REPORT UPDATE

Application No: LU/278/17/RES

Reason for the Update / Changes

The Development Control Committee resolved at its meeting on the 11 April 2018, to grant planning permission for the southern section of the Lyminster Bypass, subject to the resolution of the Deed of Variation to the Section 106 Agreement being considered under outline planning application (app. ref. LU/182/15/PL). The Deed of Variation to the Section 106 Agreement has now been completed. This further update report is also required to consider the new planning policy context following the adoption of the Arun District Local Plan and the revision of the National Planning Policy Framework.

Since the Report was originally considered, the following updates are required (listed under the original report headings):

POLICY COMMENTARY:

Replace previous section with the wording below:

"The Development Plan consists of the Arun District Local Plan 2011 - 2031, West Sussex County Council's Waste and Minerals Plans and Made Neighbourhood Development Plans.

The Neighbourhood Development Plan

Where applicable, Neighbourhood Development Plan's (more commonly known as a neighbourhood plan or NDP), once made by Arun District Council, will form part of the statutory local development plan for the relevant designated neighbourhood area.

Made Plans in Arun District Council's Local Planning Authority Area are: Aldingbourne; Angmering; Arundel; Barnham & Eastergate; Bersted; Bognor Regis; Clymping; East Preston; Felpham; Ferring; Kingston; Littlehampton; Rustington; Walberton; Yapton.

The Littlehampton Neighbourhood Development Plan was 'made' in 2014 and forms part of the development plan of relevance to this application."

CONCLUSIONS:

The conclusions section needs to be amended to reflect the 2018 Arun Local Plan (ALP) as the wording currently refers to policies in the 2003 Arun Local Plan (ALP).

The conclusions refer to the protection of a corridor of land to create a bypass. The safeguarded route would still be acceptable when considered against Policy T SP3 (replacing Policy DEV15(ix)) of the ALP (A284 Lyminster Bypass - Southern Section).

The conclusions refer to the proposed northern junction of the southern section of the Lyminster Bypass comprising a roundabout. This was previously considered acceptable and allowed for the safe movement of pedestrians and vehicles in accordance with GEN7 of the 2003 ALP. The proposed roundabout at the northern junction is also considered to accord with the new policies T SP1 and T SP3.

The conclusions refer to the design, character, layout, scale and appearance of the proposed southern section of the Lyminster Bypass. This was previously considered acceptable in accordance with GEN7 of the 2003 ALP. The proposed design, character, layout, scale and appearance of the proposed Bypass would still be acceptable when considered against new policies D DM1, D SP1 and QE SP1.

The conclusions refer to street lighting for the proposed southern section of the Lyminster Bypass. This was previously considered acceptable in accordance with Policy GEN33 of the 2003 ALP. The proposed street lighting around the roundabouts and their approaches would still be acceptable when considered against new policy DM2(a) to (d).

The conclusions refer to signage for the proposed southern section of the Lyminster Bypass. This was previously considered acceptable in accordance with Policy GEN7 of the 2003 ALP. The proposed signage would still be acceptable when considered against new policy D SP1.

The conclusions refer to public transport services using the proposed southern section of the Lyminster Bypass. This was previously considered acceptable in accordance with Policy GEN14 of the 2003 ALP. The proposed public transport service usage would still be acceptable when considered against new policy T SP1(a).

The conclusions refer to the provision of a pedestrian and cycle route alongside the southern section of the Lyminster Bypass.This was previously considered acceptable in accordance with Policy GEN15 of the 2003 ALP. The proposed pedestrian and cycle route would still be acceptable when considered against new policies T SP1 and T DM1.

The conclusions refer to the proposed landscaping along the length of the southern section of the Lyminster Bypass. This was previously considered acceptable in accordance with Policies GEN27 and GEN28 of the 2003 ALP. The proposed landscaping would still be acceptable when considered against new policies ENV DM4 and GI SP1.

RECOMMENDATION:

That, in accordance with the original report, as amended by this Update report, the application is recommended for approval subject to the two recommended conditions.

Condition 1 - Amend reason to replace 'Policy GEN7' with 'Policy QE SP1'

Condition 2 - Amend reason to replace 'Policy GEN7' with 'Policies QE SP1, D SP1 and D DM1'

Notes: Changes to recommendations, conditions and / or reasons for refusal will always be reflected in the recommendation section of the attached Officer's Report.

Recommendation Report for Approval of Reserved Matters Following Outline Approval

REF NO: LU/278/17/RES

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

PROPOSAL: 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.

SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION

The proposed southern section of the Lyminster Bypass, measuring 730 metres long, is required to link the North Littlehampton Strategic Development Area (SDA) to the adjacent highway network.

The site is located in Wick, Littlehampton and runs from south to north from 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 line and Toddington Lane and then finishes at a new roundabout which would be constructed adjacent to the proposed commercial area of the North Littlehampton Strategic Development Area (SDA).

The Bypass would include two roundabouts, one as stated above at the northern end and one at the southern end. The northern roundabout would connect to the northern section of the Lyminster Bypass which would be delivered by the Local Highway Authority (WSCC); and the southern roundabout would link up with Worthing Road (the A259) and the northern end of the Fitzalan Link Road (approved under LU/234/16/RES) which runs alongside the Littlehampton Academy. The southern end of the Fitzalan Link Road has already been built by WSCC between the access to Littlehampton Academy and East Street.

The southern section of the Lyminster Bypass would include a Road Bridge which would span Toddington Lane and a Rail Overbridge crossing the railway line. The design of the rail overbridge has been prepared in consultation with Network Rail, including an approval in principle (AIP) process.

The proposed Lyminster Bypass would improve north-south access to Littlehampton by removing delays associated with the existing A284 Lyminster Road and the Wick level crossing. The southern section of the Lyminster Bypass has been designed to be a 40mph limit road.

No Public Rights of Way are affected by this planning application for this southern section of the Lyminster Bypass.

SITE AREA

4.8 ha.

