

**WEST SUSSEX COUNTY COUNCIL
PLANNING SERVICES CONSULTATION**

DATE: 16th November 2017

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

SUBJECT: LU/278/17/RES - Approval of Reserved Matters following Outline Permission LU/47/11 for Construction of the southern section of the Lyminster Bypass, including northern and southern roundabouts, surface water drainage and landscaping. Departure from the Development Plan & affects a Public Right of Way.

LOCATION: North Littlehampton Strategic Development Site, Land West of Toddington Park, Toddington Lane, Littlehampton, BN17 7PP.

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 planning application for approval of reserved matters following Outline Permission LU/47/11 for Construction of the southern section of the Lyminster Bypass, including northern and southern roundabouts, surface water drainage and landscaping.

Site location.

The site is located in Wick, Littlehampton and runs north-south between the A259 (starting at a point immediately east of Highdown Drive), then to the east of the allotments found north of the A259; over the railway and Toddington Lane and then finishes at a new roundabout adjacent to the proposed commercial area of the Toddington development. It forms part of a larger scheme comprising a new by-pass road to the north (to be known as the Lyminster By-Pass) running N-S connecting to Fitzalan Road alongside the Littlehampton Academy (and by default, on to central Littlehampton).

Highways consideration.

The following drawings have been considered*:

1. **WYG – Landscaping proposals SLB2 Plant Schedule 2 of 2 – A088461 SLB1-SLB4.dwg - August 2017.**
2. **WYG drawing A0885461/SLB1, SLB2 and SLB3 Dated August 2012.**
3. **WYG – Landscaping proposals SLB1 Plant Schedule 1 of 2 – A088461 SLB1-SLB4.dwg - August 2017.**
4. **MB – Proposed S278 Works – A259 RBT visibility splays – A/PHLYM.1/VIS-1 Rev. P6.**
5. **MB – Proposed S278 Works – A259 RBT visibility splays – A/PHLYM.1/VIS-2 Rev. P7.**
6. **MB – Proposed S278 Highway Works – A259 Worthing Road RBT Surface Treatment DRG – A/PHLYM.1/ST-2 Rev. P7.**
7. **MB Drawings A/PHLYM.1/VIS-1/P6 and A/PHLYM.1/VIS-2/P7 Southern Bypass and Worthing Road Roundabout Visibility Splays.**
8. **MB – Proposed S278 Highway Works – A259 Worthing Road RBT Tree Removal DRG – A/PHLYM.1/TR-2 Rev. P4.**

9. **MB – Southern By-Pass Works – Anticipated Vehicle Swept-path Diagrams DRG – A/PHLYM.1/TK-1 Rev. P5.**
10. **MB – Proposed S278 Highway Works – Extent of Lyminster By-Pass Southern Section Works DRG– MBSK170907-1 Rev. P1.**
11. **Peter Brett Associates – Proposed Southern By-Pass North Littlehampton – Proposed Road Alignment and Contours DRG – 35944/2001/001 Rev. J.**
12. **Barrell Drawing – Tree protection plans.**
13. **Southern Bypass Roundabout Surface Treatment.**
14. **MBSK170907-1/P1 Extent of Lyminster Bypass Southern Section Works.**

In addition to this, the following reports have also been considered:

1. **Stage 1 Road Safety Audit (RSA) – March 2017.**
2. **Designer's Response to March 2017 RSA.**
3. **Addendum Stage 1 RSA – September 2017.**
4. **Designer's Response to September 2017 RSA.**

**(please note that other drawings might also be referenced below in addition to those listed in this report)*

Summary position of Highway Authority.

Although requested directly from the applicant's Highways Consultants (Mayer Brown), a formal Design Check of the proposals has not been provided. In the absence of such a document and replies to other points as documented below, the Highway Authority cannot fully appraise the proposal. On that basis, a highway objection is raised.

Comments following review of plans submitted so far.

Following review of plans and information submitted so far, it is clear that a number of detailed points/matters will need to be attended to and/or accommodated at an appropriate stage. These are as set-out below. Some of these might be suitable for the detailed design/S38/278 stage. However, until such time as a full technical Design check has been submitted and reviewed, it is not known whether additional points might be raised. Furthermore at the S38/278 stage, a Stage 2 Road Safety Audit might itself raise further points. The applicant should be made aware of this.

