

**WEST SUSSEX COUNTY COUNCIL
PLANNING SERVICES CONSULTATION**

DATE: 9th January 2018

**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 and 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 second 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.

Since the first set of Highway Authority comments of 16th November 2017, the following amended drawings have been provided alongside a formal Design Check of the proposals. Comments made in this report predominantly respond to this new information with some other comments made following further review of earlier drawings, where necessary. At the S38/278 stage, the applicant should provide a list of all latest drawings and revisions.

Drawings:

1. **A/PHLYM.1/GA-1 Rev P13 - Southern By-pass Roundabout General Arrangement Drawing**
2. **A/PHLYM.1/GA-2 Rev P12 - A259 Worthing Road Roundabout General Arrangement Drawing**
3. **A/PHLYM.1/ST-1 Rev P7 - Southern Bypass Roundabout Surface Treatments Drawing**
4. **A/PHLYM.1/ST-2 Rev P8 - A259 Worthing Road Roundabout Surface Treatments Drawing**
5. **A/PHLYM.1/VIS-1 Rev P7 - Southern Bypass Roundabout Visibility Splays**
6. **A/PHLYM.1/VIS-2 Rev P8 - A259 Worthing Road Roundabout Visibility Splays**
7. **A/PHLYM.1/TR-1 Rev P5 - Southern Bypass Roundabout Tree Removal Drawing**
8. **A/PHLYM.1/TR-2 Rev P5 - A259 Worthing Road Roundabout Tree Removal Drawing**
9. **A/PHLYM.1/TK-1 Rev P6 - Anticipated Vehicle Swept Paths**
10. **35944_2001_001L – Proposed Road Alignment and Contours (PBA drawing)**

Additional Enclosures:

1. **Sarah McKnight (WSCC Highways Major Projects Group) via email dated 16 June 2017**
2. **Updated TD16/07 – Design Check Table for Northern Roundabout**
3. **Updated TD16/07 – Design Check Table for A259 Southern Roundabout**
4. **Updated TD42/95 – Design Check Table for IDR and Main Avenue Priority Junction**
5. **Updated TD42/95 – Design Check Table for Highdown Drive Priority Junction**
6. **Updated Design Statement by PBA**

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

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.

Previously and for avoidance of doubt, the following drawings were 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 were also 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.

A formal Design Check of the proposals has now been provided alongside the revised drawings referenced at the top of this report. These have been reviewed and comments are also found below.

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. The applicant should also note at the S38/278 stage, a Stage 2 Road Safety Audit might itself raise further points.

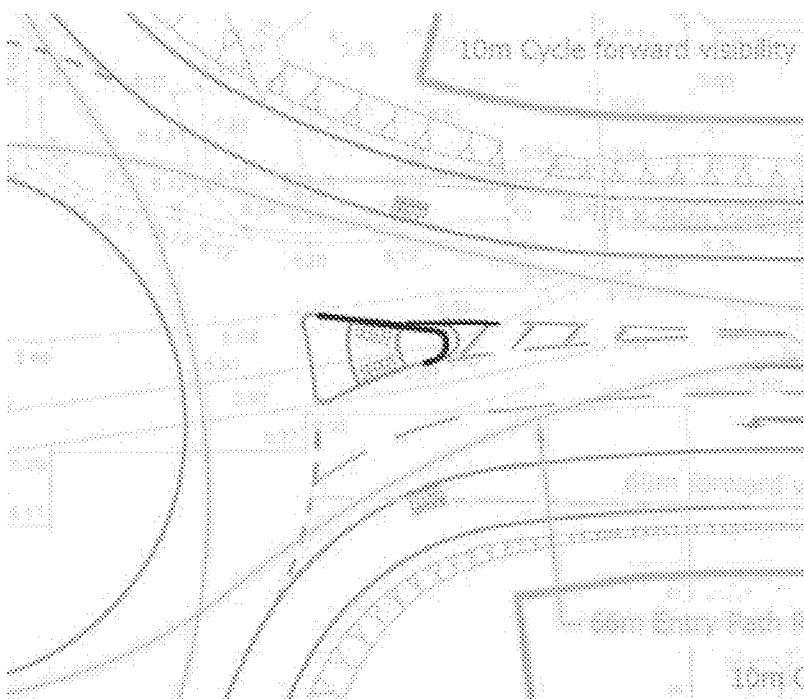
Departures from Standard applications.

IDR junction with Main Ave.

TD42 para 7.8 relaxation is acceptable. No further processes to be followed.

Roundabout at Northern end of Southern Bypass.

TD16/07 Para 7.61/7.62 Eastern Arm – Adjust width to 6m as per sketch. This will allow the road to be built and surfaced with TM to Chapter 8 of TSM.

