



PERSIMMON

PERSIMMON HOMES THAMES VALLEY

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30th August 2017

Michael Eastham
Principal Planning Officer
Arun District Council
First Floor
Arun Civic Centre
Maltravers Road
Littlehampton
BN17 5LF

Dear Mr Eastham

**Application for approval of reserve matters and discharge of relevant planning conditions attached to outline planning approval LU/47/11 in relation to the delivery of the Southern Lyminster Bypass, North Littlehampton
Planning Portal Reference: PP-06337655**

We hereby enclose a reserved matters application which provides details of means of access, appearance, landscaping, layout and scale for the construction of the Southern Lyminster Bypass as approved under planning permission LU/47/11. In addition we are also seeking to discharge the following conditions, which are considered linked to the reserve matters approval – 1, 5, 7, 8, 10, 14, 15, 19, 20, 21, 26, 36 and 37.

The Proposed Development

The Southern Lyminster Bypass, when delivered will form part of a new primary road network in North Littlehampton running north – south from the A27 to the existing Fitzalan Road.

This application relates to the section of the Lyminster Bypass that needs to be delivered by Persimmon Homes. It will run from the northern section of the Bypass, through the western part of the North Littlehampton Development, which Persimmon Homes is delivering, over Toddington Lane and the railway line to the point where it connects with the Fitzalan Link road. The Fitzalan Link road is being considered separately under planning application LU/234/16/RES.

The design of the Southern Lyminster Bypass includes a bridge, which spans Toddington Lane and the railway line, and two roundabouts, one which will connect to the northern section of the Lyminster Bypass and the second with the A259. The proposals also include detailed landscaping along the route of the Bypass.

With regard to the bridge, the proposed design has been formulated in consultation with Network Rail, including an approval in principle 'AIP' process.

The road itself has been designed in conjunction with WSCC to ensure that it ties in appropriately with both emerging plans for the Northern Lyminster Bypass, and existing infrastructure associated with Fitzalan Road and the new Link road. A large amount of consultation has also been had with WSCC regarding the drainage of both the northern and southern sections of the Lyminster Bypass to ensure that sufficient capacity was provided in the surface water drainage system.

The Lyminster Bypass is also a key feature of the overall master plan for the North Littlehampton development. It will provide for a new 'gateway' into Littlehampton as well as the primary access route into the development. As part of its 'gateway' function the Southern Lyminster Bypass will have retail and commercial uses directly fronting it. Crucially, the Bypass will become an integral element of the wider Littlehampton area, and as such will not only pass through existing residential dwellings, but will also have new uses directly accessed off it. As such it has been designed to be a 40mph limit road.

The route of the Southern Lyminster Bypass is very much defined by outline planning permission LU/47/11 and as such its route complies with the red line established by that consent.

Application Submission

The following documentation is submitted to support this application:

- Completed application forms;
- This covering letter which includes a design statement
- A Red Line Plan
- The following technical drawings and documentation by Mayer Brown:
 - Northern Roundabout
 - A/PHLYM.1/GA-1 Rev P11 – General Arrangement Drawing
 - A/PHLYM.1/ST-1 Rev P6 - Surface Treatments Drawing
 - A/PHLYM.1/VIS-1 Rev P6– Visibility Splays Drawing
 - A/PHLYM.1/TR-1 Rev P4– Tree Removal Drawing
 - Southern A259 Roundabout
 - A/PHLYM.1/GA-2 Rev P10 - General Arrangement Drawing
 - A/PHLYM.1/ST-2 Rev P7– Surface Treatments Drawing
 - A/PHLYM.1/VIS-2 Rev P7– Visibility Splays Drawing
 - A/PHLYM.1/TR-2 Rev P4– Tree Removal Drawing
 - Northern and Southern Junctions
 - A/PHLYM.1/TK-1 Rev P5– Vehicle Tracking Drawing
 - Road Safety Audit
 - Road Safety Audit Response Report
- The following technical drawings and documentation by Peter Brett Associates (PBA)
 - 35944/3501/004 P05 – General Arrangement
 - 35944/2001/002C: Proposed Finishes and Kerbing
 - 35944/2001/003: Highway Construction Details Sheet 1 of 2
 - 35944/2001/004: Highway Construction Details Sheet 2 of 2
 - 35944/2001/001J – Proposed Road Alignment and Contours
- Noise Report by WYG
- Arboricultural Assessment and Method Statement and Tree Protection Plan (ref: 16267-BT4 a, b & c) by Barrell Tree Consultancy
- Drainage Strategy an drawing A100789_501E by WYG
- Landscape Drawings by WYG (ref A088461 SLB 1, SLB 2, SL3, SLB 3.1, SLB 4 and SLB 4.1)
- The following ecological reports
 - Ecological Update by WYG dated December 2015
 - Bat Emergence / Return Survey October 2014
 - Breeding Bird Report October 2014
 - Ecological Constraints Appraisal 2014
 - GCN Report October 2014