MB Drawings A/PHLYM.1/VIS-1/P6 and A/PHLYM.1/VIS-2/P7 Southern Bypass and Worthing Road Roundabout Visibility Splays.

The proposed timber sleepers may impinge upon circulatory visibility, given that the roundabouts are raised so as to incorporate a chevron paved strip to diagram 515.2., they should be removed.

WYG drawing A0885461/SLB1, SLB2 and SLB3 Dated August 2012

These drawings have no indication what revision they are. This must be included to ensure that they can be specifically referenced in any Decision Notice.

There should be no planting on the cellular storage areas, other than grass.

Thorny planting (blackthorn [*Prunus spinosa*], or otherwise) should not be planted adjacent to or close to cycle paths.

Adequate inter-visibility to be provided at cycle path intersections.

The wooden sleepers on the roundabout islands should be removed as they present a hazard should traffic collide with them. Such features would also hinder maintenance to the underlying cellular drainage system.

Owl boxes – Too close to road. To be removed and re-located.

The LPA needs to consider the impact of lighting on bats and establish whether any measures need to be taken.

Barrell Drawing – Tree protection plans

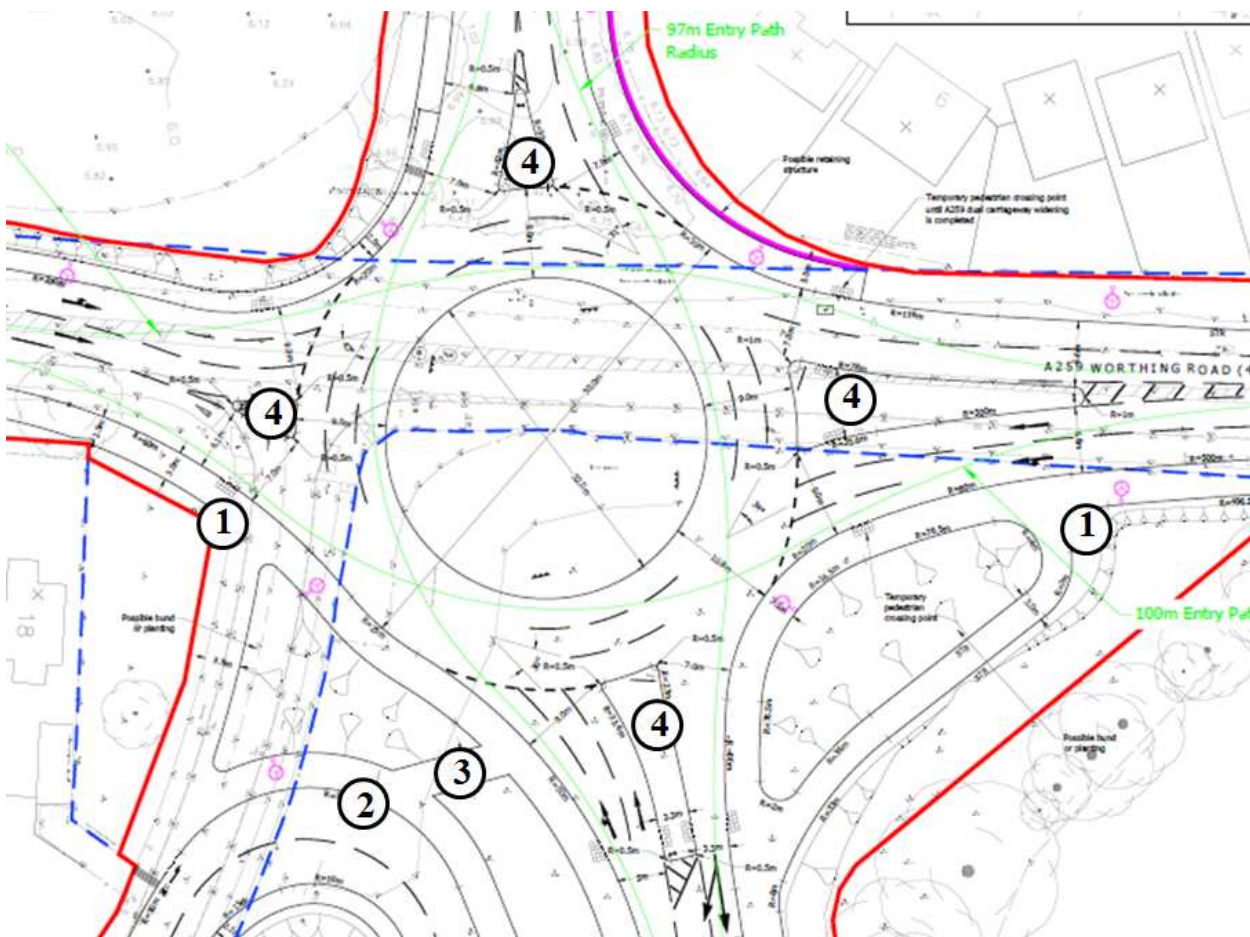
SEE LANDSCAPING COMMENTS.