TOPOGRAPHY

The application site is predominantly flat, situated between the South Downs National Park to the north, and the coastal plain to the south. It is within the built-up area boundary of Littlehampton, and it is surrounded by mixed uses. including

	residential estates.
TREES	None of any significance affected by the proposed development.
BOUNDARY TREATMENT	The site boundary is defined to the south by Worthing Road (A259).The western boundary of the site is defined by Allotment Gardens, Crabtree Park (Football Ground) and residential properties along Griffin Crescent, Coomes Way, Empress Close, Granary Way, Mill House and Fullers Walk. Highdown Drive is to the south west of the site. The eastern boundary of the site is defined by residential properties fronting Holly Drive and Toddington Park. The north western boundary is defined by the Household Waste Recycling Centre and Woodcote Rural Holiday Centre. To the north and north east of the application site, mixed use development is being delivered on the North Littlehampton Strategic Development Area (SDA).
SITE CHARACTERISTICS	The residential area of Toddington is located south of the railway line and the separate village of Lyminster lies to the north, whilst the northern part of the residential area of Wick is situated to the west of the site. The A284, which is the main road serving Littlehampton from the A27, passes to the west of the site through Lyminster and Wick and then south to Littlehampton Town Centre. Toddington Lane crosses the site north of the Brighton to Littlehampton railway line.
CHARACTER OF LOCALITY	To the south of the railway line is the Watersmead Business Park. To the west of the Business Park is a small haulage depot site. The majority of the land between the railway line and the A259 Worthing Road is the residential area of Toddington Park. To the west of the Toddington Park area is open land in a number of uses, including allotments, the Wick Town Football Club site and a recreation ground. Low-lying land, south of the Black Ditch, comprises grazing marshes of biodiversity value.

RELEVANT SITE HISTORY

LU/63/11/	Outline Application for the construction of the "Fitzalan Link Road" between the A259 Worthing Road & the East Street/Fitzalan Road roundabout - This application affects a Public Right of Way	ApproveConditionally 06-06-12
LU/47/11/	Outline application with some matters reserved for mixed use development comprising: demolition of existing buildings and structures, up to 1,260 residential dwellings (out of a potential 1,460 dwelling masterplan), up to 13,000 sqm of B1 employment floorspace (including 3,000 sqm Enterprise Centre), up to 3,500 sqm of Class A local facilities, a 100 bed hotel, 60 bed care home, a	App Cond with S106 23-01-13

	new 2 Form Entry primary school, community centre, youth and leisure facilities, combined heat & power plant, extension to existing household recycling centre, landscaping, replacement and additional allotments, multi-functional green infrastructure including sports pitches (& associated changing facilities), informal open space, children's play areas, primary vehicular access from a new access from the A259 bridging over the railway line with additional access from Mill Lane & Toddington Lane. This application is the subject of an Environmental Impact Assessment & a departure from the development plan. This application affects a public right of way.	
LU/92/16/RES	Approval of reserved matters following LU/47/11/ for landscaping of internal road to the North of Toddington Road, East of Southern section of proposed Lyminster By Pass & West of Parcels B3 & B5.	Approve 15-08-16
LU/182/15/PL	Variation of conditions 4, 6, 7, 8, 39 & 42 imposed under planning reference LU/47/11/ relating to list of plans, illustrative masterplan, CHP plant building, Design Statement, bus stops & traffic improvements.	
LU/284/17/DOC	Application for approval of matters reserved by conditions imposed under LU/47/11 relating to conditions: 1- Reserved Matters Application to be submitted, 5- Details of Materials & External Finishes, 7- Appearance, Landcaping & Layout, 8- Design statement, 10- Surface Water Drainage Strategy, 14- Landscaping, 15- Trees, 19 & 20- Egology, 21- Ecological Management, 22,23,25- Construction Management Plan, 26- Highway Specification & Construction Details, 33- Contamination, 36- Noise Assessment & 37- Noise Mitigation.	
LU/121/17/RES	Approval of reserved matters following outline consent LU/47/11/ for construction of 126 No. dwellings together with internal road network, car parking & landscaping.	ApproveConditionally 20-12-17
LU/234/16/RES	Application for reserved matters relating to access, appearance, landscaping, layout and scale of the previously approved LU/63/11/. This application affects a Public Right of Way	ApproveConditionally 19-10-17

LU/164/15/DOC	Application for approval of matters reserved by condition imposed under LU/47/11/ relating to condition 33 for risk of contamination on site.	DOC Approved 12-06-15
LU/346/14/PL	Application for variation of Conditions 11, 17, 18, 20 and 30 imposed under LU/47/11 relating to maintenance of watercourse, scheme for creation of central wetland area, scheme for details of bridges and buffer-zones to on-site watercourses, ecological management plan and scheme for hydrants.	ApproveConditionally 20-02-15

The outline planning permission (LU/47/11) established the principle for the construction of the southern section of the Lyminster Bypass, including the northern and southern roundabouts, surface water drainage and landscaping. This was varied by LU/346/14/PL.

The Toddington Lane Footbridge over the railway line will be submitted via a separate planning application.

REPRESENTATIONS

REPRESENTATIONS RECEIVED:

Littlehampton Town Council

No objection.

Two letters of representation have been received from local residents raising the following concerns:

Fencing has been erected on the Worthing Road allotments. There has been no provision made for reptile fencing, this is require by law and a suitable mitigation plan needs to be created. The area is home to both slowworms and common lizards. It is the understanding of the Sussex Wildlife Trust that these works should not have commenced until planning permission is granted. The overriding issue is why this fence has been erected without a suitable reptile barrier.

Woodcote Lane will be used as the access road for construction traffic going to the northern section of the Lyminster Bypass.

COMMENTS ON REPRESENTATIONS RECEIVED:

Comments noted and addressed below.

In terms of reptile fencing, reptile surveys were undertaken in October 2015 which identified the presence of a small population of common lizard on the site. Due to the nature of the works with a time constraint to undertake the works prior to the temperatures becoming too cold and the onset of reptile hibernation, the works on site to install the reptile fencing were undertaken simultaneously with the site clearance. The site clearance has been undertaken in a phased approach from south to north and under ecological supervision with all areas being subject to a fingertip search by ecologists prior to being

strimmed and then hand searched again to a supervised top soil strip in accordance with the updated Arbeco Method Statement, 2017.

A local resident raised concerns about the construction traffic using Woodcote Lane to construct the northern section of the Lyminster Bypass. The planning application for the northern section of the Lyminster Bypass is being prepared separately by WSCC and, to date, has not been submitted to the LPA. Consequently, construction of the northern section of the Bypass could not proceed without the benefit of planning permission. A planning application for the northern section of the Lyminster Bypass would not be determined before April 2018.

CONSULTATIONS

Highways England
Network Rail
WSCC Strategic Planning
Environment Agency
Sport England South East
Surface Water Drainage Team
Environmental Health
Parks and Landscapes
Arboriculturist
Southern Water Planning
Economic Regeneration
Sussex Police-Community Safety
Engineering Services Manager
Engineers (structural)
Engineers (Drainage)
Archaeology Advisor
Ecology Advisor
Environment Agency
Ecology Advisor
Parks and Landscapes
WSCC Strategic Planning
WSCC Strategic Planning
Environmental Health
WSCC Strategic Planning
WSCC Strategic Planning

CONSULTATION RESPONSES RECEIVED:

HIGHWAYS ENGLAND:
No objection raised.
The southern section of the Lyminster Bypass does not materially impact upon the A27. West Sussex County Council Highways should be consulted in relation to this application.

