-010
	Rev	F

APPENDIX B
Scoping with WSCC

HIGHWAYS SCOPING NOTE

Project Name : Hampton Quay, Littlehampton, West Sussex, BN17 5RA

Job No. : 18-270

Note Title : Highways Scoping Note

Author : ESH / BM

Approved : RJH

Date : October 2019

1.0 INTRODUCTION

- 1.1 Odyssey have been instructed by Stolon Studio Ltd to prepare a Transport Assessment in support of the proposed development at the land to be known as Hampton Quay, Littlehampton, West Sussex BN17 5RA. The site's location is presented in **Appendix A**.
- 1.2 This Highways Scoping Note sets out the content, broadly in the same sections of the Transport Assessment which will accompany the planning application.

2.0 DEVELOPMENT PROPOSAL

- 2.1 The development site has an area of 2.72 hectares, and presently comprises of undeveloped land. In the past the site has been used as a caravan park.
- 2.2 Vehicle access to the site is served from Bridge Road Roundabout on the A259.
- 2.3 The development proposal will see the site re-developed to provide c.115 flats, c.100sqm retail, c.250sqm restaurant, c.50sqm ancillary use, eight residential moorings and 20 leisure moorings, with appropriate landscaping, amenity spaces, and parking provision.
- 2.4 An illustrative site plan showing the parking and servicing layout of the proposed development is presented in **Appendix B**.



3.0 TRANSPORT POLICY

- 3.1 Local planning policy adopted by West Sussex County Council (WSCC) and Arun District Council (ADC) will be discussed with respect to transport and used to guide the proposal, as well as national policy as covered in the revised National Planning Policy Framework (NPPF).
- 3.2 It is noted that the development site is located in an Economic Growth Area as identified within ADC Local Plan (July 2018); as such Policy EMP SP1 of ADC Local Plan is applicable to the development site.

4.0 EXISTING CONDITIONS

- 4.1 A detailed review of the existing conditions will be undertaken with respect to the local highway network and site accessibility by walking, cycling, and public transport.
- 4.2 Bridge Road Roundabout is a five-arm roundabout, albeit the arm which serves the development site is not currently in regular use. On entry to the roundabout there are two lanes of traffic and one lane of traffic on exit. The site will connect onto the Bridge Road Roundabout using the existing arm.
- 4.3 Vehicle speed limits approaching the roundabout are up to 60 mph (national speed limit) on the A259, and 30mph on the B2187.
- 4.4 Further details of the highways works involved as part of the development proposal are discussed in greater detail later in **Sections 5.0** and **6.0**.
- 4.5 The closest bus stop to the site is located within the Tesco superstore car park, c.450m walk from the site, providing access to bus route 12 operating from Tesco via Littlehampton to Rustington Sainsburys with hourly weekday daytime services.
- 4.6 Further bus routes including services 69, 665, and Coastliner 700 can be accessed on the B2187 Bridge Road within c.500m walk of the site. The latter bus service connects Littlehampton to Bognor Regis and Chichester, with connections to the west to Havant and Portsmouth, and east to Worthing and Brighton. Services for the Coastliner 700 typically run up to every 20 minutes, with services every day including early morning and late evenings.



- 4.7 The bus service timetables and maps are presented in **Appendix C**.
- 4.8 As the crow flies, the site is within 1km of Littlehampton Rail Station, which is serviced by Southern and some Thameslink trains. Littlehampton is an end of the line station, with up to four services an hour departing to destinations between and including London Victoria and Brighton (both via Worthing & Hove), Portsmouth and Southsea, and Bognor Regis. Refer to **Appendix D** for the service timetables and network maps.
- 4.9 The footway, footpath, and cycle network near the site will be fully assessed in relation to providing safe and convenient access to local facilities by walking and cycling, taking into account local highways improvement works (refer below).
- 4.10 Road Traffic Collision (RTC) data will be obtained for the latest five-year period available for an area within 200m of the site access onto the Bridge Road Roundabout / the site frontage. From a preliminary review of crashmap.co.uk there appears to have been four recorded accidents on the Bridge Road Roundabout, all of which had a severity rating of 'slight'. On the A259 and B2187 on the approach and departure to Bridge Road Roundabout there have been c.6 accidents recorded, only two of which have a severity rating of 'serious'. As such there is not considered to be an inherent safety concern on the highway surrounding the site.