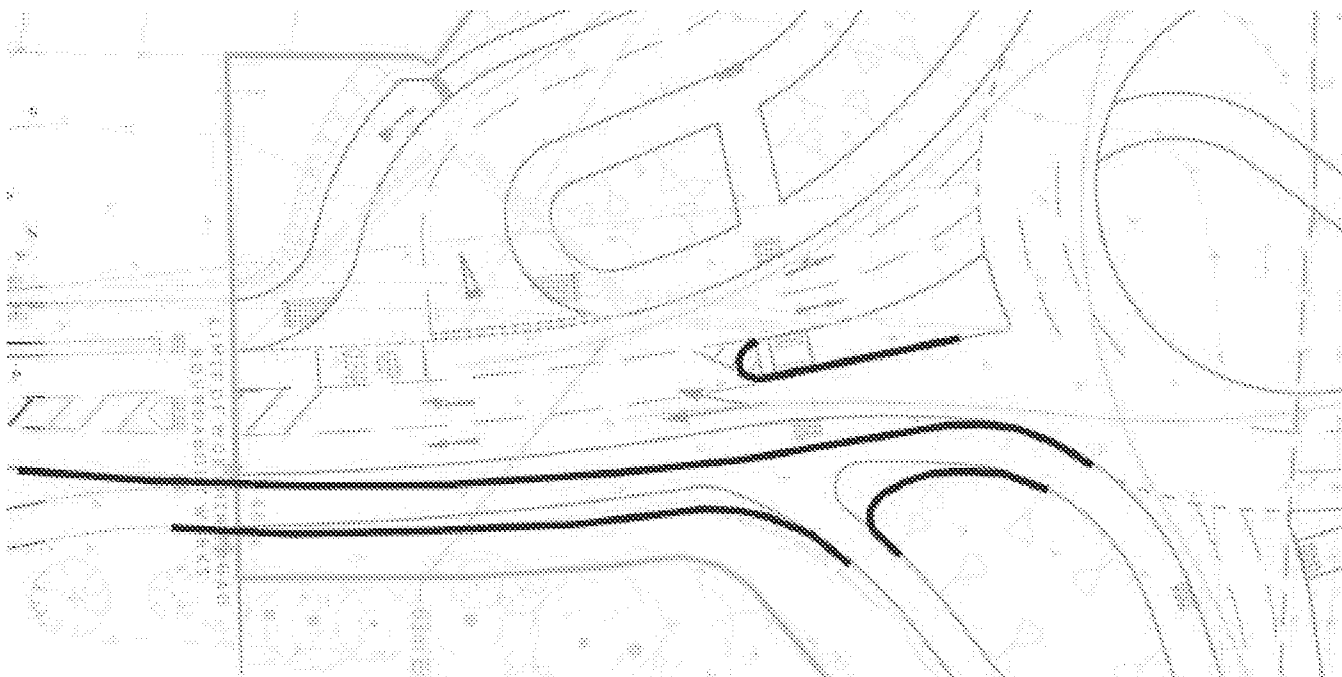


TD16/07 Para 8.3 Eastern Arm – Departure application required.

A259/Worthing Road roundabout.

TD16/07 Para 7.68 Eastern Arm – Acceptable.

TD16/07 Para 7.61/7.62/7.63 Southern Arm – There is concern that the northern arm has 2 lanes marked for straight ahead movements with inadequate length to merge 2 in to 1 lane. Also on-road cyclists would be squeezed at this point. The width should be adjusted to 6m at the end of the island tapering down to 3.2m over about 75m – see sketch. Any revised drawing should be presented by the applicant to the Road Safety Audit Team for further comments.



Highdown Drive Ghost Island Junction.

TD42/95 para 7.3/7.5 – Departure application required.

TD42/95 para 7.4/7.6a/8.2 – Departure application required in respect of Major Road. For Minor Road it is considered that Manual for Streets guidance applies, for which no departure is required. TD42/95 para 7.6c/7.8 – Junction is not a 'simple' junction as defined in TD42/95 par 1.14 and therefore the relaxation is not available. However WSCC has previously approved a countywide generic departure from standards that covers this scenario (ref DfS1/3), therefore a departure application is not required.

TD42/95 para 7.34 – Taper length relaxation is acceptable. No further processes to be followed.

TD42/95 para 7.40 – Departure application required.

MB Drawings A/PHLYM.1/VIS-1/P7 and A/PHLYM.1/VIS-2/P8 Southern Bypass and Worthing Road Roundabout Visibility Splays.

Originally, timber sleepers were proposed that might impinge upon circulatory visibility, given that the roundabouts are raised so as to incorporate a chevron paved strip to diagram 515.2. These have now been removed.