LOCAL HIGHWAY AUTHORITY:
The Local Highway Authority initially objected and submitted three detailed responses which were addressed by the applicant.
The fourth Local Highway Authority response, dated 5th March 2018 raised no objection subject to the imposition of conditions regarding highway drainage and the submission of a landscape management plan.
1) The proposed planting (native tree and shrub planting) will be individual plants and not linear hedges. This is confirmed by the plant schedule where the spacing between the plants is proposed to be 1 metre centres (hedge planting centres are much denser, normally 0.3 metre centres).
2) Adequate inter-visibility alongside planting has been provided at cycle path intersections. This will be checked again at the detailed design/S38/278 stage.
3) Owl boxes (and the barn owl box), previously shown too close to road have now been shown removed and re-located.
4) With regard to Tree Protection Plans (TPPs), one should be submitted for approval by the CHA after consultation with the CHA prior to works starting on-site.
5) Tactile paving - This is largely shown on the engineering drawings. Where it has been omitted/not shown etc. this will need to be picked-up at the detailed S38/278 stage.
6) Maintenance bays - Applicant shows one on the southern roundabout (A259). A further one might be required somewhere along the N-S By-Pass link itself. This will be checked at detailed design/S38/278 stage.
7) Street lighting is required and will be checked at the S38/278 stage.
8) A draft signage strategy is currently being considered by the Local Highway Authority. Once agreed with the LPA and applicant through consultation with the Local Highway Authority, it should be installed prior to opening of the road.
9) AIP (bridge structures) - This is an ongoing process. The 'allotment culvert' is an underpass to provide access to and from the allotments. The Technical Approval process for the structures is progressing and will continue to do so through the S38/278 stage. Any planning approval granted does not give approval of any structures forming part of the new road.
10) Surface Water Drainage - Matters are now concluded for the planning stage. Further checks will be carried-out at the S38/278 stage.
11) Commuted payments for landscaping and any non-standard street furniture etc, will be required at the S38/278 stage (and will be calculated then).
12) Road markings - will be re-checked at the S38/278 stage. The applicant has stated that it is their intention to provide road marking diagram numbers and a road markings table at the detailed design stage.
13) Cycle lane widths and buffer zones to comply with appropriate design standards as required.
14) Speed limit transitions - This will be checked at the S38/278 stage.
15) Swept-path diagrams appear to be acceptable throughout for the vehicles tested.
16) PRoW - If any diversions and/or changes are required, these must be in accordance with WSCC specifications and processes. The applicant has responded to say that no PROW is affected by the Southern Lyminster Bypass.
17) 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.
18) The footway on the north east 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 does not encroach on any necessary visibility splays nor the carriageway itself. This is achieved with the current design arrangements. This will be reviewed again at the S38/278 detailed design stage.
19) A 'Tripartate/Overbridge Agreement' will be required with the applicant, Network Rail and the Highway Authority. However, such an Agreement can only be entered-into at the point of or following issuing of S38/278 Technical Approval.

20) Should planning permission be granted, the scheme will then need to be submitted to the Highway Authority for S38/278 purposes, at which stage further technical design and safety checks will be undertaken. Any approval given to the application by the Planning Authority is not technical approval of the scheme. No works must commence on-site until such time as all relevant Technical Approvals have been granted and final Agreements (S38/278 and Network Rail) have been issued.

NETWORK RAIL:
Network Rail acknowledges that they are currently in discussions with the applicant as regards to the proposed new Rail Overbridge at North Littlehampton. Whilst Network Rail is keen to help the applicant and West Sussex County Council to carry out this project, Network Rail require the applicant sign up to a tri-partite Overbridge Agreement for the scheme as soon as possible in order that this can be taken forward and Network Rail can commence to review and comment on the proposed development. Until such time Network Rail cannot comment on any detail of the scheme. The applicant must ensure that their proposal, both during construction and after completion of works on site, does not encroach onto Network Rail land; affect the safety, operation or integrity of the company's railway and its infrastructure; undermine its support zone; damage the company's infrastructure; place additional load on cuttings; adversely affect any railway land or structure; over-sail or encroach upon the air-space of any Network Rail land; and cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future.

SPORT ENGLAND:
No objection raised.
The proposed development does not fall within either the statutory remit or non-statutory remit; therefore, Sport England has not provided a detailed response, but would wish to give the following advice to aid the assessment of this application. If the proposal involves the loss of any sports facility then full consideration should be given to whether the proposed development meets paragraph 74 of the NPPF, is in accordance with local policies to protect social infrastructure and any approved Playing Pitch Strategy or Built Sports Facility Strategy that the local authority has in place. Sport England claims that the proposed development crosses the Crabtree Park Football Ground and the adjacent allotment gardens.

SOUTHERN WATER:
No objection raised.
In order to protect public apparatus, Southern Water requested that a condition be imposed regarding the protection of the public sewers and water mains. The construction of any structures (e.g. headwalls), cellular storage, attenuation facilities and open water bodies within the easement / clearance distance of public sewers or water mains will not be acceptable. Reference should be made to Southern Water publication "A Guide to Tree Planting near water Mains and Sewers" with regards to any landscaping proposals.

WEST SUSSEX COUNTY COUNCIL (AS THE LEAD LOCAL FLOOD AUTHORITY):
The Lead Local Flood Authority response is incorporated in the third response from the Local Highway Authority, dated 11th January 2018 and set out above.

ADC ENGINEERS (STRUCTURAL):
No structural engineering comments to make.

ADC ECONOMIC DEVELOPMENT:
No comments to make on the application.

ADC ARCHAEOLOGY:
No objection raised.

Most of the area to the north of Toddington Lane has already been investigated and needs no further archaeological intervention. The area to the south, between Toddington Lane and Worthing Road, has been evaluated by trial trenching and particular areas of apparent concentrations of archaeological deposits have been identified. These should be further investigated ahead of development in order that their significance might be properly preserved (i.e. through excavation, recording and dissemination of the results), by way of a planning condition.

ADC GREENSPACE:
No objection raised.
The proposed detail contained in the amended landscape plans for Lyminstar Bypass is sufficient in detail with quantities, densities and size of trees at time of planting; and the species choice is considered to be appropriate for the location. The proposed trees are sufficient in height to provide instant impact and if planted with appropriate plant support systems should establish effectively to produce an effective and long term appropriate scheme. The scheme has taken into account tree protection measures and has detailed a maintenance and management proposal for covering a 10 year period.