5.0 BACKGROUND TRAFFIC

- 5.1 The Bridge Road Roundabout, which the development site is served from, is, in the near future, being upgraded to increase its capacity. A plan of the proposed works which it is understood will be undertaken is presented in **Appendix E** (as prepared in November 2016).
- 5.2 On the A259 to the north of the site is the consented, and nearly complete, development known as Kingley Gate. As part of the planning application for Kingley Gate (reference LU/355/10/), a S106 agreement (March 2012) was secured which included details of the contribution towards highway works, as detailed within Schedule 9 of the S106 agreement, a copy of which is presented in **Appendix F**.
- 5.3 Part 2 within Schedule 9 of the S106 Agreement details the contributions payable towards the Bridge Road Roundabout improvements, to include the provision of '*a new footway and or cycleway on the northern side of the A259 connecting to the south-east corner of the site to New*



*Courtwick substantially in accordance with the works shown in drawing ITB3164-GA-009'. The discussed drawing can also be seen in **Appendix F**.*

- 5.4 The plan of the proposed highways works, as at **Appendix E**, does not contain the footpath and cycleway improvements which have been secured as part of a S106 agreement for the Bridge Road Roundabout, as at **Appendix F**. It is, therefore, requested that WSCC confirm the extent of highways improvements, to include carriageway amendments, and the provision of footways and cycleways on and in close proximity to the Bridge Road Roundabout.
- 5.5 In respect of capacity assessment, it is understood that detailed analysis has already been undertaken at the Bridge Road Roundabout, and other junctions in Arun, which has determined the need for highway improvements works, as presented in the Arun Transport Study (2016).
- 5.6 It is, therefore, proposed that a junction capacity assessment is undertaken based upon the forecasted traffic flows (which take into account local consented and upcoming developments) as detailed in the Arun Transport Strategy, which examined a 2020 baseline year, and a 2031 future year.
- 5.7 It is requested that WSCC provide the raw results of the assessment undertaken, as discussed above, on the Bridge Road Roundabout, to inform future analysis of the roundabout.

6.0 SITE ACCESS AND PROPOSED DEVELOPMENT LAYOUT

- 6.1 It is proposed to utilise the existing site access served from Bridge Road Roundabout. An illustrative site layout is attached in **Appendix B**.
- 6.2 Swept Path Analysis (SPA) for a refuse vehicle has been undertaken for the proposed site access and internal layout, as shown on **Drawing 18-270-SK01B**. Further SPA will be undertaken for a fire tender and a car for the proposed access, as well as a detailed assessment of the internal layout including parking spaces.
- 6.3 Refuse vehicle and fire tender access will be designed in accordance with the Building Regulations Approved Documents H and B respectively.



HIGHWAYS SCOPING NOTE

- 6.4 As part of the development proposal, the permeability of the site will be increased through increasing the pedestrian and cycle links to the site (in conjunction with local highway improvement works). Part of the works will include the provision of a footpath, which runs along the line of the flood defence and onto the proposed pontoons, connecting the south of the site to the north. This footpath is proposed to connect to an existing Public Right of Way (PRoW) within the site, located at the north eastern boundary of the site, providing access to a set of steps up the bank to the A259 (PRoW reference: 3098_1). A plan of the discussed PRoW is presented in **Image 6.1** below, as obtained from WSCC imap.

Image 6.1: PRoW 3098_1



- 6.5 Photos of the PRoW and steps leading to the carriageway of the A259 are presented in **Appendix G**. We note that no formal pedestrian crossing is provided on the A259, and at this location the A259 has a speed limit of 60mph. On the other side of the carriageway the steps of the bank provide access to the rear servicing area of the Tesco superstore.



- 6.6 It is requested that WSCC highways provide comment on the suitability of maintaining and improving the pedestrian access to the site across the A259 connecting to PRoW 3098_1.