In addition, Chevron Block paved Diag 515.2 has been removed from the TSRGD, so this has been removed from the scheme also, as previously advised.

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

Earlier versions of these drawings had no indication what revision they were. Applicant to confirm final versions.

Comments had also been made previously about having no planting on the cellular storage areas, other than grass. The applicant now appears to have revised this accordingly.

Timber features and ground-cover ivy have been removed from both roundabouts.

For the **Northern roundabout** the underground storage tank has been removed. Pine trees and ground-cover pine are proposed within the centre of the roundabout (outside the visibility splays). For the **Southern roundabout**, the storage tank remains. Pine trees are again proposed within the centre of the roundabout. **Drainage comments to follow separately.**

Regarding planting, the CHA had stated that thorny planting (blackthorn [Prunus spinosa], or otherwise) should not be planted adjacent to or close to cycle paths. The applicant has noted and amended this - 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. It is not known whether what is proposed will be in the form of individual shrubs or designed/planted as a hedge. This should be made clear before determination of the proposal in order to understand maintenance regime etc.

Adequate inter-visibility has been provided at cycle path intersections. This will be checked again at the detailed design/S38/278 stage.

Owl boxes (and the barn owl box), previously shown too close to road have now been shown removed and re-located.

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

Barrell Drawing – Tree Protection Plans (TPP)

The applicant has suggested that an amended TPP will be provided once the resubmitted drawings have been approved in principle by WSCC (to avoid abortive work). This will be checked at the detailed/S38/278 stage.

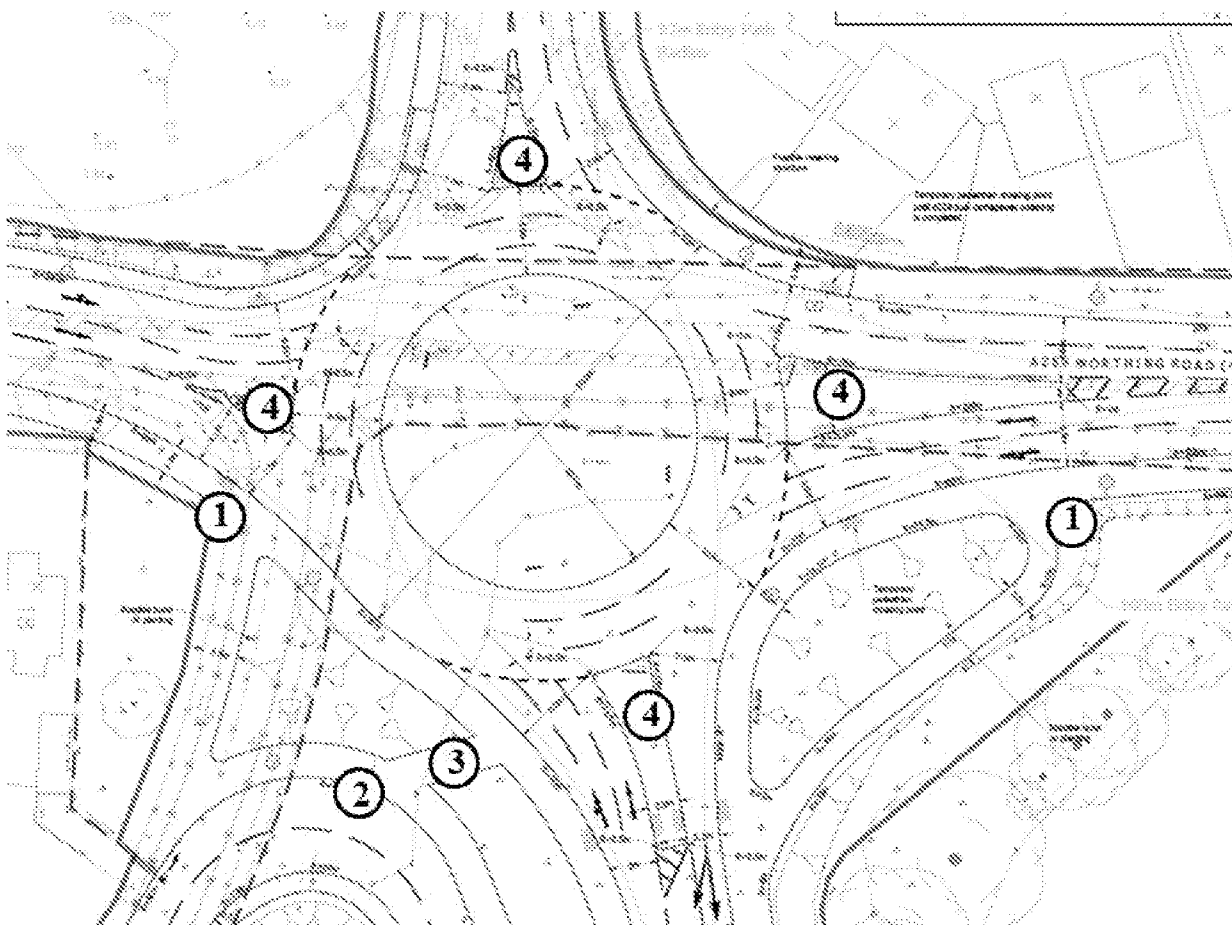
MB Drawing A/PHLYM.1/TR-2/P5 Worthing Road Roundabout Tree Removal