ADC ARBORICULTURE:
No objection raised.
There is some tree loss but this will be of a species and size of tree that will not have an adverse impact in the landscape and significant mitigation tree planting is proposed as part of the proposed development.

SUSSEX POLICE:
No objection raised.
Sussex Police recommended that the development be constructed to Secured by Design standards. The street lighting for the footpaths should meet BS5489:2013. If the proposed pedestrian underpass is only required to access the allotments then it is recommended it is not lit, as it will be used mainly during daylight hours and less likely to attract anti-social behaviour at night. However, if it is regularly used by a variety of the public then Sussex Police recommend that it is illuminated to give a clear view completely through its length at night. Sussex Police recommend clear direction signage along any newly routed foot or cycle path and suitable, adequate protection from traffic where appropriate. Trees, hedgerows and planting should be maintained so as not to physically obstruct the footpath and keep view clear.

COMMENTS ON CONSULTATION RESPONSES:

Comments noted. All of the issues raised are addressed in the "Conclusions" section of this report apart from the comments raised by Sport England and Southern Water which are addressed below.

Sport England claims that the proposed route of the Bypass crosses the Crabtree Park Football Ground. In actual fact, the red line plan of the application boundary and the proposed development does not affect the Crabtree Park Football Ground. The application site falls outside the Football Club's ownership, so there is no loss of any sports facility. The football ground sits just below the railway line and to the west of the proposed Bypass. Therefore, the proposed development complies with paragraph 74 of the NPPF.

In response to Southern Water's request for a condition to protect public apparatus, protecting the public sewers and water mains, this is already covered by a condition which was imposed on the outline planning permission (LU/47/11).

POLICY CONTEXT

Designation sapplicable to site:

Within Built-Up Area Boundary (BUAB)
North Littlehampton Strategic Development Area

DEVELOPMENT PLAN POLICES

Arun District Local Plan (2003):

DEV15	Safeguarding the Main Road Network
Littlehampton Neighbourhood Plan 2014 Policy 18	Fitzalan Link Road
Littlehampton Neighbourhood Plan 2014 Policy 19	Lyminster Bypass & the A27 at Arundel
Littlehampton Neighbourhood Plan 2014 Policy 2	A Spatial Plan for the Town
Littlehampton Neighbourhood Plan 2014 Policy 22	Design of New Development

PLANNING POLICY GUIDANCE:

NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance

POLICY COMMENTARY

The Development Plan consists of the Arun Local Plan 2003, West Sussex County Council's Waste and Minerals Plans and Made Neighbourhood Development Plans.

A new Local Plan is in preparation and constitutes a material consideration when determining planning applications. The Arun District Local Plan 2011-2031 (Publication Version) October 2014 and supporting documents were submitted for independent examination on 30 January 2015. The Examination into the submitted plan was suspended whilst Arun District Council addressed matters raised by the Inspector and published modifications to the emerging Local Plan, but it resumed on 17 September 2017 and has now concluded. The Main Modifications to the emerging Arun Local Plan and evidence base were available for public consultation over a six week period which started on Friday 12 January and ended on Friday 23 February 2018. The District Council is awaiting the Inspector's report which is due out in Spring 2018.

The policies are published under Regulations 19 and 35 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

The Neighbourhood Development Plan
Where applicable, Neighbourhood Development Plan's (more commonly known as a neighbourhood plan or NDP), once made by Arun District Council, will form part of the statutory local development plan for the relevant designated neighbourhood area and policies within them will be considered in determining planning applications. Made NDP policies will be considered alongside other development plan documents including Arun District Council's Local Plan.

Made Plans in Arun District Council's Local Planning Authority Area are: Aldingbourne; Angmering; Arundel; Barnham & Eastergate; Bersted; Bognor Regis; Clymping; East Preston; Felpham; Ferring; Kingston; Littlehampton; Rustington; Walberton; Yapton.

Arun District Council will make reference to an NDP when it has, by the close of planning application consultation, been publicised for pre-submission consultation (Regulation 14).

The Littlehampton Neighbourhood Plan (LNP) was made on 5th November 2014.

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:-

"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."

The proposal is considered to comply with relevant Development Plan policies in that it would have no materially adverse effect on the visual amenities of the locality or the residential amenities of the adjoining properties, nor would it have an adverse impact upon the established character of the surrounding area.

OTHER MATERIAL CONSIDERATIONS

It is considered that there are no other material considerations to warrant a decision otherwise than in accordance with the Development Plan and / or legislative background.

CONCLUSIONS

THE PRINCIPLE OF DEVELOPMENT

The outline planning permission (LU/47/11), which was granted on 23 January 2013 , established the principle for the southern section of the Lyminster Bypass amended by LU/182/15/PL which went to Development Control Committee but is subject to a Deed of Variation which has not been signed yet. Once the Deed of Variation has been signed it would establish the updated parameters of the masterplan for the construction of the southern section of the Lyminster Bypass, including the northern and southern roundabouts, surface water drainage and landscaping.

The Environmental Statement submitted in support of the outline application for this site (LU/47/11) is considered adequate to assess the significant effects of the development on the environment and has been taken into consideration in this report.

The appraisal of this reserved matters application (LU/278/17/RES) therefore relates to the detailed proposals for the appearance, access, landscaping, layout and scale of the southern section of Lyminster Bypass.

Arun District Council and West Sussex County Council have a long term ambition to create a bypass route to Littlehampton from the north in order to remove the congestion caused by the Lyminster level crossing. A corridor of land has been reserved in order to facilitate this route. This is part of the wider protected route under Policy DEV15 (ix) Safeguarding the Main Road Network of the Arun District Local Plan 2003, Policy T SP3 of the emerging Local Plan (A284 Lyminster Bypass - Southern Section), and Policy 19 of the Littlehampton Neighbourhood Plan (NP).

Once constructed, the whole route including this southern section of the Lyminster Bypass, which is the subject of this application (LU/278/17/RES); the northern section of the Lyminster Bypass; the northern section of the Fitzalan Link Road; and the already constructed southern section of the Fitzalan Link Road would provide access to and from the A259 and Littlehampton town centre to the south and the A27 to the north.

Policy 2 of the Littlehampton NP says: "The Neighbourhood Plan concentrates future housing, economic

and community related development within the built-up area boundary of Littlehampton and especially within the Fitzalan Corridor connecting the strategic housing allocations at North Littlehampton (Toddington - north of the railway) and at Courtwick Park with the Littlehampton Academy, the Town Centre, the Community Hub and 'the Green'".

