

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Mrs. A. Gardner
FROM:	WSCC - Highway Authority: Tim Townsend
DATE:	15th October 2019
LOCATION:	Land At Toddington Farm North And West Of 1 To 3 Toddington Toddington Lane Littlehampton BN17 7PN
SUBJECT:	LU/295/19/DOC Approval of details reserved by condition imposed under ref APP/C3810/W/18/3197149 (LU/162/17/PL) relating to Condition Nos 9 - landscaping, 10 - Construction Management Plan, 13 - vehicular visibility splays, 14 - pedestrian visibility splays, 16 - cycle parking and 18 - street lighting.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice/More Information/Modification
S106 CONTRIBUTION TOTAL:	n/a for purposes of this DOC application

This is the WSCC County Highways (CHA) response to the above planning application for approval of details reserved by condition imposed under ref APP/C3810/W/18/3197149 (LU/162/17/PL) relating to Condition No's 9 - landscaping scheme, 10 - Construction Management Plan, 13 - visibility splays, 14 - pedestrian visibility plays, 16 - cycle parking and 18 - street lighting.

CHA comments.

1. *Condition 9 (landscaping)* – The proposed hedgerow planting alongside Toddington Lane would be planted using 60-90cm transplants – almost a metre in height already – but it is stated in the management plan [paras 2.3.13/14] that it would be maintained at a height of 1.2m. At this height it wouldn't provide any screening to/from the development, nor would it be much of a rural countryside hedge feature in the street scene. However, from a highway point of view, it would obstruct pedestrian/motorist intervisibility (see further comments below). It would also be subject to frequent trimming to keep the height low and is unlikely to develop the density to provide good habitat.

An alternative approach might be to retain and/or plant suitable trees, but plant the hedge at the top of the bank or partially on the slope, if feasible, and doesn't conflict with anything else. Please amend alongside comments below about visibility splay requirements.

2. *Condition 10 (Construction Management Plan)* – The following items should be added to the CMP:
 - Construction routing plan to demonstrate no access to-or-from the south. All deliveries to enter from and leave to the north to avoid Toddington Lane and the adjacent railway crossing. **Now shown/confirmed.**
 - A plan showing parking for contractors and visitors on the site clear of the public highway. **Now shown.**
 - A plan showing areas for materials storage on the site and clear of the public highway. **Now shown.**

3. *Condition 13 (visibility splays)* – The visibility splays shown in both directions taken from a 2.4m 'x' (centreline) distance appear to concur with that considered and approved as part of the recent Planning Appeal decision for the development site. Splays are shown at 43m in the leading traffic direction (so looking south from the access) and 23m in trailing direction (looking north). Please note that the structure shown in front of plots 1-3 might need to be assessed further at the detailed design/S278 stage.
4. *Condition 14 (pedestrian visibility splays)* – The pedestrian intervisibility splays to the back of the footway where they emerge now appear to be shown correctly. However, the splay (suitable for peds/motorists) needs to be extended which will take it across part of the site frontage. This will be where pedestrians will be entering the carriageway to either walk along the kerb edge or attempt to cross to the north side of the road given that the footway terminates at this point. The visibility splay for those crossing at the western-end of the proposed footway should be taken from a 2.0m 'x' distance and provide 66m in both directions. This is based on a 2.5mph walking speed, 30mph speed limit and 5.5m wide road.
5. *Condition 16 (cycle parking)* – Applicant needs to demonstrate cycle parking for plots 4 and 5. Currently, only one shed is shown.
6. *Condition 18 (street lighting)* – Street lighting on land forming part of the public highway will be considered through the S38/278 Agreement process required to construct on land forming public highway – including access works.

Other information.

Condition 8 (materials and finishes) – Surface finishes on highway land must meet WSCC requirements. These will be considered at the S38/278 stage.

Stopping-Up of highway – As documented previously, parts of the proposed steps, ramp and 'internal' footpath are shown on land which is publicly maintained highway. WSCC would not accept these on highway land. Therefore, formal Stopping-Up of highway would need to be secured by the applicant prior to any works commencing on any land currently forming part of the public highway and any land having impact upon it. Likewise, S38/278 works may not be approved (and could not start) until the Stopping Up Order is confirmed. Details of the Stopping-Up and S38/278 processes can be made available by contacting WSCC Legal Services Team. Also, if any structures are required (on highway land) to support the aforementioned ramp and internal access paths etc., these would have to go through a detailed WSCC (AIP) checking process.

Details of footway termination points etc. – Details such as tactile paving, pram ramps, guarded rail etc.) would be finalised at the S38/278 Agreement stage.

Please re-consult with the additional information required, at which point, the CHA will consider the proposal further.

Thank you.

Tim Townsend
West Sussex County Council – Planning Services