Parking

- 6.7 Parking, both vehicular and cycle, will be provided with reference to ADC parking standards, which are being reviewed by ADC following the end of the consultation period in July 2019. Although the application site is considered to be in the current Parking Behaviour Zone 2 area, as the development essentially is extending the edge of the built form of Littlehampton (to the River Arun rather than the A259) and is providing material pedestrian accessibility benefits, it is considered more suitable for the development to be considered in line with the current Parking Behaviour Zone 4 area. These consultation draft standards, for Parking Behaviour Zone 4, are summarised in **Tables 6.1** and **6.2**.

Table 6.1 – Residential Parking Requirements - Expected

Number of Bedrooms	Number of Habitable Rooms	Parking Behaviour Zone 4
		No. Spaces per dwelling
1	1 to 3	1
2	4	1
3	5 to 6	2
4+	7 or more	3

Table 6.2 – Cycle Parking Provision - Recommended

Dwelling Type	Dwelling Size	Cycle Provision per unit
Houses	Up to 4 rooms (1 & 2 bed)	1
Houses	5+ rooms (3+ bed)	2
Flats	Up to 3 rooms (1 & 2 bed)	1*
Flats	4+ rooms (3+ bed)	1

*if communal storage otherwise same as 1 & 2 bed house

- 6.8 As ADC parking standards are in consultation phase, reference will also be made to the WSCC parking demand calculator.



7.0 TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

7.1 The traffic generation of the proposed development has been determined from interrogation of the TRICS database (version 7.6.1) for private flats, retail and restaurants with similar characteristics and in similar locations to the proposed development. It should be noted that the retail element may not come forward as a convenience store in the planning application; however, has been presented in this Scoping Note as it would likely represent a worse-case scenario with respect to vehicle trip generation. The resultant vehicle trip rates are summarised in **Table 7.1** whilst **Appendix H** contains the TRICS output data.

Table 7.1: Forecast Vehicle Trip Rates and Trip Generation, Hampton Quay

	AM Peak			PM Peak		
	(08:00 – 09:00)			(17:00-18:00)		
	Arr.	Dep.	Two-Way	In	Out	Two-Way
Residential (Flats) Land Use						
Trip Rate per Dwelling	0.06	0.22	0.28	0.22	0.10	0.32
Traffic Generation for 115 Dwellings	7	25	32	25	12	36
Retail (Convenience Store) Land Use						
Trip Rate per 100sqm	10.44	9.76	20.20	11.70	10.69	22.39
Traffic Generation for 100sqm	10	10	20	12	11	22
Restaurant Land Use						
Trip Rate per 100sqm	0.00	0.00	0.00	0.89	0.34	1.23
Traffic Generation for 250sqm	0	0	0	2	1	3
Whole Development						
Traffic Generation for whole development	17	35	52	39	23	62

Note: Some arithmetic errors due to roundings

7.2 Given the existing highway layout in the local area, the traffic turning data to be provided for Bridge Road Roundabout will be used to inform the traffic distribution and assignment.

8.0 TRAFFIC IMPACT

8.1 Junction capacity analysis will be undertaken at Bridge Road Roundabout, both with and without development for a 2020 and 2031 scenario taking into account the highways improvements works to be conducted on the roundabout.



HIGHWAYS SCOPING NOTE

8.2 Should capacity assessments show that the development will result in a significant impact, appropriate mitigation measures will be designed and proposed accordingly.

8.3 Road Safety Audits, with corresponding designers' responses, will be produced as required.

9.0 SUMMARY AND CONCLUSIONS

9.1 The Transport Assessment will be summarised with its conclusions clearly set out with respect to the suitability of the site for development in transport and traffic impact terms.

9.2 If it is considered that any further highways assessment work would be required, which is not detailed herein, WSCC are requested to specify this in their response.

TO: Odyssey Transport Planning – FAO: Emily Scott-Holt
FROM: Tim Townsend, Principal Planner – County Highways team, WSCC
tim.townsend@westsussex.gov.uk Tel: 0330 2225726
SUBJECT: PRE-67-19
Proposed construction of residential and commercial development (c.20-bedroom hotel/holiday let units with ancillary restaurant/commercial land use and c.100 flats with landscaping, amenity spaces and parking provision) – Land at Hampton Quay, A259 Littlehampton, West Sussex, BN17 5RA.