- Reptile Report April 2015
- Invertebrate Assessment October 2014
- Water Vole Survey October 2014
- Ecological Management Plan by Ecosa dated August 2017

Planning Fee Cheque for £1,690

Design Statement

Background

As previously detailed this application relates to the southern element of the Lyminster Bypass which is to be delivered in conjunction with the North Littlehampton development. Persimmon Homes are obliged to deliver the southern element of the Bypass as part of our development obligations at North Littlehampton. It comprises the carriageway running from the roundabout that connects to the northern section of the Bypass, a bridge that spans over Toddington Lane and the railway line and a roundabout providing a connection to the A259 which provides a tie in with the Fitzalan Link road that it being delivered under outline planning permission LU/63/11.

The proposed design for the road is based on the overarching concept approved under the outline application. Particular reference has been had to the master plan drawing reference GR.L_002A submitted with and considered as part of the approval of the outline consent LU/47/11.

There is one change to be noted from the master plan and this relates to the northern roundabout, where the Bypass becomes a focal feature of the local / commercial centre, the main gateway into the overall development site and where tie in to the northern section of the Bypass is facilitated. This change has been made for a number of reasons. Firstly, WSCC have sought to increase capacity of the Bypass overall and as a result a roundabout junction would provide capacity benefits over the traffic signalised junction proposed by the outline permission. Secondly, the Town Council raised concerns regarding the success of a traffic light / priority junction given the likely weight of traffic use along the Bypass. Thirdly, a roundabout design facilitates a better central hub for the local / commercial centre and the better placement of focal buildings in this area. Fourthly, WSCC have approved the layout in principle and have reviewed the capacity testing of the roundabout junction.

Road Alignment

As part of the detailed design process the proposed road design has been subject to horizontal and vertical alignment to tie into the amended roundabout layouts of the A259 proposed roundabout to the south and proposed roundabout at the intersection of the proposed site roads and the northern and southern sections of the Lyminster Bypass to the north.

The need to ensure alignment of both ends of the bypass with the connecting roundabouts / existing infrastructure has fixed the position of the bridge over Toddington Lane and the railway. Alignment has been optimised to ensure that the carriageway, foot / cycleway, verges and earthworks are contained within the redline boundary.

Road alignment conforms to the DMRB standards, in particular to TD 9/93 Highway Link Design with horizontal and vertical curvature greater than minimum requirements with the exception of southern curve off of the railway bridge which requires the introduction of 3.5% superelevation to the carriageway crossfall.

Earthworks

Through design development the earthworks solution for the approaches to the railway and Toddington Lane bridges has evolved from traditional 1 in 3 earthwork slopes to reinforced earth walls on three sides of the approaches with the south-western approach remaining as an earthwork embankment. Various options were investigated with regard to this element of the design, however due to the close proximity of existing and proposed allotment land on either side of the road as it runs directly south of the railway line an embankment type feature was not possible as this would eat into the land available for allotments, which fall outside of the approved red line.

Therefore, the proposed solution was necessitated by the requirement to achieve the agreed area quantity required for new allotments, to compensate for the allotment area being lost due to the construction of the proposed bypass, whilst not expanding the earthwork embankment into the allotment area to the west. The bridge approaches to the north of Toddington Lane and between the Toddington Lane and Railway Bridges were revised to reinforced earthwork embankments to minimise the land take of the bridge approaches and optimise the developable area adjacent to the bypass.

The visual impact of the earth works will be softened by the landscape offset that is provided either side of the Lyminster Bypass, which is generally 15m either side. These landscape areas will be a mix of drainage attenuation and landscaping. The submitted landscape drawings provide further details.

