

**WEST SUSSEX COUNTY COUNCIL
PLANNING SERVICES CONSULTATION**

DATE: 30th January 2018

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

SUBJECT: LU/408/17/PL - Variation of condition No.4 & 24 imposed under LU/355/10 relating to amended drawings & rewording condition to state "Details of the proposed bus route within the development shall be submitted to & approved in writing by the Local Authority. The bus route shall be carried out in accordance with the approved plan".

LOCATION: Land North and South of Railway, Courtwick Lane, Littlehampton, BN17 7FR

DATE OF SITE VISIT: 18th January 2018

RECOMMENDATION:

**Advice
Objection**

**Modification
No Objection**

**More Information
Refusal**

X

S106 contribution total (see below for breakdown): £N/A for purposes of this specific application.

This is the WSCC Highway Authority (CHA) response to the planning application for variation of conditions 4 and 24 imposed under previous planning application LU/355/10.

Description of development.

The applicant seeks to vary conditions 4 and 24 in order to provide an alternative route for a bus to access the development, thereby removing the previous route showing access via a modified (Old) Courtwick Lane. The drawing referred to in Condition 4 of earlier application LU/355/10 is ITB3164-GA-003 Revision 'A'. The proposed plan seeking approval as part of this current application is BRL-01 (no revision) dated June 2017.

Discussion and background.

The CHA has been in early discussions with the developer, Arun District Council and Littlehampton Town Council about the proposal. From the CHA's point of view, the key issue needing consideration has been to establish whether the alternative route offered is suitable for a bus route to serve the new development. In addition to this, it has been necessary to establish whether the previously agreed route is still required for emergency access, walking and cycling in order to access the development by these means.

Proposed bus route.

The new route has been discussed for some time now and it is the CHA's view that it does offer a suitable alternative for access to the new development, subject to stops and waiting areas being provided in appropriate places and careful consideration and provision of a suitable pedestrian and cycle link to Courtwick Lane. The previous plans would have required the provision of localised widening to Courtwick Lane and the construction of a bus-only gate to provide access in-and-out of the development. By agreeing the new route, this removes those latter requirements.

Pedestrian and cycle access.

As a consequence of discussions with the developer about provision of a walking and cycling route to Courtwick Lane as referenced in the S106 Agreement that accompanied LU/355/10, the CHA requested that a Stage 1 Road Safety Audit (RSA) be undertaken at the point a pedestrian/cycle link is shown (see north-eastern part of drawing BRL-01). A Stage 1 RSA has been supplied to the Highway Authority. This makes several recommendations that need to be replied to by the applicant. This should be done in a Designer's Response (DR). At the time of writing, this has not been provided. Therefore, the applicant should provide one for the CHA to consider. The LPA should also ensure that copies of both the RSA and DR are placed on the public file for this application.

Emergency access using Courtwick Lane.

The Fire and Rescue Department has confirmed that it is not reliant on using Courtwick Lane for access to the development in the event of an emergency. Given the design of the internal road layout of the development, they have confirmed that this is satisfactory for their purposes. Some recommendations have been made in connection with a gated arrangement further west close to where sports facilities are proposed. However, this forms part of a separate application and responds to ways of providing a suitable barrier that the F&RS can open in the event of an emergency but preventing Courtwick Lane becoming a through-route in-and-out of the development at all other times.

S106 Agreement/Deed of Variation (DoV).

The LPA should also check whether a Deed of Variation (DoV) is required given that drawing ITB3164-GA-003 Revision 'A' is referenced in the original S106 Agreement that accompanied LU/355/10.

Conclusion.

The applicant should provide a formal Designer's Response to the Stage 1 Road Safety Audit. When this is available, the CHA will consider the proposal further.

Thank you.

Tim Townsend
Planning Services