The detailed road layout submitted by the applicant has been agreed with the Local Highway Authority, and it is based on the overarching concept approved under the outline planning permission (LU/47/11). The applicant has placed particular reference on the master plan submitted with and approved at the outline planning stage (as proposed to be amended under LU/182/15/PL).

The proposed southern section of the Lyminster Bypass is a fundamental and strategic part of the transport improvements associated with the delivery of the North Littlehampton Strategic Development Area.

The associated transport improvements which are not part of this current proposal comprise: the localised widening of the A259; re-alignment of Highdown Drive to join to the Fitzalan Link at a priority junction; the Southern Section and Fitzalan Link will both have off-road shared pedestrian / cycle facilities; extension of pedestrian / cycle facilities along the A259 where land ownership permits; Toddington Lane to become a "quiet route" mainly for pedestrian and cycle use, and residents access; improvements to the Wick Roundabout through lane marking revisions; improvements to the Watersmead roundabout to permit two lanes of straight-ahead movements from the A259 Rustington Bypass and the B2187 Worthing Road; new bus service (including evening and weekend services); closure of the Toddington Lane level crossing; closure of the bridleway-type rail crossing to the north of the Bodyshop Roundabout; a new site access from Mill Lane / Toddington Lane; the widening of the majority of Mill Lane / Toddington Lane, including a new parking layby on Mill Lane; and improvements to the junction of Mill Lane with the A284, including the provision of a right turn lane.

The intersection of the proposed southern section of the Lyminster Bypass south and Main Avenue - the main access road through the Strategic Development Area - would also be the location for the proposed commercial area.

The proposed southern section of the Lyminster Bypass will link directly into the principal access roads within the site; and the principal access roads when delivered will form a loop arrangement to create a permeable site. This will allow the proposed new bus service to negotiate the site and serve the whole development.

The proposed layout allows for a 15 metre' offset along the proposed Bypass to allow for noise attenuation, landscaping and surface water attenuation. One of the main changes is the alteration of the northern junction on the Bypass which was previously shown as a traffic light/ priority junction and is proposed to be changed to a roundabout. This is following discussions between the applicant and the Local Highway Authority. The roundabout is considered to provide capacity benefits over the traffic signalised junction. The Town Council initially raised concerns regarding the success of the traffic signals - given the level of traffic. The change was discussed at the North Littlehampton Steering Group who were broadly supportive. Therefore, the proposed northern roundabout is considered to be acceptable and would allow for the safe movement of pedestrians and vehicles in accordance with Policy GEN7 of the ALP.

DESIGN, CHARACTER, LAYOUT, SCALE & APPEARANCE

Policy GEN7 of the ALP says that "Planning permission will only be granted for schemes displaying high quality design and layout". Policy D SP1 of the modified eALP requires "all development proposals should be of good quality and demonstrate a high standard of design". Policy D DM1 of the modified eALP requires proposed developments to "deliver or contribute to the ease of navigation within a new or

existing development scheme through use of focal points (including gateways)"; and Policy 22 of the Littlehampton NP (Design of New Development).

The application proposal is for a single lane carriageway on each side of the road, running north-south for a length of 730 metres. A footpath / cycleway is shown running along the full length of the eastern side of the proposed Lyminster Bypass, with a grass verge on the west side, which is considered to be of a high quality design, which will link in with the layout of the approved Fizalan Link Road to the south. The proposed highway would be raised up on an embankment which would measure up to 6.0 metres in height where it crosses over Toddington Lane and the railway line. The site is constrained by landownership and consequently the red line application boundary is drawn tightly against the eastern and western sides of the proposed Bypass, which provides limited space to accommodate the planting of trees and the creation of a landscape screen.

In terms of design and appearance, the scheme is high quality. Public realm includes footpaths, crossing locations and the robust tree and shrub planting scheme. Surface finish materials include tarmac to the footpaths and the road, and tactile paving for crossing locations.The landscape proposal, which is discussed in detail below, 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 for additional interest for users of the road and footpaths.

The Bypass would comprise a 7.3 metre wide road (2 x 3.65 metre carriageways with a 1 metre hard strip at each edge); a 2.0 metre wide verge running along the western side; and a 3.5 metre wide shared footway / cycleway along the eastern side of the Bypass. The alignment of both ends of the southern section of the Lyminster Bypass with the connecting roundabouts has fixed the position of the proposed road bridge over Toddington Lane and the proposed rail overbridge over the railway line. The proposed Toddington Lane Road Bridge would have a clear span of 17.0 metres; the rail overbridge would have a clear span of 29.8 metres. Both bridge superstructures would comprise precast pre-stressed concrete U-beam with an in-situ reinforced concrete deck slab. The substructure of both bridges would comprise of reinforced concrete abutments.

The Bypass would be built-up on earthworks on the approaches to the railway and Toddington Lane bridges, comprising reinforced earth walls with concrete facing panels on three sides of the approaches with the south-western approach remaining as an earthwork embankment. The earthwork would measure up to 6.0 metres high at its highest point. The construction of an earthwork to raise up the bypass would ensure that the development does not encroach on adjacent allotment land, it would optimise the developable area adjoining the bypass, and ensure that the new road was retained within the red-line boundary. It is considered that the construction of a 6.0 metre embankment incorporating a 1.4 metre high steel parapet along the eastern side of the bridge, and a 1.15 metre high steel post and rail fence on the top of the walls on the western side of the structure, as vehicle restraint systems would have a visual impact on the surrounding area. It is considered that the visual impact of the embankment would appear incongruous in the landscape when it is initially constructed, however, this would be softened over time once the proposed landscaping has been planted and established along the eastern and western boundaries of the proposed Bypass.

An 18 metre long underpass would be provided approximately 70 metres south of the Rail Overbridge, with lockable access gates at either end; and lighting along the length of the culvert; with timed push button switches to be provided at both ends preventing light pollution, in compliance with the comments raised by Sussex Police. Policy D DM1(6) of the Local Plan endorses the provision of security measures that make places feel safer. The underpass is required as it would enable pedestrian access between the existing allotments on the western side and the proposed new allotments on the eastern side of the Bypass. The proposed lighting of the underpass would ensure the proposed development complies with secure by design requirements as set out in Policy D DM1(6) of the modified eALP.

The new allotments, which are outside the red line boundary, but are proposed for a later phase as set out on the masterplan for the Strategic Development Area, would compensate for the allotment area that would be lost due to the construction of the proposed Bypass. The provision of new allotments on the eastern side of the Bypass, in addition to the existing allotments on the western side of the Bypass, would address Sport England's comment regarding whether the proposed development meets paragraph 74 of the NPPF, in terms of providing compensatory provision for sport and leisure.