WSCC as local Highway Authority has been consulted for highways pre-application advice in response to proposed construction of residential and commercial development on land known as Hampton Quay, A259 Littlehampton, West Sussex, BN17 5RA. Comments below respond to Highways Scoping Note reference 18-270 dated July 2019 prepared by Odyssey Transport Planning and should also be read alongside emails dated 14th August 2019 - Tim Townsend WSCC to Emily Scott-Holt; 2nd September 2019 - Guy Perfect WSCC to Emily Scott-Holt; 10th September 2019 - Darryl Hemmings WSCC to Emily Scott-Holt; 11th September 2019 - Paul Eagle WSCC to Emily Scott-Holt.

Please note that all comments contained in this report are made entirely without prejudice to any response this Authority may make in connection with any further pre-application advice and/or planning application. Please also do not consider points made below to be exhaustive as other matters may arise following scrutiny of further information and/or through discussion as any scheme progresses. Also, further advice may incur a further charge.

Site location and description of development and access.

Site location and description of development and access.

The site is found to the north-eastern side of A259 Littlehampton Road, Littlehampton approximately 1.0 miles east of Littlehampton town centre. Littlehampton Road at this point is subject to the National Speed Limit of 60mph. Vehicular access is proposed from an existing 'fifth arm' found on the roundabout. The B2187 – found east of the site access roundabout - runs directly into Littlehampton and is subject to a 30mph speed limit. A formal Public Right of Way (PRoW) in the form of Public Footpath No. 3098_1 runs-along the northern part of the site and across the A259 into the nearby Tesco supermarket delivery yard.

Standard highways information WSCC as Highway Authority require as part of any planning application.

- A site location plan scale (1:1250) with site boundary indicated.
- Schedule of existing uses including planning history with reference numbers.
- Description, including site layout plans, of the proposed development and schedule of uses.

- Summary of reasons supporting the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated.
- Design Audit of proposed Highway works, including plan with any identified departures from standards.
- Final Stage 1 Road Safety Audit of proposed highway works and designers response (both signed and dated), including amended plans.
- A 'Transport Assessment', including location plan of key services, availability of sustainable modes of transport (and demonstration of access thereto and access to goods, services, employment, education etc.) and existing and future traffic generation.
- A WCHAR (non-motorised) survey in accordance with HD 42/17. The scope of this should be discussed and agreed with the Highway Authority before it is undertaken.
- Consideration of Public Rights of Way routes in the locality, including any improvements identified as necessary to facilitate and/or assist with access to the development. Again, scope to be discussed and agreed with Highway Authority prior to work beginning.
- Reference to supporting national, regional, and local planning documents and policies and requirements therein – new or improved infrastructure and/or otherwise.
- Parking strategy, including provision of parking for all modes of transport.
- Relevant data collected to date.
- Proposed trip rates supported with TRICS outputs and site selection methodology.
- Latest records of personal injury accidents for the most up-to-date 5 year period for roads and junctions affected by development.
- Consideration of committed developments in the locality and any Local Plan allocations (including future proposed allocations currently being considered for a future Local Plan) and traffic impact thereof.
- Consideration of on and off-site mitigation required to deliver the development.
- A Travel Plan.

Standard guidance relating to road design and current standards.

There are two sets of guidance which govern road design: Manual for Streets (MfS) for lightly trafficked residential streets; and Design Manual for Roads and Bridges (DMRB) for all other roads, including rural roads. Links to both are provided below.

WSCC supports the approach set out in MFS, which has been adopted guidance for residential street design since its introduction in 2007. Within this document there are some useful references to visibility splays, turning circles and car parking layouts. The document does not however provide specific measurements for visibility splays, so:

"X "Distances from the (kerb back) are typically:

- 2.0 metres -domestic single accesses
- 2.4 metres- for shared or busy crossovers
- 4.5 metres- for busy junctions
- 9.0 metres-major junctions

"Y "Distances are based on vehicle speed, and for lightly trafficked residential streets MFS would be applied:

- 20 mph- 25 metres
- 25 mph- 33 metres
- 30 mph- 43 metres

For a road where the 85th percentile speed is in excess of 37 mph and for roads where MFS does not apply, TD/93 distances from DMRB would be applied:

- 40 mph-120 metres
- 50 mph-160 metres
- 60 mph-215 metres

A link to the WSCC Local Design Guide is found below. This provides further advice on how MfS is to be interpreted and applied within West Sussex.

