

Response to WSCC comments December 2017.

The following amended drawings are provided:

- A/PHLYM.1/GA-1 Rev P13 - Southern By-pass Roundabout General Arrangement Drawing
- A/PHLYM.1/GA-2 Rev P12 - A259 Worthing Road Roundabout General Arrangement Drawing
- A/PHLYM.1/ST-1 Rev P7 - Southern Bypass Roundabout Surface Treatments Drawing
- A/PHLYM.1/ST-2 Rev P8 - A259 Worthing Road Roundabout Surface Treatments Drawing
- A/PHLYM.1/VIS-1 Rev P7 - Southern Bypass Roundabout Visibility Splays
- A/PHLYM.1/VIS-2 Rev P8 - A259 Worthing Road Roundabout Visibility Splays
- A/PHLYM.1/TR-1 Rev P5 - Southern Bypass Roundabout Tree Removal Drawing
- A/PHLYM.1/TR-2 Rev P5 - A259 Worthing Road Roundabout Tree Removal Drawing
- A/PHLYM.1/TK-1 Rev P6 - Anticipated Vehicle Swept Paths
- 35944_2001_001L – Proposed Road Alignment and Contours (PBA drawing)

Additional Enclosures:

- Sarah McKnight via email dated 16 June 2017
- Updated TD16/07 – Design Check Table for Northern Roundabout
- Updated TD16/07 – Design Check Table for A259 Southern Roundabout
- Updated TD42/95 – Design Check Table for IDR and Main Avenue Priority Junction
- Updated TD42/95 – Design Check Table for Highdown Drive Priority Junction
- Updated Design Statement by PBA

The above drawings have been updated to accord with the comments below.

**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.

MB Response:

29 Sept 17 - TT email to MB requesting forward vis across the crest in the road where it crosses the railway and Toddington Lane.

2 Oct 17 – TT requested a copy of the design check.

4 Oct 17 – MB referred this to PBA as designer of the Link Road.

17 Oct 17 – Requesting design check and visibility over the crest of the bridge

1 Nov 17 – *Requesting design check (MB assume for the Link Road section?)*

Design Checks and DFS Checks have been prepared and presented at various stages, in particular during the various Stage 1 RSA's undertaken to date.

For the avoidance of doubt, updated TD16 and TD42 DfS checks are attached in support of the drawings.

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 Landscape comment: Timber sleepers have now been removed. See comments below.

MB Response: Chevron Block paved Diag 515.2 has been removed from the TSRGD, so this has been removed from the scheme also, as previously advised. However, we note it was still shown on the Surface Treatments drawing so this has been 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. WYG Landscape Response: this has been added to amended drawings.

There should be no planting on the cellular storage areas, other than grass. WYG Landscape Response: Changes made

Timber features and ground-cover ivy have been removed from both roundabouts. **Northern roundabout:** underground storage tank has been removed. Pine trees and ground-cover pine are proposed within the centre of the roundabout (outside the visibility splays). **Southern roundabout:** Storage tank remains. Pine trees are proposed within the centre of the roundabout.

Thorny planting (blackthorn [*Prunus spinosa*], or otherwise) should not be planted adjacent to or close to cycle paths. WYG Landscape Response: Noted and changes made

Thorny shrubs (*Ilex aquifolium*, *Prunus spinosa*, *Rosa canina* and *Crataegus monogyna*) have been removed. *Sambucus nigra* and *Salix caprea* have been added to the mix.

Adequate inter-visibility to be provided at cycle path intersections. WYG Landscape Response: noted and changes made

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. WYG Landscape Response: Noted. The timber features have been removed and replaced with soft landscaping where it can be accommodated.

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

Barn Owl box have been moved away from the road.

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. PHTV comment: amended TPP will be provided once the resubmitted drawings have been approved in principle by WSCC (to avoid abortive work)