Consequently, it is considered that the design, character, layout, scale and appearance of the proposed Bypass is necessary and it complies with Policy GEN7 of the ALP, Policy D DM1, Policy D SP1 and Policy QE SP1 of the modified eALP and Policy 22 of the Littlehampton NP.

HIGHWAYS AND TRANSPORT
Policy GEN7 of the ALP says "Development will be permitted provided it allows for the safe movement of pedestrians and vehicles, giving priority to pedestrians". Policy 22 of the LNP says "the carriageway widths of roads that may support (existing and future) local bus routes, are capable of doing so". Policy T SP1 of the modified eALP says that "the Council will ensure that development provides safe access on to the highway network; contributes to highway improvements and promotes sustainable transport, including the use of low emission fuels, public transport improvements and the cycle, pedestrian and bridleway network".

The Northern and Southern Roundabouts
The traffic signalised junction at the northern end of the Bypass, which was initially proposed in the masterplan submitted with the outline planning application (LU/47/11), has been changed and the current planning application proposes the construction of a roundabout at this junction. The northern roundabout junction would provide capacity benefits over a traffic signalised junction. A roundabout design facilitates a better central hub for the local / commercial centre and the better placement of focal buildings in the North Littlehampton Strategic Development Area. The 4-arm northern roundabout has been designed to accommodate links into the Strategic Development Area; and the future implementation of the northern section of the Lyminster Bypass, which will be planned and delivered by the Local Highway Authority.

The applicant is proposing a 3 lane entry southern roundabout onto the A259 (Worthing Road). The southern roundabout has been designed to accommodate the future implementation of the A259 dualling scheme, which is being drawn up and will be implemented by the Local Highway Authority. An underground storage tank for surface water is proposed under the southern roundabout; and access has been added to the southern roundabout to assist maintenance of this drainage feature.

Traffic Movements
The anticipated traffic flows taken from the WSCC Forecast indicate an approximate 2-way traffic flow over 24 hours on the southern section of Lyminster Bypass of 26,000 movements, which would take traffic off the existing road network. The Road Safety Audit confirms that the proposed road could accommodate that estimated number of vehicles and the road has been designed accordingly.

Speed limit
There would be a 40mph speed limit along the full length of the southern section of the Lyminster Bypass and the road has been designed accordingly, to tie in with the northern section of the Bypass which is being designed up by the Local Highway Authority; and the northern part of the Fitzalan Link Road (LU/234/16/RES) to the south of the current application site. The speed limit is considered to be safe as it has been assessed in the Road Safety Audit; and the corresponding design of the proposed southern section of the Lyminster Bypass complies with Policy D SP1 of the modified eALP.

Street Lighting

Policy GEN33 of the ALP and Policy QE DM2 of the modified eALP emphasise the need to consider the impact of light on neighbouring uses and wider landscape, particularly with regard the South Downs International Dark Sky Reserve designation, light levels should be the minimum required for security and working purposes, and minimise potential glare and spillage.

Only the roundabouts and their approaches at the northern and southern end of the Bypass are proposed to be illuminated by street lighting, with the central area being unlit. The street lighting would comprise of 26 eight metre high columns, the detailed design of the street lighting would be submitted and assessed at the Section 278 stage by the Local Highway Authority. It is considered that the number and concentration of street lighting columns at the roundabouts and not along the central, raised up section of the proposed Bypass is acceptable in terms of design and appearance.

In addition, Environmental Health raised no objection in terms of light emissions from the proposed street lighting on the existing residents along the route of the southern section of the Lyminster Bypass.

Consequently, it is considered that the proposed development complies with Policy GEN33 of the ALP and Policy QE DM2(a) to (d) of the modified eALP.

Signage
Policy D SP1 of the modified eALP requires "all development proposals should be of good quality and demonstrate a high standard of design".

The applicant has submitted plans of the location and details of the signage as part of the Road Safety Audit (RSA). A full signage scheme would be developed as part of the detailed design process (the Section 278 Stage) to ensure consistency of signage across the scheme. The submitted signage details are clear with good legibility and will assist drivers, walkers and cyclists to navigate along the proposed southern section of the Bypass and the adjoining local road network.

In addition, Sussex Police have requested the provision of clear direction signage along footways and cycle paths, which will be delivered through the detailed design process at the Section 278 Stage.

The plans of the location and details of the proposed signage, submitted with the RSA, are considered to be acceptable, the information on the signage is clear and legible and it complies with Policy GEN7 of the ALP: and Policy D SP1 of the modified eALP.

Public Transport
Policy GEN14 of the ALP says "the Council will support the provision of comprehensive public transport services throughout the District. Where appropriate, new development will be required to make provision for public transport facilities". Policy T SP1(a) of the Local Plan says: "The Council will support transport and development which is designed to reduce the need to travel by car by identifying opportunities to improve access to public transport services and passenger transport services".

The North Littlehampton Strategic Development Area includes the provision of funding for a new bus route. A 30 minute bus service will be provided running 7 days a week. The main route proposed will form a loop running from Littlehampton town centre along Wick Street, east along the A259, north along the southern section of the Lyminster Bypass (LU/278/17/RES), along Main Avenue through the commercial element and residential area of the Strategic Development Area stopping at key stops, including the proposed primary school. The service would return to Littlehampton Town Centre via the same route in reverse.

It is also considered that the southern section of the Lyminster Bypass, when it is constructed and linked up with the wider arterial route, which is proposed between the A27 and Littlehampton town centre would

provide a perfect route for bus services to run north / south along.

Consequently, the proposed southern section of the Lyminster Bypass, when considered alongside the wider plans for the highway network between the A27 and Littlehampton town centre; and linking up with the mixed commercial, retail and residential development on the North Littlehampton Strategic Development Area, would be accessible by public transport and it complies with Policy GEN14 of the ALP and Policy T SP1(a) of the modified eALP.

Cycling and Walking:
Policy GEN15 of the ALP says "where appropriate, new development will be required to provide safe and attractive features for cyclists and pedestrians, both within the site and in the form of links to the surrounding area". Policy T SP1 of the modified eALP says: "The Council will support transport and development which gives priority to pedestrian and cycle movements".

A pedestrian and cycle route will also be provided along the southern section of the Lyminster Bypass, linking with the Fitzalan Link Road to the south of the A259 to give access to the Academy, the town centre, the seafront and other parts of the town to the south of the site. A network of planned footway and cycleway links extends through the Strategic Development Area, out into open land running up to the Black Ditch Rife and beyond; linking up with the wider strategic network of footways and cycleways promoted for delivery in the West Sussex Walking and Cycling Strategy 2017.