MB Drawing A/PHLYM.1/TR-2/P4 Worthing Road Roundabout Tree Removal
SEE LANDSCAPING COMMENTS.

PBA drawing 35944/2001/001J – Lyminster Bypass Proposed Road Alignment and Contours

Alignment seems to suggest that it achieves a desirable minimum SSD forward visibility envelope for an 85kph design speed, based on the drawings provided to date. This will be verified when the Design Check is provided and reviewed.

MB Drawing A/PHLYM.1/ST-2/P7 Worthing Road Roundabout Surface Treatment



With reference to the numbered points above:

1. Sweeten cycle path radii and alignment.
2. Consider placing a dropped kerb on the desire line.
3. Align path with relocated crossing point
4. Beyond the footway width these islands need to be surfaced in colour contrasting material, such as in situ concrete or concrete pavours.

Southern Bypass Roundabout Surface Treatment

This drawing was not provided. Applicant to consider similar amendments to those set out for the above roundabout.

Tactile paving considerations will be covered at S38 design stage.

MBSK170907-1/P1 Extent of Lyminster Bypass Southern Section Works

This plan appears to be compatible/allow for WSCC A259 scheme to be built up to it. This will be checked again at S38/278 stage.

If the intention is to indicate all the speed limit terminal sign positions then one has been missed on Highdown Drive.

MB Drawing A/PHLYM.1/TK-1/P5 Swept Paths

These appear to be acceptable for the choice of vehicles checked.

RSA1 Addendum August 2017 and Designers Response

Comments have previously been made about the road sign mentioned in 2.5. The bollard should have a 'KEEP LEFT' aspect.

General:

- Tactile paving – This is largely shown on the engineering drawings. Where it has been omitted/not shown etc. (e.g. at the allotment access) this will need to be picked-up at the detailed S38/278 stage.
 - Maintenance bays – Will be necessary at the A259 roundabout and possibly somewhere along the N-S By-Pass link itself. Applicant to show.
 - Street lighting – This will be checked at the S38/278 stage.
 - Signage strategy – This should be provided by the applicant at the DDS. Once agreed with the LPA after consultation with the CHA, it should be installed prior to opening of the road.
 - AIP (bridge structures) – This is an ongoing process. WSCC's Structural Engineer has looked at the drawings on the Arun DC planning portal and the only one showing the bridges is Drg. No. 35944/3501/004 Rev P05. The current version of the same drawing that is on record here at WSCC that has been examined through the structures Technical Approval (TA) process is now Rev 6. At this stage, there do not appear to be any material changes that appear to affect the appearance when comparing drawing revisions. The Technical Approval process for the structures is, therefore, progressing and will continue to do so through the S38/278 stage.
 - Drainage – Will be provided separately by the drainage engineer.
 - Commuted payments for landscaping and any non-standard street furniture etc. – Will be required at the S38/278 stage (will be calculated then).
 - Road markings – To be shown/documented in the Design Check document and will be re-checked at the S38/278 stage.
 - Cycle lane width and buffer zone to be checked when Design Check document is provided.
 - Speed limit transitions - This will be checked at the S38/278 stage.
 - A 'bulge/build-out' should be considered to the junction of the main E-W spine road where it meets the IDR to provide deflection (Swept-path diags suggest one could be incorporated). The Road Safety Audit Team should be re-consulted for comments about this.
 - Swept-path diagrams – Appear to be acceptable throughout for the vehicles tested.
 - PRoW – Any diversions to be in accordance with WSCC specifications and processes.
 - Chainage 50 is the required cut-off point between the northern end of the applicant's road and the proposed WSCC Lyminster By-Pass. It is currently not clear if Chainage 50 has been shown on the applicant's drawing. Confirmation of this to be provided by the applicant.
 - The footway on the NE corner of the A259 roundabout, forming part of the Persimmon design, will need to have adequate visibility provided to assist pedestrians crossing the road and that are visible to passing traffic. Likewise, the proposed planting at this location will also need to be looked at very carefully to ensure it doesn't encroach on any necessary visibility plays nor the carriageway itself. Please provide further information.
- 1. WYG – Landscaping proposals SLB2 Plant Schedule 2 of 2 – A088461 SLB1-SLB4.dwg - August 2017.**
- Visibility reqs. at points where visibility plays are required (ped and vehicular).