The Proposed Bridge

The proposed bridge comprises two parts, the first spans over Toddington Lane, the second over the railway line. As previously detailed the design of the bridge has gone through an 'approval in principle' process with Network Rail and has been signed off. WSCC have also been consulted and comments they have raised have been taken on board.

The proposed road bridge will carry the southern section of the Lyminster Bypass over Toddington Lane. The proposed structure has been positioned to provide a minimum clearance of approx. 2800mm at the east corner of the north abutment to the rising main being installed. The width of northern footway under the proposed structure will therefore vary between approx. 3200mm, at the northeast end, and approx. 4500mm, at the northwest end. The width of the southern verge under the proposed structure will vary between approx. 2900mm at the southwest end and approx. 4000mm at the southeast end. The structure is proposed to be a semi-integral bridge with a single clear square span of 17.0m. The bridge superstructure will comprise of precast prestressed concrete U-beams with an in-situ reinforced concrete deck slab. The substructure will comprise of reinforced concrete abutments.

1.4m high N2 (normal containment) galvanised steel parapets with mesh infill panels will be provided on the east side of the structure, over the bridge deck and wing walls. A 1.25m high N2 (normal containment) galvanised steel parapet with mesh infill panels will be provided on the west side of the proposed structure, over the bridge deck and wing walls.

The proposed rail overbridge element will carry the southern section of the Lyminster Bypass over the Brighton to Littlehampton Line. The structure is proposed to be a semi-integral bridge with a single clear span of 29.8m. The bridge superstructure will comprise of precast prestressed concrete U-beams with an in-situ reinforced concrete deck slab. The substructure will comprise of reinforced concrete abutments. A minimum 2m wide corridor will be provided between the abutments and the Network Rail boundary fence, allowing a scaffolding tower to be erected at the ends of the structure for inspection and maintenance. 1.8m high H4a (very high containment) galvanised steel parapets with solid infill panels and steeple copings will be provided on both sides of the structure, over the bridge deck and wing walls.

As part of the design of the bridge, as it runs south of the railway bridge, an access tunnel between the existing and proposed allotments on either side of the bypass needs to be provided for. It will take the appearance of a large opening / tunnel under the road. The structure will comprise an 18m long buried precast reinforced concrete box culvert with precast reinforced concrete headwalls and tapered wing walls at the west end. The proposed structure will have a clear width of 2.3m and a clear height of 2.3m to allow pedestrian access only. Lockable access gates will be provided at both ends of the structure. Lighting will be provided along the length of the culvert. Timed push button switches shall be provided at both ends preventing light pollution.

A 1.4m high N2 (normal containment) galvanised steel parapets with mesh infill panels will be provided along the east side of the structure. The western verge will have a VRS with a 1.15m high steel post and rail fence to provide a pedestrian edge restraint. A 1.15m high galvanised steel post and rail fence will also be mounted along the top of the headwalls and wing walls, on the west side of the structure.

Road and Pavement Construction

Full construction and specification details are provided within the technical drawings produced by Mayer Brown and PBA. However, as a summary the main carriageway will be tarmac and kerbs will be concrete. At full height the kerbs will be 125mm, dropping to between 0-6mm for pedestrian crossings and 25mm for vehicular crossings.

The proposed bypass pavement construction will be a flexible Asphalt Concrete construction designed in accordance with the Design Manual for Roads and Bridges and the West Sussex County Council (WSCC) design guide to achieve suitable construction layer thicknesses, design life and skid resistance.

Where possible WSCC standard highway construction details have been used so the road corridor construction materials and techniques are the same as the surrounding road networks.

Road Restraint Systems

The proposed Lyminster Bypass (Southern Section) will have a combination of Class N1 and N2 galvanised steel vehicular restraint systems with infill galvanised mesh on the approaches to the bridges and over the Toddington Lane Bridge. Over the railway bridge a very high containment H4a vehicle restraint system will be used.

As part of the detailed design process the proposed vehicle restraint systems will be subject to a Road Restraints Risk Assessment Process (RRRAP) which will determine the extent and containment details of the barriers.

Street lighting

It is proposed that only the roundabouts and their approaches at the northern and southern end of the Southern Lyminster Bypass will be illuminated via street lighting with the central section to be unlit. It is proposed to install twenty six 8m high columns fitted with post top mounted luminaires with a 5 degrees tilt. This will provide the required amount of illumination for the road. In addition various illuminated signs and bollards are proposed as appropriate for required signage etc.