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

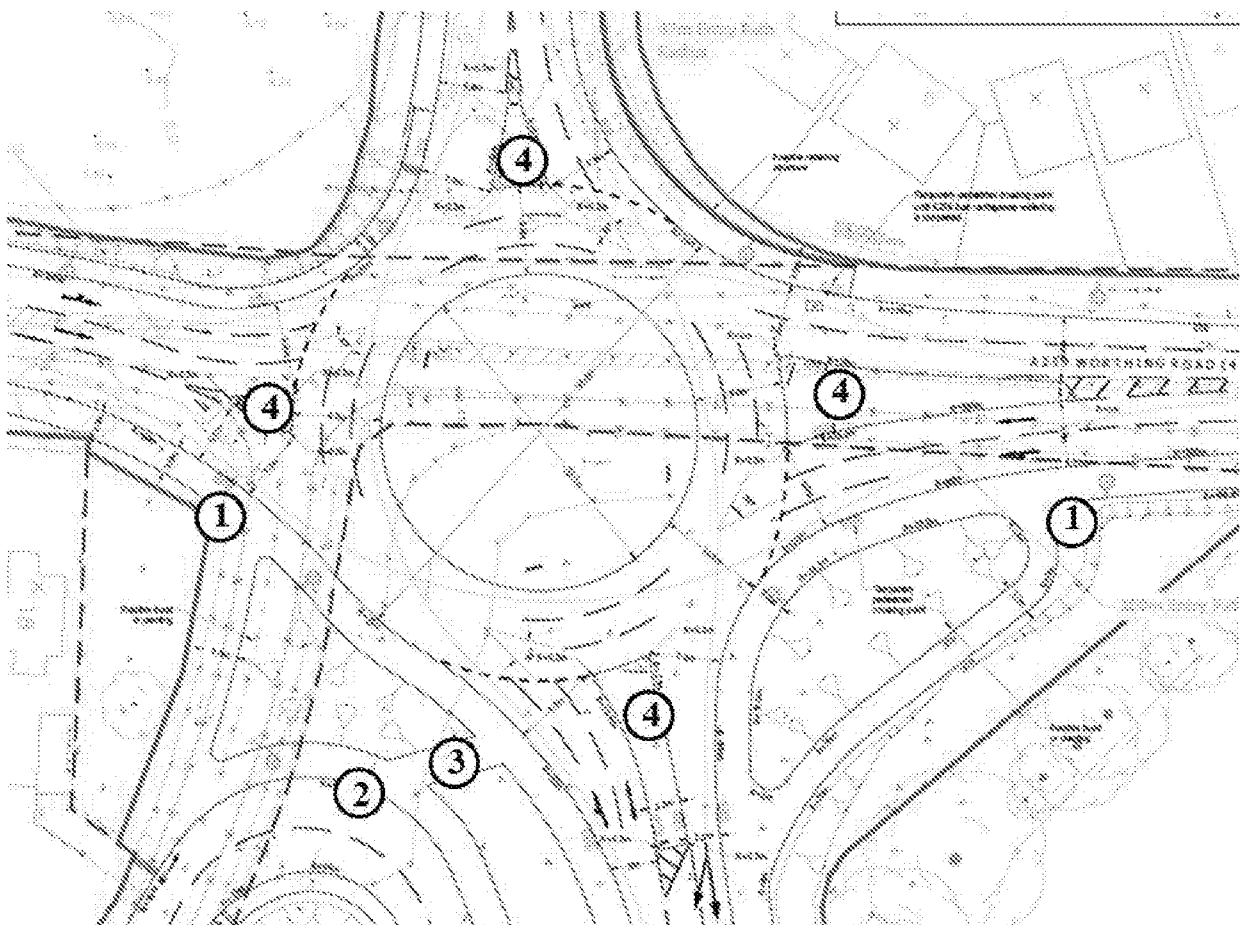
SEE LANDSCAPING COMMENTS.

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.

Please refer to design statement produced by PBA

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.

MB Response: Cycle path alignment on western side of junction realigned to provide a smoother alignment using a 4m radius as requested and as discussed with Dave Lambert (20/11/17). In relation to the cycleway junction on the eastern arm, we previously showed this much smoother but recall we were previously requested to straighten the alignment up to discourage high speeds along this section of path. A radius of 4m has thus been provided (the minimum inner radius recommended by LTN 2/08).

2. Consider placing a dropped kerb on the desire line.

MB Response: Dropped kerb and hazard warning paving provided as requested, and as discussed with Dave Lambert (20/11/17).

3. Align path with relocated crossing point

MB Response: Path realigned as requested and as discussed with Dave Lambert (20/11/17).

4. Beyond the footway width these islands need to be surfaced in colour contrasting material, such as in situ concrete or concrete paviours.

MB Response: Noted and concrete to be provided as requested and as discussed with Dave Lambert (20/11/17)

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 Response: Speed change signs added to Highdown Drive as requested and as agreed with Dave Lambert (20/11/17)

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.
MB Response: Tactile paving at allotment access added as requested.
- Maintenance bays – Will be necessary at the A259 roundabout and possibly somewhere along the N-S By-Pass link itself. Applicant to show.
MB Response: Maintenance Access added to southern roundabout to assist maintenance of drainage features. It is intended that maintenance vehicles can enter and leave in a forward gear.
- 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. Under review
MB Response: Noted. The proposed drainage under review by MB as part of the site wide strategic review and the detailed design process.
- 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.
MB Response: It is the intention that road marking diagram numbers and road markings table will be provided at detailed design 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.
MB Response: a bulge/build-out provided as requested and as discussed with Dave Lambert (20/11/17).
- Swept-path diagrams – Appear to be acceptable throughout for the vehicles tested.
- PROW – Any diversions to be in accordance with WSCC specifications and processes.
PHTV response: No PROW are affected by the Southern Lyminster Bypass. Applications for diversion of those that need to be submitted in relation to the Fitzalan Link have been submitted to Arun District Council under s257 of the Town and Country Planning Act (as agreed between the legal departments of ADC and WSCC). Not a matter for consideration with this application
- 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.
MB Response: Chainage 50 cut line taken from WSP drawing numbered 1045/GA/005 Rev C added to A/PHLYM.1/GA-1 for clarity. Note this tie-in has been agreed with Sarah McKnight via email dated 16 June 2017 (attached).
- 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 splays nor the carriageway itself. Please provide further information.
MB response: TD16/07 Para 8.12 indicates that "At the give way line, drivers must be able to see the full width of a pedestrian crossing (whether signal-controlled, zebra or informal) across the next exit if it is within 20m of the give way line on that arm (crossings should not be sited between 20m and 60m from the give way line)." This is achieved with the current design arrangements.

1. **WYG – Landscaping proposals SLB2 Plant Schedule 2 of 2 – A088461 SLB1-SLB4.dwg - August 2017.**
 - Visibility reqs. at points where visibility splays 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).
MB Response: It is assumed that this comment is referring to the northern roundabout, western arm. 2.4m x 43m has been proposed in accordance with Manual for Streets. The total length of the proposed Road 1 is 105m. It is understood that the intention is that at the end of the road there will be access to a Recycling Centre. The speeds of vehicles exiting the roundabout are likely to be 30mph or less. As a result, the application of MfS for this arm is considered appropriate.
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.
 Thorny shrubs (*Ilex aquifolium*, *Prunus spinosa*, *Rosa canina* and *Crataegus monogyna*) have been removed. *Sambucus nigra* and *Salix caprea* have been added to the 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.
 Note has been added to the drawing accordingly, under 'general' within the outline specification.
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