- Continuity of cycle route alongside re-aligned Highdown Drive (currently not overly clear on drawings) – maybe a detailed design consideration.
 - Safety barriers and the like on the bridges themselves and on the abutments need to be shown and checked leading up to the bridges must be suitably designed to cater for all users. Specifically on the bridges, guardrail heights where cyclists run close to them need to be higher than those used simply for footways. Applicant to show.
 - Applicant to demonstrate that cycle path is wide enough and has enough clearance/suitable buffer-zone between carriageway.
2. **WYG – Landscaping proposals SLB1 Plant Schedule 1 of 2 – A088461 SLB1-SLB4.dwg - August 2017.**
 - Comments made only refer to area edged in red – residential area will be responded to separately under its own planning application ref.
 3. **MB – Proposed S278 Works – A259 RBT visibility splays – A/PHLYM.1/VIS-1 Rev. P6.**
 - Visibility splay from commercial area – applicant to explain what has informed this (2.4m 'x' distance with 46m splays).
 4. **MB – Proposed S278 Works – A259 RBT visibility splays – A/PHLYM.1/VIS-2 Rev. P7.**
 - Will be checked when Design Check is provided.
 5. **MB – Proposed S278 Highway Works – A259 Worthing Road RBT Surface Treatment DRG – A/PHLYM.1/ST-2 Rev. P7.**
 - NO COMMENTS – MATERIALS TO BE CHECKED AT DDS.
 6. **MB – Proposed S278 Highway Works – A259 Worthing Road RBT Tree Removal DRG – A/PHLYM.1/TR-2 Rev. P4.**
 - Please see the 'sticky notes' on the attachments to be read-alongside this report
 - If any blackthorn [*Prunus spinosa*] is proposed adjacent to any of the cycle paths, it should be omitted from the planting mix.
 - A full and detailed specification and maintenance / management plan will be required prior to planting being undertaken.
 - Finally, it is most important that plant material is sourced from UK sourced seed and UK grown plant material only.
 7. **MB – Southern By-Pass Works – Anticipated Vehicle Swept-path Diagrams DRG – A/PHLYM.1/TK-1 Rev. P5.**
 - Plans reviewed – no further comments at this stage.
 8. **MB – Proposed S278 Highway Works – Extent of Lyminster By-Pass Southern Section Works DRG– MBSK170907-1 Rev. P1.**
 - To be assessed when Design Check is provided.
 9. **Peter Brett Associates – Proposed Southern By-Pass North Littlehampton – Proposed Road Alignment and Contours DRG – 35944/2001/001 Rev. J.**
 - To be assessed when Design Check is provided.

Conclusion.

In the absence of a full Design Check document from the applicant/their consultants and replies to the other points set out above, the Highway Authority cannot fully appraise the proposal. On that basis, a highway objection is raised.

Please re-consult when the Design Check document and replies to those points above requiring replies are available for review. At which stage, the Highway Authority will consider the proposal further.

Thank you.

Tim Townsend
Planning Services