The footway/cycleway on the northern side of the eastern arm of the southern roundabout (i.e. the A259 Roundabout) has been removed from the current application because the Local Highway Authority's future dualling scheme for the A259 would include the implementation of an extension to the footway/cycleway on this arm to link with the signal crossing to the east.

Consequently, the proposed cycleway and footway proposals along the eastern side of the Bypass, as agreed at a meeting between the applicant and the Local Highway Authority in October 2008, are acceptable and the proposed development is in accordance with Policy GEN15 of the ALP, Policy T SP1 and Policy T DM1 of the modified eALP.

LANDSCAPING
Policy GEN27 of the ALP says that "development which would have an unacceptable adverse impact on individual features or the character of the landscape will not be permitted". Policy GI SP1 of the modified eALP says: "all major development must be designed to protect and enhance existing Green Infrastructure assets, and the connections between them, in order to ensure a joined up Green Infrastructure Network".

The proposed landscaping includes native tree and shrub planting areas, individual street trees, amenity grass and species rich grass; and includes a continuous green 'parkway' along the length of the southern section of the Lyminster Bypass. The northern element of the proposed bypass would however be more urban in character as it would be located within the commercial / local centre of the North Littlehampton SDA.

The applicant has amended the proposals removing the swales from the 15 metre landscape offset. Blackthorn and thorny shrubs have been removed from the planting plan adjacent to any of the cycle paths. A bund and landscaping would be provided at the northern end of Highdown Drive, as the alignment of Highdown Drive would result in headlights shining towards southbound vehicles on the Lyminster Bypass and vice-versa, as identified in the Stage 1 - Road Safety Audit Addendum.

Following the review and sign-off of the road safety audit (the RSA), the applicant submitted amended landscape drawings in December 2017. The amended landscape scheme includes the planting of

landscaping belts, comprising native tree and shrub planting, the planting of trees along both sides of the carriageway, wherever possible, together with the retention of existing vegetation and the laying of amenity grassland and species rich grassland on the verges. The proposal to plant trees wherever possible along the length of the southern section of the Lyminster Bypass would will help to create a strong public realm.The applicant has submitted amended plans, following comments received from the LPA, proposing a row of trees in place of the original scheme for a native hedge on the western approach to the southern roundabout and along Worthing Road to the east of the roundabout. Trees are also now proposed on the eastern side of the Bypass between the Toddington Lane Road Bridge and the Rail Overbridge and running west from the northern roundabout to give the impression of a tree-lined avenue. The proposed 'street' trees have been selected with a 2.4 metre clear stem to ensure visibility is maintained across the site; and most have been specified as semi-mature trees. Tree grilles would be provided along the northern side of the Bypass, to enable continuity with the residential developments already approved for Parcels C1 and B2 on the North Littlehampton SDA.

The landscape elements of the proposals are considered to be acceptable by ADC Greenspace. The ADC Arboricultural Officer raised no objection but requested a condition be imposed to ensure that tree protection fencing to BS 5837: 2012 is erected and retained during the construction of the southern section of the Lyminster Bypass. A condition requiring tree protection fencing was imposed on the outline planning permission (condition 15) and is not required to be repeated on this reserved matters application. The landscaping plans will be checked again by WSCC at the detailed highway design stage (Section 38 / Section 278).

Consequently, it is considered that the proposed development complies with Policies GEN27 and GEN28 of the ALP, Policy ENV DM4 and Policy GI SP1 of the modified eALP.

PUBLIC ART

Policy D DM1 of the modified eALP says "public art should be incorporated into schemes where there is capacity to do so. Public art can encompass a wide variety of elements to include art as part of developments, landscape and planting, street furniture, signage and lighting in the public realm which is accessible to all. This can result in physical, permanent artworks and sculptures".

In terms of public art on the roundabouts at both ends of the Bypass, landscape drawings have been submitted showing an indicative proposal and location for public art, in accordance with the masterplan which accompanied the outline planning application (LU/47/11) for North Littlehampton SDA; and varied by LU/346/14/PL.

The applicant submitted plans which show artwork comprising upright timbers arranged to mimic waves of the sea, however, it is considered that further consultation is required to ensure the artwork provides a gateway feature into Littlehampton and into the Strategic Development Area, which is being planned and delivered on the former Toddingon Lane Nursery site.

Consequently, it is considered reasonable and necessary to impose a condition requiring the submission of a scheme of artwork on, or in close proximity to the northern and southern roundabouts, in accordance with Policy D DM1 of the modified eALP.

OTHER MATTERS

Conditions 1 (reserved matters application), 5 (details of materials and finishes), 7 (appearance, landscaping and layout), 8 (Design statement), 14 (Landscaping) and 26 (highway specification and construction details), are dealt with in this report as the conditions outlined the information required to be submitted for each reserved matters application. The applicant is also seeking to discharge 7 conditions imposed on the outline planning permission (LU/47/11/) and their discharge is the subject of a separate, concurrent application (LU/284/17/DOC), which is covered in a separate report to the Development

Control Committee because the matters under consideration are closely interlinked with the reserved matters issues closely.

The issues to be dealt with under the concurrent DOC application (LU/284/17/DOC) comprise surface water drainage (condition 10), tree protection measures (condition 15), ecology (conditions 19 & 20) and ecological management (condition 21), noise assessment (condition 36) and noise mitigation (condition 37).

CONCLUSION
It is considered that the application for reserved matters (relating to access, appearance, landscaping, layout and scale) comprises a detailed highway scheme for the construction of the southern section of the Lyminster Bypass.

The proposed development of the southern section of the Lyminster Bypass is of strategic importance as it will assist in the delivery of wider highway improvements, providing (when the northern section is in place) a new highway link between the A27 in the north and Littlehampton Town Centre in the south; and connecting the developing Strategic Development Area on the former Toddington Lane Nursery site in North Littlehampton with the highway network. The proposal is part of the wider protected highway route and complies with Policy DEV15 (ix) Safeguarding the Main Road Network of the Arun District Local Plan and Policy T SP3 of the modified eALP.

The southern section of the Bypass as proposed is both acceptable and it complies with the policies in the Development Plan and accords with the National Planning Policy Framework (the NPPF).

This reserved matters application is therefore recommended for approval. Should the Deed of Variation attached to LU/182/15/OUT not be finalised prior to the Committee meeting, delegated authority is sought for the Group Head of Planning in consultation with the Chairman and Vice Chairman of the Development Control Committee to approve this application (LU/278/17/RES).