In addition, there is a link to the WSCC parking standards which were adopted in 2003 as Supplementary Planning Guidance (SPG). This sets out parking standards for development in West Sussex. However, in September 2010 a new approach to parking in **residential developments** was adopted. Changes to the original SPG which are affected by the September 2010 changes have been highlighted in the 'Guidance on Car Parking in Residential Development' document provided in the link below. This also contains recommended levels of cycle provision.

Manual for Streets:

<http://www2.dft.gov.uk/pgr/sustainable/manforstreets/pdfmanforstreets.pdf>

DMRB supplementary documents TD/93:

<http://www.dft.gov.uk/ha/standards/dmr/vol6/section1/td993.pdf>

Local Design Guide:

http://www.westsussex.gov.uk/leisure/getting_around_west_sussex/roads_and_pathways/plans_and_projects/development_control_for_roads/local_design_guide.aspx

WSCC car parking standards:

http://www.westsussex.gov.uk/leisure/getting_around_west_sussex/parking/parking_standards.aspx

Other information.

S106 and/or CIL – Will be considered through the planning process to secure appropriate infrastructure requirements – both highways and non-highways.

Road adoption and management of non-adopted streets and associated infrastructure – If roads are to be offered for adoption under a Section 38 Agreement, they will need to meet current WSCC specifications. For roads and associated infrastructure *not* being offered for adoption, a Management Company will need to be provided by the developer and/or their successors and be secured via a S106 Agreement to ensure long-term maintenance arrangements for the scheme. Also, non-adoption clauses would also need to be included in any S106 Agreement to prevent such infrastructure being offered to the County Council for adoption post-construction.

Site-specific comments.

For avoidance of doubt and completeness, the following comments were made in email dated 14th August 2019 from Tim Townsend (WSCC Highways) to Emily Scott-Holt (Odyssey Transport Planning) following review of the submitted Scoping Report:

- The Arun Transport Study includes an improvement for the Littlehampton West (Tesco) junction that is part of the strategic infrastructure package needed to mitigate the Arun Local Plan. Therefore, WSCC will pursue opportunities to secure the delivery of this scheme in-lieu of any County Council-led improvement.
- WSCC will shortly begin a feasibility study into the A259 corridor between Bognor Regis and Littlehampton. The County Council has promoted the A259 Bognor Regis to Littlehampton Enhancement Scheme to Transport for the South East and they have included the scheme in their [list of priorities](#) for the 2020-25 period. The scheme is still subject to confirming deliverability and value for money through a business case and DfT approvals, so is not guaranteed at this stage (and approval will take several years). However, if this County Council-led improvement is taken forward it is highly likely that a financial contribution (rather than delivery of a scheme) would be sought from the development (although any development here in advance of any major road scheme works would still be required to demonstrate suitable and safe access to the highway network in the meantime – see first bullet point). Any associated legal agreements would have to be worded to allow for this.
- The Arun Local Plan (Policy T SP3) safeguards the A259 Oystercatcher junction to Littlehampton corridor for future highway improvement. As WSCC does not yet know what improvements will be delivered in this location, you should be made aware that there could be a requirement for land, depending on the nature of the improvements that will be defined through the feasibility study.
- The A259 'Climpwick' bridge is in need of a major renewal and a range of options are currently being considered by the WSCC Structures Team. Our intention is to combine this with other works as part of the A259 Bognor Regis to Littlehampton Enhancement on the basis that this proceeds. As such, I do need to highlight to you the potential for works at and close to your client's site to ensure the development does not prejudice the range of options that they are considering. Arun District Council Policy T SP2: 'Safeguarding the Main Road Network', provides further information about this.
- The footway/cycleway works secured as part of the nearby Courtwick development are not currently in any WSCC planned works programme. I do note that you have provided some plans in your Scoping Note although what is shown does not appear to fully marry-up with the wording in the S106 Agreement. As such, I ask that you explain this further, please. However, notwithstanding any obligation on the County Council to provide these works, the development will still need to demonstrate appropriate sustainable transport provision for users of the site. This might comprise or be similar to that already secured from the Courtwick Scheme or might be alternative works. However, the onus is on the development to provide something suitable.
- In addition to any works as referred to in the first and second bullet points (including any specific access works for the development), any development here will also need to

contribute to the Arun Strategic Infrastructure Package in-line with apportionment work that Arun District Council is in the process of finalising.