Submitted Drawings

The submitted technical drawings and documents by Mayer Brown and PBA provide full design specification of the road and associated infrastructure (including lighting design). They also detail how this element of the Bypass will be tied into infrastructure delivered as part of the northern element of the Bypass and the Fitzalan Link.

Ecological Matters

Conditions 19, 20 and 21 of outline consent LU/47/11 require various ecological information to be submitted with the reserve matters applications for the North Littlehampton Development area. Update surveys in respect of badgers, reptiles and bats have been undertaken the result of which are contained within the Ecology Survey updated prepared by Ecosa. The conclusions of these surveys are as follows:

- No badgers were recorded during the survey undertaken and as such it was considered that they were unlikely to be resident within the development zone of site.
- No trees offering potential to support roosting bats will be felled as a result of the development proposals. Several mitigation and enhancement measures were proposed and these have been incorporated into the development proposals. In particular the landscaping proposals and the lighting design.
- Reptile survey work undertaken by WYG in December 2015 identified reptiles on the land where the Southern Lyminster Bypass is proposed. Only two common lizards were found and no juveniles. Notwithstanding this low presence, mitigation is required. Mitigation will comprise a fenced area northwards along the proposed routes from the southern boundary and then eastwards from the road. Reptile displacement will commence shortly and continue until mid-October. The work will be undertaken by professional ecologists in accordance with the submitted ecological documentation.

Condition 21 requires an Ecological Management Plan to be provided. This has been prepared by Ecosa and accompanies this application submission.

Landscaping Considerations

Landscaping proposals are detailed on drawings A088461 SL1 – 4.1 by WYG, which follows the principles established by the outline consent and in particular the landscape proposals contained within figures 9.1-9.4 of the landscape visual impact assessment (drawing reference A044029-2 9 (rev C).

Careful consideration has been taken to ensure that there will be consistency between the various different elements of the new primary road network that will be delivered as part of the overall development at North Littlehampton. In this regard as far as possible a continuous green 'parkway' has been provided for.

To aid with the creation of this 'parkway', and also mitigate against the visual impact of the Lyminster Bypass, including the proposed bridge structure, a significant offset has been provided along much of its length. This allows for a landscaped area along the majority of the Southern Lyminster Bypass. This landscaping offset will also provide for surface water drainage overflow in the form of swales and noise attenuation by ensuring that built form, particularly residential, is set at an appropriate distance from road.

Notwithstanding, the overall parkway character that has been allowed for, the northern element of the proposed bypass is more urban in character, where landscaping is more functional and proposed landscaping appropriately reflects this. It is at this point that the commercial / local centre of the North Littlehampton development will be delivered, and the northern roundabout of the Southern Lyminster Bypass will become the central hub around which this based, along with the main vehicular access to the wider development site. As a result this area will have a strong urban character, with focal buildings of up to 4 storeys in height on key locations abutting the bypass.

The landscape proposal includes native tree and shrub planting areas, individual 'street' trees, amenity grass, and species rich grass to help increase potential biodiversity within the site and provide a range of textures and colours along the route. Tree and shrub species selection

Discharge of Relevant Conditions

As part of this reserve matters application the following information has been submitted to discharge relevant conditions attached to the outline consent:

1 – Reserve Matters: details of the appearance, landscape and layout of the proposed Southern Lyminster Bypass are provided with this application sufficient to discharge this condition.

5 – Details of Materials and External Finishes: This information is provided on Landscaping Drawings A088461 SLB 1 – 4.1 and technical drawings A/PHLYM.1/ST-1 R6, A/PHLYM.1/ST-2 R7 and 35944/2001/002C

7 – Appearance, Landscaping and Layout: This information is provided on Landscaping Drawings A088461 SLB 1 – 4.1 and technical drawings A/PHLYM.1/ST-1 R6, A/PHLYM.1/ST-2 R7 and 35944/2001/002C, with further details provided within the Tree Report by Barrell Tree Consultancy and accompanying Tree Protection Plan.

8 – Design Statement – this is included as part of this covering letter (see above)

10 – Surface Water Drainage Strategy: relevant details are provided in the Drainage Strategy (and drawing A100789-501E) by WYG.

14 – Landscaping: This information is provided on Landscaping Drawings A088461 SLB 1 – 4.1.

15 – Trees: This information is provided with the Tree Report by Barrell.

