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**From:** Michael Eastham  
**Sent:** 21 March 2018 08:11  
**To:** Planning.Responses  
**Subject:** FW: Littlehampton Courtwick Farm, LU/37/18/DOC Discharge of Condition 34 of LU/355/10/OUT- Bus routing and stops

Please upload the representation below onto both LU/37/18/DOC and LU/408/17/PL.

Thanks,

Michael

**From:** Nick Small [redacted]  
**Sent:** 20 March 2018 15:34  
**To:** Michael Eastham

[redacted]  
**Subject:** Re: Littlehampton Courtwick Farm, LU/37/18/DOC Discharge of Condition 34 of LU/355/10/OUT- Bus routing and stops

Michael

Further to the e-mail below and a discussion and some correspondence with Darren Schofield (who I understand has just moved from Bellway to Barratt) I can confirm that the bus routing and the bus stop positions marked on the AAP Architecture composite layout drawing P802.s106.01 represent in our view, the most rational and reasonable means to deliver a bus service to residents given the legacy of how the site has been brought forward.

However, the fact that the site operates with a single point of access for buses means that it cannot be served

effectively except as a terminal loop (i.e. in the manner set out in the drawing) and given the scale and location of the site and the context of where it sits with regards to adjoining development and the wider highways topology, it is far from clear to us that sufficient revenue is likely to accrue at full buildout from this and immediately adjoining development, to allow a commercial bus service to be sustained once the s106 funding for the current service contracted by WSCC to Compass Bus runs out. We will nevertheless keep this under review, and consider the potential opportunity further at the point that s106 funding finishes.

That, however, is an entirely separate matter to the discharge of this condition, and we are pleased to confirm that we are happy for the Council to proceed as appropriate.

I am

yours sincerely

Nick Small

Head of Strategic development and the Built Environment (South)