- With regard to traffic modelling/forecasted flows etc., you have suggested using forecasted traffic flows from the Arun Transport study for 2020 and 2031 directly to assess the A259 Bridge Road roundabout. However this was a strategic-level study using a version of the West Sussex County Model to assess the whole District. As such, it has quite a coarse network and zone structure - hence it will not pick-up all the details of turning movements at individual junctions, especially those relating to nearby retail premises on the minor arm of the junction. Because of this, WSCC recommend that you carry out an up-to-date junction turning count at the roundabout and validate the flow levels from a nearby ATC on the A259 to ensure the survey day(s) for turning moves is(/are) representative. You could then use this to compare to modelled traffic flows. WSCC is happy to provide flows from the Arun Transport Study modelling which can be used to compare growth trends and with/without Local Plan flows. However, your junction modelling should be validated against base flows. Please note that WSCC does not have an individual junction model for this junction. WSCC can provide flows taken from the model relating to *reported* and *published* scenarios free of charge. However, access to the model to run additional scenarios would be chargeable. My colleague – Guy Parfect – will be happy to discuss matters relating to the Model. His contact details are as follows: Tel: 0330 2226442. Email: guy-parfect@westsussex.gov.uk
- With regard to extent of junction modelling, I will look at this in more detail prior to replying further to the Scoping Note. Our current TA guidance found on the County's web pages sets-out our requirements for preparation of TA's. For the time-being, though, I recommend that you consider impacts at the following:

A259 Comet Corner junction
A259 Oyster Catcher junction
A259 Climping/Ford Road junction
A259 East Beach access road junction
A259 site access junction
A259 Kingley Gate junction
A259 Morrison's roundabout

Text of email of 2nd September 2019 – Darryl Hemmings to Emily Scott-Holt.

Emily

We are in the process of commissioning the A259 feasibility study and based on previous similar studies expect this to take around 6 months so likely to complete in Feb/March 2020. We may not need to wait until the end of the study before discussing any potential impacts on third party land but until the study commences, it is difficult to say when we would expect to be in a position to discuss this with you. We will liaise with Tim so he is aware as the project progresses.

Kind regards,

Darryl

Text of email of 10th September 2019 – Guy Parfect to Emily Scott-Holt.

Hi Emily

I'm attaching traffic flows from the Transport Study models as used for the adopted Arun Local Plan. The spreadsheet contains flows for 2015 base year, 2031 reference case and 2031 with Arun Local Plan and mitigation. The with Local Plan and Mitigation scenario should be taken as the core forecast, whilst the reference case is also provided for information. Please note that this study was undertaken using a version of the West Sussex County Strategic Transport Model; as this model covers the whole District, whilst other models which have been used for major highways schemes cover only the east or west of the District respectively.

To repeat a little from Tim's email, the Arun Transport Study model has a particularly coarse network and zone structure, which means that whilst it validates for the main strategic movements and links, it does not pick up the more disaggregated details of local movements for short trips and first/last mile (approx) of longer trips. This means that minor arms at some of the junctions are not present in the strategic model and for existing arms some local turning moves may be missed, which is why I have advised that the flows not be used directly at application stage, but to provide guidance on the main changes to be expected from planned development, highway network changes and background growth. There are a number of turns which do not attract strategic through traffic, to which the model assigns zero flow, but surveys are likely to pick up local movements, hence the modelled flows will need interpreting with care.

I'll run through the junctions from west to east.

Comet Corner: The model shows generally zero flow between the A259W and B2132 south arms as traffic finds the route on B2132 Middleton Road avoiding this junction more favourable to Middleton and Elmer zones. In reality, some traffic between the A259W and Ancton is likely to use this turn, although it may also use the Worms lane cut off.