19 and 20 – Ecology: Details of further surveys are contained in the Ecological surveys and documentation submitted.

21 – Ecological Management: Please refer to submitted site wide ecological management plan by Ecosa.

22, 23, 25 – Construction Management Plan: This document will be submitted later when a contractor is appointed for the development

26 – Highway Specification and Construction Details: This information is provided on drawings A/PHLYM.1/GA-1-P11 and A/PHLYM.1/GA-2-P11, 3544-3501-004-P05, 35944-2001/003 and 35944-2001/004.

33 – Contamination: Site wide contamination investigation was submitted and discharged under LU/164/15/DOC. A verification report will be submitted site wide when all necessary remediation is undertaken.

36 – Noise: The Noise Assessment prepared by WYG and submitted with this application provides sufficient detail to discharge this condition.

37 – Noise: The mitigation proposed for condition 36 ensures that the land subject to this application which falls within noise category C is sufficiently mitigated.

40 – Archaeology: This condition will be discharged separately.

Conditions that are not included in the list above are not relevant to this application.

and grass seeding mixtures have been specified with input from the ecologist. The 'street' trees selected have been specified with a 2.4m clear stem to ensure visibility is maintained across the site. The walls of the bridge structure, street lighting and proposed underground services have been taken into consideration with regards to positioning of trees. The landscape plans include the current tree survey information, including root protection areas.

With regards to the roundabouts, there are visibility splays, drainage pipes and storage tanks within them. As such it has not been possible to provide substantial tree planting on them due to these constraints. It is therefore proposed that the roundabouts have a landscape / art feature on them instead. In this regard, inspiration has been taken from East Beach Café, with proposals aiming to replicate the form of the building when viewed in plan. To create this, timber sleepers and ground cover plants are proposed. The sleepers have been arranged to form a range of heights: 750 mm, 500 mm and 250 mm. The sleepers have also been positioned into rows.

The landscape scheme shows detailed planting proposals including a plant schedule and an outline implementation specification. The plant schedule shows total plant numbers, plant species and specifications. Most of the proposed trees have been specified as semi-mature with a clear stem of 2.4 metres. Native mixes will be planted as transplants, at 1 metre centres. The planting mixes will form interest and increase the potential for biodiversity opportunities along the route.

With regards to ecology mitigation, we have liaised with the project ecologist and in accordance with advice received in relation to the Fitzalan Link we have provided a pole mounted Barn Owl box within the scheme and some bat 'hop-over' locations. Tree and shrub planting is also predominately native species.

The landscape proposal indicates surface finish material on the road and footpaths (tarmacadam). At crossing locations, blister tactile paving has been provided (contrasting buff colour). For trees proposed along the north, tree grilles have been provided for to allow continuity with the adjacent residential development, parcels C1 and B2. Details of handrails along the parapet walls to the bridge are shown on the highway engineer's drawings.

Details of existing trees retained and to be removed, materials, and landscape design have been provided on drawings A088461 SLB1 and SLB2. Drawings SLB3 and 4 show proposals for the roundabouts.

A noise barrier has now been proposed along the eastern boundary adjacent to the existing property boundaries. The noise report refers to details of height and type of the barrier. The proposed tree and shrub planting along this route is shown in front of the barrier, which, in addition to providing biodiversity enhancements, will help to screen views towards the barrier from users of the highway. ***check this is correct

An updated Tree Report is provided which includes details of trees to be retained and their protection through the construction phase. This information is provided in the Arboricultural report prepared by WYG. The landscaping proposals have taken full consideration of the recommendations of this report.

Noise

A noise report by WYG is provided with this submission to discharge conditions 36 and 37. This details that a 3.5m high acoustic barrier adjacent to the highway is required to reduce traffic noise levels by up to 9.3dB. Details of the 3.5m acoustic barrier required are included with Appendix C of this report and been accounted for on the General Arrangement drawing by Mayer Brown and the landscaping proposals by WYG.

Summary

I hope that the information provided with this submission is sufficient to validate and in due course discharge all conditions, including reserve matters, for the Southern Lyminster Bypass. If however you have any queries please do not hesitate to contact me on [REDACTED] or [REDACTED]

I look forward to receiving notification that this application has been validated along with a receipt for the planning fee paid.

Yours Sincerely

[REDACTED]
Laura Graham BA (Hons) MA MRTPI
Head of Planning
Persimmon Homes Thames Valley