

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 3rd September 2014

**FROM: Tim Townsend TO: Arun District Council
FAO: Neil Crowther**

SUBJECT: LU/253/14/DOC - Application for approval of details reserved by conditions 8 (surface water drainage), 9 (discharge of water flows), 10 (foul drainage), 17 (Construction Method Statement), 18 (construction compound), 20 (vehicle wheel cleaning), 22 (specification of layout for roads, footpaths, cycleways and parking areas), and 29 (materials and finishes) following a grant of planning permission LU/355/10/.

LOCATION: Courtwick Lane, Land South Of Railway, Littlehampton, BN17 7PD

DATE OF SITE VISIT: N/A

RECOMMENDATION:

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

S106 contribution total (see below for breakdown): £N/A

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

Summary position of Highway Authority.

The following further information is required to enable consideration of the application:

1. Condition 8 - COMMENTS AWAITED AND WILL BE FORWARDED WHEN AVAILABLE
2. Condition 9 - COMMENTS AWAITED AND WILL BE FORWARDED WHEN AVAILABLE
3. Condition 10 - COMMENTS AWAITED AND WILL BE FORWARDED WHEN AVAILABLE
4. Condition 17 – Contact details of site foreman and/or any other person responsible for the site (including those of the CDM Co-ordinator) including out-of-hours numbers and names should be stated, both on the Method Statement and at prominent locations on-site.
5. Condition 20 – Details of the location of the required facilities should be provided, including method of working and times of operation.
6. Condition 22 – It is understood from speaking to the planning case officer (Neil Crowther) that the condition relates to construction specification as opposed to the geometric layout of the phases shown. However, the wording of the condition still suggests that details of layout require approval so the following comments are made for avoidance of doubt:

GTA Civils drawing 4650/2081 Rev. 'E'

- Where traditional road layout joins shared surface, better delineation should be shown with footways extended just into the shared surface areas.
- Bollards (or similar) should be located on the bellmouth of the raised areas where block paving is currently shown to delineate the pedestrian area (example being adjacent to plot 401).
- Tactile paving to be provided at crossing points where bellmouth radii are provided.
- Travel distance to/from plots 414 and 415 may exceed 23m for refuse collection.
- Short length of remainder of driveways for plots 419 and 420 might lead to parked vehicles overhanging part of the carriageway – recommend that drives and garages either be moved back or brought nearer to edge of road.

- Pedestrian intervisibility splays should be provided either side of access drive serving plots 412 and 413.
- Parking space for plot 438 shown in part of garden for plot 424 would be better located for access next to the other space for plot 438 (behind garage for plot 424).

GTA Civils drawing 4650/2082 Rev. 'D'

- Where traditional road layout joins shared surface, better delineation should be shown with footways extended just into the shared surface areas.
- Bollards (or similar) should be located on the bellmouth of the raised areas where block paving is currently shown to delineate the pedestrian area (example being adjacent to plot 432).
- Parking spaces for plot 433 appear to be too narrow – please amend to provide correct dimensions.
- Travel distance to/from plots 428 and 429 may exceed 23m for refuse collection.

GTA Civils drawing 4650/2083 Rev. 'D'

- Where traditional road layout joins shared surface, better delineation should be shown with footways extended just into the shared surface areas.
- Bollards (or similar) should be located on the bellmouth of the raised areas where block paving is currently shown to delineate the pedestrian area (examples being adjacent to plots 446, 490, 453, 440, 487, 432, 471 and 477).
- Short length of remainder of driveways for plots 462-464 might lead to parked vehicles overhanging part of the carriageway – recommend that drives and garages either be moved back or brought nearer to edge of road.
- Length of road running from plot 477 through to 487 creates a mixed message with regard to whether it is a traditional or shared surface road. Further information required here, please.
- Travel distance to/from plot 443 may exceed 23m for refuse collection.

GTA Civils drawing 4650/2084 Rev. 'B'

- Travel distance to/from plots 449, 450 and 454 and 455 may exceed 23m for refuse collection.
- Turning head adjacent to plots 451 and 466 looks too small to accommodate service vehicles.
- Short length of remainder of driveways for plots 465, 466 and 456 might lead to parked vehicles overhanging part of the carriageway – recommend that drives and garages either be moved back or brought nearer to edge of road.

7. Condition 18 (construction compound) – No comment.
8. Condition 29 (materials and finishes) – This appears to relate to finishes for the houses and NOT road surfacing. If this is not the case, please advise.

Additional comments.

Swept-path diagrams - In addition to the above comments for all plans, swept-path diagrams are required for heavy good vehicles (refuse, removals, fire appliance etc.) as per the wording of the planning condition.

Street lighting - Also, a scheme of street lighting should be provided fit-for-purpose throughout the layouts.

Road construction specification – For all roads and pathways proposed to be private and un-adopted, road construction will not be checked by WSCC as Highway Authority. As such, the applicant should ensure that what is constructed is fit-for-purpose and appropriately maintained in perpetuity at their expense.

Conclusion.

Please re-consult when the additional information is available.

Tim Townsend
Strategic Planning