Zero flow is also shown on movements between north and east. On the ground there are likely to be some to/from premises on Bilsham Road.

Oystercatcher: The model shows zero flow on the turns between west and north. This will be used on the ground for traffic with origin or destination at the pub, caravan park or off Horsemere Green Lane.

The nearby priority junction with Climping Street is not modelled. This would be brought into a future roundabout improvement at the Oystercatcher location.

Church Lane: The minor arm for Crookthorn Lane (south) is not modelled.

Littlehampton East Beach: the existing priority junction with Ferry road is not modelled. Access to the LEGA Local Plan allocation is modelled in the with Local Plan scenario as a notional roundabout. This is not based on a confirmed design, the access junction design will emerge at such time as LEGA comes forward for application.

Bridge Road: The Broad Piece arm serving the retail park is not modelled. This may make a significant difference to the detailed turning moves, although the level of flow on the A259 is validated.

The model also assigns zero flow to the turns between Bridge Road and Littlehampton bypass as it assigns Littlehampton traffic to/from the north via A284. On the ground this turn may be used by traffic from premises (mostly industrial) along Bridge road, Quayside and River Road.

Kingley Gate Junction: The Eldon Way to the south is not modelled. Although lightly used, traffic which uses this junction on the ground may be modelled as using Wick Street instead.

Wick roundabout: Hawthorn Road arm for Morrisons not modelled. Please note also that in both the 2031 scenarios the Wick Street and Lyminster road arms no longer carry A284 through traffic as the forecast network includes the complete A284 Lyminster Bypass and Fitzalan Link. Some of this traffic does use Wick Street to turn to/from A259 Worthing Road, to join/leave the new A284 route from there.

Kind regards

Guy

Text of email of 11th September 2019 – Paul Eagle to Emily Scott-Holt.

Hi Emily,

Further to your recent email to Darryl Hemmings, our brief for the A259 Bognor to Littlehampton feasibility study, is currently in draft format and being assessed by our consultants prior to commissioning.

We have also not had detailed discussions with Arun District Council or other key stakeholders, we therefore would prefer not to circulate the brief at this time.

I have set out below the key study objectives from the brief, to give you an idea of the scope and technical aspects of the feasibility study:

- Provide evidence of transport issues, including the impacts of planned and potential development, to support a future business case for investment as part of the MRN programme
- Generate and sift options for strategic transport improvements (all modes) to meet future needs
- Produce designs, cost estimates and risk registers for feasible transport solutions
- Integrate the scheme within a wider network of safe, direct and attractive routes for public transport and NMUs
- Integrate the scheme with an option for renewing the Clympwick Bridge in liaison with WSCC Structures Team
- Provide technical material to enable WSCC engagement with key stakeholders

I hope the above is helpful in the short term.

Regards

Paul.

Further site-specific information.

Trip rates, distribution and assignment.

Having reviewed the information in section 7 of your Scoping Note, WSCC is largely satisfied with the information given so far. The only thing to add is that the trip rates only refer to the hotel and residential uses – not any other commercial activities that might also form part of the application (as implied in the description of the development). Clearly, for other and/or additional uses, please ensure that appropriate trip rates are given for those too.

Parking.

The parking calculations provided will need to be reviewed in-line with recently issued WSCC guidance produced in August 2019. Full details can be found on the WSCC website.

Public Right of Way (PRoW).

Public footpath No. 3098_1 will need to be considered within any TA for the site – whether or not it is to be utilised to provide access to the site. If it is to connect in any way, an appraisal would need to be made both in terms of road safety and design. The Stage 1 Road Safety Audit required for the main access to the site should include consideration of it if it is to be used/connected to the site.

Tim Townsend

Planning Services (highways)

Emily Scott-Holt

From: Tim Townsend <tim.townsend@westsussex.gov.uk>
Sent: 13 July 2020 16:48
To: Emily Scott-Holt
Cc: Richard Harrison; Paul Eagle
Subject: RE: Pre 67-19 - Hampton Quay, Littlehampton [Filed 14 Jul 2020 16:29]

Follow Up Flag: Follow up
Flag Status: Completed

Dear Emily,

Thanks for your email of 7th July 2020 found below.

