

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Andrew Wood
FROM:	Highways, WSCC: Tim Townsend
DATE:	25th March 2019
LOCATION:	Former Windroos Nursery, Worthing Road, Littlehampton, BN17 6LY
SUBJECT:	LU/25/19/DOC Approval of details reserved by condition imposed on planning reference LU/229/10 relating to Condition 11 - Vehicle Swept Path, Adoption and CMS.
DATE OF SITE VISIT:	
RECOMMENDATION:	☒ Advice ☐ Objection ☐ Modification ☐ No Objection ☐ More Information ☐ Refusal
S106 CONTRIBUTION TOTAL:	£(N/A for purposes of this application)

This is the second County Highways Authority (CHA) response to the above planning application for approval of details reserved by condition imposed on planning reference LU/229/10 relating to Condition 11 - Vehicle Swept Path, Adoption and Construction Management Statement (CMS). Comments below respond to Drawing No.'s XXX and associated further information provided by the applicant's agents.

Previous CHA comments (latest comments found in *red italic text alongside or beneath*).

Vehicle swept-path (VSP) – While VSP diagrams have been submitted showing the tracking of both refuse and fire appliance vehicles – both within the layout and through a junction arrangement proposed when the application was originally submitted - the VSP appears on a different version of the layout from that shown on the "S38 General Arrangement" (Drawing No. 063.5001.105 Rev. 'A'). As such, the applicant should confirm the final layout and confirm that the tracking is on the correct drawing. The tracking should also be shown on a drawing showing the proposed alterations to the A259, as proposed by WSCC. Copies of the latter can be obtained on request from the CHA.

It is understood that the developers (under a future separate planning application) intend to submit details for a revised version of the layout. However, in order to satisfy the obligations placed within the original outline planning permission, they are seeking approval of the detail of what was indicatively shown at that stage (so original layout). Although not shown on drawing referenced above (so 063.5001.105 Rev. 'A'), the original tracking was undertaken on an earlier version of the layout now submitted and as such, demonstrated access by both service and fire appliances to within the required travel-distances for each dwelling within the layout. Current drawings are: 063.5001.004 Rev. 'C' (Preliminary S38 Arrangement) and 'D' (Indicative extent of highway adoption) - both produced by Paul Basham Associates.

Adoption – Like the comments made above, the applicant should confirm what plan is the correct one showing extent of proposed road adoption. When received, the CHA

will provide further comments. Likewise, comments about the materials proposed will also be made once the correct plan is provided. Street lighting specification does not appear to be available at the time of writing. This too should be submitted. Also see comments under 'other matters' found below.

This is now shown on drawing's 063.5001.004 Rev. 'C' (Preliminary S38 Arrangement) and 'D' (Indicative extent of highway adoption) - both produced by Paul Basham Associates. Both are considered suitable from the CHA's point of view for this DOC application. Material specification, drainage, landscaping and street lighting assessment will be done as part of the S38 checking process post-planning. A decision as to whether the path in the bottom south-western corner of the layout leading from the development to the A259 would be eligible for adoption will be made at the S38 stage.

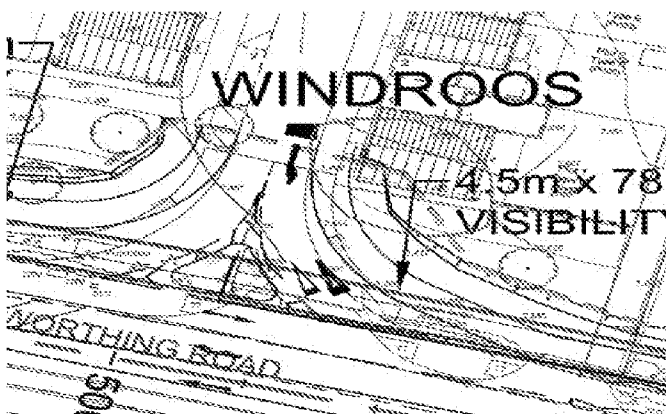
Construction Management Statement (CMS) – THE CMS is acceptable subject to:

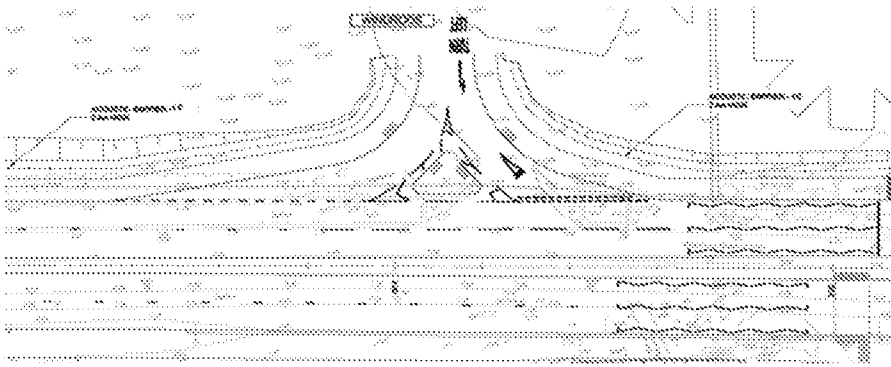
- Out-of-hours contact details being included and displayed prominently on site boundaries and gates.
- The CMS being amended to state that HGV vehicles associated with the site shall NOT use Ford Road as their route when accessing or leaving the site.

The above requirements have now been included in revised CMP (revision 'B' dated 7th March 2019). As such, the CMP is acceptable from a highways perspective. The case officer at the LPA should consider all other/non-highway related matters in the CMP.

Other matters.

Having overlaid the as-submitted site access drawings with the A259 WSCC Scheme, it is clear that the footways within the site and those shown on the WSCC plan at the site entrance do not align. Also, the developer scheme shows footways measuring 2.0m wide, whereas the WSCC A259 Scheme shows them to be 2.7m wide (see first extract below). As such, the developer scheme should be shown amended to marry-up with the County Scheme on a revised drawing (suggest a revised version of the 'adoption drawing'). Also, another concern is that Plot 1 appears to encroach upon the land being acquired for the WSCC A259 Scheme - denoted by a blue dashed line on the first extract - which will ultimately clash with the end of the acoustic barrier (second extract shows the location of the proposed acoustic barrier). As such, the location of Plot 1 will need to be revised and shown as such on an amended plan.





Although not a consideration of this DOC application, the applicant has demonstrated that it would be possible to get both schemes to generally align and has committed to ongoing liaison with the CHA's Major Projects Team in order to ensure that the application site access works and those works proposed as part of the County's A259 improvements will align with one-another at the appropriate stage. However, should the applicant seek to build prior to the County Council's A259 works commencing, then further drawings would be required in order to demonstrate any interim highways access arrangements.

Conclusion.

No objection is raised to the DOC proposal as now amended.

Thank you.

Tim Townsend
West Sussex County Council – Planning Services