HUMAN RIGHTS ACT

The Council in making a decision should be aware of and take into account any implications that may arise from the Human Rights Act 1998. Under the Act, it is unlawful for a public authority such as Arun District Council to act in a manner, which is incompatible with the European Convention on Human Rights.

Consideration has been specifically given to Article 8 (right to respect private and family life) and Article 1 of the First Protocol (protection of property). It is not considered that the recommendation for approval of the grant of permission in this case interferes unreasonably with any local residents' right to respect for their private and family life and home, except insofar as it is necessary to protect the rights and freedoms of others (in this case, the rights of the applicant). The Council is also permitted to control the use of property in accordance with the general interest and the recommendation for approval is considered to be a proportionate response to the submitted application based on the considerations set out in this report.B

DUTY UNDER THE EQUALITIES ACT 2010

In assessing this proposal the following impacts have been identified upon those people with the following protected characteristics (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex or sexual orientation).

The proposal would have a neutral impact on the protected characteristics.

RECOMMENDATION

APPROVE CONDITIONALLY

1 The development hereby approved shall be carried out in accordance with the following approved drawings, or as otherwise agreed in writing with the Local Planning Authority after consultation with the Local Highway Authority.

- Drawing Number MBSK170907-1 Rev. P1 - Extent of Lyminster Bypass Southern Section Works
- Drawing Number A/PHLYM.1/GA-1 Rev P15 - Southern By-pass Roundabout General Arrangement Drawing
- Drawing Number A/PHLYM.1/GA-2 Rev P14 - A259 Worthing Road Roundabout General Arrangement Drawing
- Drawing Number A/PHLYM.1/ST-1 Rev P9 - Southern Bypass Roundabout Surface Treatments Drawing
- Drawing Number A/PHLYM.1/ST-2 Rev P10 - A259 Worthing Road Roundabout Surface Treatments Drawing
- Drawing Number A/PHLYM.1/VIS-1 Rev P9 - Southern Bypass Roundabout Visibility Splays
- Drawing Number A/PHLYM.1/VIS-2 Rev P10 - A259 Worthing Road Roundabout Visibility Splays
- Drawing Number A/PHLYM.1/TR-1 Rev P7 - Southern Bypass Roundabout Tree Removal Drawing
- Drawing Number A/PHLYM.1/TR-2Rev P7 - A259 Worthing Road Roundabout Tree Removal Drawing
- Drawing Number A/PHLYM.1/TK-1 Rev P8 - Anticipated Vehicle Swept Paths
- Drawing Number A/PHLYM.1/TS01 Rev P1 - Proposed Traffic Signing Strategy
- Drawing Number 35944_2001_001 Rev. L - Proposed Road Alignment and Contours
- Drawing Number 35944/2001/002 Rev. C - Proposed Finishes and Kerbing
- Drawing Number 35944/2001/003 - Highway Construction Details (Sheet 1 of 2)
- Drawing Number 35944/2001/004 - Highway Construction Details (Sheet 2 of 2)
- Drawing Number 35944/3501/004 Rev P5 - Reco Walls (WSCC Ref: 6078 & 6079) - General Arrangement
- Drawing Number SLB1 Rev. E - Landscape Proposals (Sheet 1 of 2)
- Drawing Number SLB2 Rev. E - Landscape Proposals (Sheet 2 of 2)
- Drawing Number SLB3 Rev. E - Landscape Proposals: Northern roundabout
- Drawing Number SLB3.1 Rev. E - Landscape Proposals: Northern roundabout (showing drainage and visibility splays)
- Drawing Number SLB4 Rev. E - Landscape Proposals: Southern roundabout
- Drawing Number SLB4.1 Rev. E - Landscape Proposals: Southern roundabout (showing drainage and visibility splays)
- Drawing Number SK02 - Receptor and Acoustic Barrier Locations

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.
5. RSA 1 Addendum 2 Report
6. RSA 1 Addendum 2 Designer's Response

Reason: For the avoidance of doubt and in the interests of amenity and the environment, road

safety and to ensure appropriate design in accordance with Policy QE SP1 of the Arun Local Plan.

2 Within 3 months of the date of this planning permission, a scheme of public artwork should be submitted to and approved in writing by the Local Planning Authority, for the provision of artwork on or in close proximity to the 2 roundabouts along the southern section of the Lyminster Bypass. The approved scheme of public artwork shall be implemented prior to the opening of the southern section of the Lyminster Bypass.

Reason: To ensure that the proposed development incorporates public artwork at this strategic gateway into Littlehampton, in accordance with Policy QE SP1, Policy D SP1 and Policy D DM1 of the Arun Local Plan.

3 INFORMATIVE: Section 59 of the 1980 Highways Act - Extra-ordinary Traffic*
The applicant is required to enter into a Section 59 Agreement under the 1980 Highways Act to cover the increase in extraordinary traffic that would result from construction vehicles and to enable the recovery of costs of any potential damage that may result to the public highway as a direct consequence of the construction traffic. The Applicant is advised to contact the Area Highway Engineer WSCC in order to commence this process. *Note this is only required if HGV traffic exceeds 20 movements per working day.

4 INFORMATIVE: The applicant is required to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the proposed adoptable on-site highway works. The applicant should to contact The Implementation Team Leader (0330 2225704) to commence this process. The applicant is advised that any works commenced prior to the S38 agreement being in place are undertaken at their own risk.

5 INFORMATIVE: Section 278 Agreement of the 1980 Highways Act - Works within the Highway
The applicant is required to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works if they affect the existing public highway. The applicant should contact The Implementation Team Leader (0330 2225704) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

6 INFORMATIVE: Temporary Works Required During Construction
The applicant is advised of the requirement to enter into early discussions with and obtain the necessary licenses from the Highway Authority to cover any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works may include, the placing of skips or other materials within the highway, the temporary closure of on-street parking bays, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, the provision of cranes over-sailing the highway.

7 INFORMATIVE: Temporary Developer Signage
The applicant is advised that the erection of temporary directional signage should be agreed with the Local Traffic Engineer prior to any signage being installed. The applicant should be aware that a charge will be applied for this service.

8 INFORMATIVE: Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure)(England) Order 2015. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

9 INFORMATIVE: The developer must advise the Local Planning Authority, in consultation with Southern Water, of the measures which will be undertaken to protect the public sewers and water mains, prior to commencement of the development.

10 INFORMATIVE: Any works to the trees or vegetation clearance on the site should only be undertaken outside the bird breeding season, which takes place between 1st March and 1st October. If works are required within this time the Ecologist will need to check the site before any works take place (within 24 hours of any work).