The A259 Bognor Regis to Littlehampton corridor was recently identified as a priority for investment in the County Council's Strategic Transport Investment Programme. This corridor joins other previously identified priorities such as A284, A29 and other sections of A259 that are now major schemes programmed for delivery. A Feasibility Study is underway to explore the current and future issues and potential solutions on the A259 corridor between Flansham and Wick. If a scheme is deliverable and the decision is taken by WSCC to proceed with a scheme and central Government funding is secured (in addition to developer contributions), then this could replace schemes that are planned to be delivered by developers along the corridor.

Since the engagement with key stakeholders in January – 2020, our consultants have been developing a range of options for the key junctions in the study area:

- 1. Comet Corner**
- 2. Grevatt's Lane**
- 3. Oystercatcher**
- 4. Church Lane**
- 5. Ferry Road**
- 6. Bridge Road Roundabout**
- 7. Wick Roundabout**

All options are expected to include improved or new pedestrian and cycle facilities, and where applicable public transport infrastructure improvements, probably in the form of bus priority measures.

Where options include new or improved roundabouts additional capacity will be provided with increased flaring and number of lanes on the main A259 approach arms and side roads where required.

A draft Options Appraisal Report (OAR), has been commented on by WSCC Officers and Arun District Council, this includes an assessment of the performance of these options against forecast traffic flows, feasibility level designs and costs. A final draft is expected by the end of June.

WSCC are preparing to publish details of the options 'on-line' through the WSCC 'Have Your Say' webpage to seek initial feedback from key stakeholders, this is to replace the scheduled second engagement event due to the current Covid-19 restrictions. The 'on-line' stakeholder engagement event is expected to run for 14 days throughout late June, early July 2020. Comments and feedback will be considered and where appropriate changes will be made to the draft OAR.

Our consultants are also preparing a Strategic Outline Business Case (SOBC), which will enable WSCC to prepare their submission to TfSE, for Major Road Network funding, to support the delivery of the proposed junction layouts.

Timetable going forward is expected to be:

Feasibility study complete - End of July 2020;
WSCC wider stakeholder consultation - Autumn 2020;
WSCC submit SOBC to TfSE - Autumn 2020;

I trust the above assists you. However, do come back to me if you need anything else.

Regards,

Tim

Tim Townsend, MCIHT

Principal Planner, County Highways Team – Highways, Transport and Planning
West Sussex County Council, Ground Floor Northleigh, County Hall, Chichester PO19 1RQ
Phone: (External) 03302 225726 (Internal) 25726
Email: tim.townsend@westsussex.gov.uk
Web: www.westsussex.gov.uk

From: Emily Scott-Holt [mailto:escott-holt@odysseyconsult.co.uk]
Sent: 07 July 2020 12:58
To: Tim Townsend
Cc: Richard Harrison
Subject: RE: Pre 67-19 - Hampton Quay, Littlehampton [Filed 20 Sep 2019 12:22]

Hi Tim,

It's been a while since we were last in contact – I hope that you have kept safe and well during these strange times!

Within the pre-application advice you kindly sent across there was reference to the "A259 Bognor to Littlehampton feasibility study". Are you able to provide an update with regards to the status of this study?

If you have any questions or queries please let me know.

Kind regards,



Emily Scott-Holt | Principal Transport Planner

MCIHT

Tuscany House | White Hart Lane | Basingstoke | RG21 4AF

T: 01256 331144

E: escott-holt@odysseyconsult.co.uk W: www.odysseyconsult.co.uk

Visit <http://www.odysseyconsult.co.uk/disclaimer> for email disclaimer information

From: Tim Townsend <tim.townsend@westsussex.gov.uk>
Sent: 20 September 2019 11:32
To: Emily Scott-Holt <escott-holt@odysseyconsult.co.uk>
Subject: Pre 67-19 - Hampton Quay, Littlehampton [Filed 20 Sep 2019 12:22]

Dear Emily,

As promised, please find attached further WSCC Highways response to your recent pre-application enquiry.

I trust you will find it helpful. If you wish to discuss any of the comments made, please do not hesitate to contact me.

Regards,

Tim

Tim Townsend, MCIHT

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