See previous comments above about landscaping (pine trees proposed).

PBA drawing 35944/2001/001L – 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.

MB Drawing A/PHLYM.1/ST-2/P8 Worthing Road Roundabout Surface Treatment



With reference to the numbered points above:

1. Sweeten cycle path radii and alignment.

Applicant has responded saying that the cycle path alignment on western side of junction realigned to provide a smoother alignment using a 4m radius as requested and as discussed with WSCC (David Lambert - 20/11/17). In relation to the cycleway junction on the eastern arm, this was previously shown smoother but it was 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.

Applicant has responded saying that dropped kerb and hazard warning paving provided as requested. Will be checked at S38/278 stage.

3. Align path with relocated crossing point

Applicant has now realigned the path as requested.

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

Applicant has amended this and concrete to be provided as requested.

A/PHLYM.1/ST-1 Rev P7 - Southern Bypass Roundabout Surface Treatments Drawing

This drawing was not provided previously. 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 (although please note comments made above about southern arm being re-aligned and widened).

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

The applicant has responded stating that speed change signs have been added to Highdown Drive as requested.

All points will be checked again at S38/278 stage.

MB Drawing A/PHLYM.1/TK-1/P6 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.
Applicant has now added 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.
Applicant has responded to say that 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. This will be checked at the S38/278 stage.
- 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. Specifically with regard to the description of parts of the structure, recently provided by the applicant/their consultants, reference is made to the 'allotment culvert'. As a culvert generally carries water, the applicant might wish to re-visit the description (as the crossing under the bridge is/was intended to be an underpass?) Furthermore, information was provided to say that the underpass was required to provide access by

mini-tractor for maintenance purposes? Again, the applicant might wish to re-visit the description. Please note that 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 – **Currently under review – comments to follow.**
- 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/documentated in the Design Check document and will be re-checked at the S38/278 stage.

It is the intention of the applicant that road marking diagram numbers and road markings table will be provided at detailed design stage.

- Cycle lane width and buffer zone has been checked.
- Speed limit transitions - This will be checked at the S38/278 stage.
- A 'bulge/build-out' has been provided at the junction of the main E-W spine road where it meets the IDR to provide deflection. The Road Safety Audit Team should be re-consulted for comments about this.

Applicant's response: A bulge/build-out provided as requested and as discussed with Dave Lambert WSCC (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. The applicant has responded to say that 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).
- Chainage 50 is the required cut-off point between the northern end of the applicant's road and the proposed WSCC Lyminster By-Pass. This is now shown. 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 WSCC (Sara McKnight via email dated 16 June 2017).
- 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. Applicant response says that 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. This has now been shown.

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. No, the comment refers to the eastern arm. Further response required.

4. MB – Proposed S278 Works – A259 RBT visibility splays – A/PHLYM.1/VIS-2 Rev. P7.

- Plans reviewed – no further comments at this stage.

5. MB – Proposed S278 Highway Works – A259 Worthing Road RBT Tree Removal DRG – A/PHLYM.1/TR-2 Rev. P5.

- 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.
Applicant has stated that 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. However, please see previous CHA comment about establishing what the new planting will look like (individual shrubs or a hedge)?
- 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.

6. MB – Proposed S278 Highway Works – Extent of Lyminster By-Pass Southern Section Works DRG– MBSK170907-1 Rev. P1.

- Plans reviewed – no further comments at this stage.

7. Peter Brett Associates – Proposed Southern By-Pass North Littlehampton – Proposed Road Alignment and Contours DRG – 35944/2001/001 Rev. J.

- Plans reviewed – no further comments at this stage.

Conclusion.

The CHA has reviewed the information supplied to date as referenced in this report. Four Departures from Standard (DfS) have been identified and these must be resolved prior to any permission being granted. Furthermore, replies are still required to the points highlighted in red above – again to be adequately resolved prior to any permission being granted. Finally, drainage comments will follow separately.

Formal DfS application forms are available from the CHA on request.

Please re-consult when replies to the outstanding information are available.

Thank you.

Tim Townsend
Planning Services