

North Littlehampton

Fitzalan Link Road
Planning Application
Design & Access Statement

February 2011

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Full Planning Application

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**FITZALAN LINK
LITTLEHAMPTON**

Design and Access Statement

March 2011

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Fitzalan Link, Littlehampton Design and Access Statement

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**Fitzalan Link, Littlehampton
Design and Access Statement**

List of Drawings

WYGLITTLEHAMPTON.1/07B	Proposed Bypass Layout
WYGLITTLEHAMPTON.1/13B	Highway Improvement Options
WYGLITTLEHAMPTON.1/24D	Proposed Highway Improvements (Fitzalan Link)

1.0 INTRODUCTION

- 1.1** This Design and Access Statement has been prepared to support a planning application for the completion of the Fitzalan Link Road. This is a new road to be constructed between the A259 Worthing Road and the northern end of Fitzalan Road. The southern section of this road is currently under construction, running between Fitzalan Road and the Academy School access. This is covered by a separate planning application submitted by West Sussex County Council (WSCC). This application covers the remainder of the road up to the A279 and includes amendments to the Academy School access to provide a roundabout junction.
- 1.2** It is anticipated that funding for the Fitzalan Link will form part of the planning gain package for the North Littlehampton Strategic Development Area (NLSDA) development which is the subject of a separate planning application ref. LU/47/11 submitted on 18th February 2011.
- 1.3** The NLSDA application will be a large, mixed-use development including 1,260 residential units, a 420 pupil school, a 100 bed hotel, a 60 bed care home, community uses and approximately 13,000sqm of commercial floorspace
- 1.4** As part of the development on the North Littlehampton site, there is the opportunity to provide significant improvements to the town's transport infrastructure. Proposed improvements include:
- new bus 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 Toddington Lane
 - the widening of Mill Lane and Toddington Lane
 - improvements to the junction of Mill Lane with the A284 including traffic signals and new ghost islands
 - a north/south link road from the site to the A259, with a bridge over the rail line and Toddington Lane. This will eventually form part of the Lyminster Bypass and is referred to as the "Southern Section"
 - a new 4-arm roundabout the between the Southern Section and the A259
 - localised widening of the A259
 - a further north/south link road (referred to as the Fitzalan Link Road) between the A259 and Fitzalan Road
 - off-road shared pedestrian / cycle facilities along the new roads
 - 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



- 1.5** The above improvements are covered by the separate planning application for the North Littlehampton Site except for the Fitzalan Link Road. The Fitzalan Link is the subject of this application and statement. All of these improvements will be secured through a S106 agreement relating to the NLSDA application.
- 1.6** The Fitzalan Link is a new route running north – south between the A259 through to the existing roundabout at the northern end of Fitzalan Road. It will provide a link for pedestrians, cyclists and vehicles, potentially including new bus routes.
- 1.7** There is a corridor of land owned by West Sussex County Council (WSCC) that has been reserved for the road.
- 1.8** Fitzalan Road is currently being extended to the north via a new northern arm to the existing Fitzalan Rd/East Street roundabout. This will form the main access route to the new Littlehampton Academy development as part of planning application LU/255/10/ approved by Arun District Council. This extended section of Fitzalan Road will form the southern section of the Fitzalan Link Road.
- 1.9** This application covers the construction of the new link road. The junction with the existing East Street / Fitzalan Road roundabout and the extended Fitzalan Road are included within the Littlehampton Academy application and the junction with the A259 is included within the North Littlehampton application. However, these junctions are considered within this report as they form critical sections of the new link.

2.0 BACKGROUND

General

- 2.1 This Design and Access Statement is submitted in support of a full Planning Application on behalf of Greencore UK Holdings PLC and others. The description of development is for a new section of highway to the south of the proposed A284 Lyminster bypass.
- 2.2 It would link the southern roundabout on the Lyminster bypass at the A259 with the Fitzalan Road/East Street roundabout, located in Littlehampton town centre.
- 2.3 The proposals involve the construction of approximately 800m of new highway between a new roundabout to be created at the A259 Worthing Road, connecting into the southern section of the link road created as part of the Littlehampton Academy development.
- 2.4 It will comprise a single lane in each direction, each varying in width from 2.75m - 3.65m and a footpath/cycleway each side.

Legislative Provision

- 2.5 The requirement to submit a Design and Access Statement is contained within the Department for Communities and Local Government's (DCLG) Circular 01/2006, Section 3 – Design and Access Statements. It states that:

“Design and access statements help to ensure development proposals are based on a thoughtful design process and a sustainable approach to access; they allow the applicant to explain and justify their proposals; and they help all those assessing the application to understand the design and access rationale that underpins them. Statements should improve the quality of proposals.” (DCLG Circular 01/2006, p. 63)

- 2.6 This statement responds to that requirement.
- 2.7 Planning Policy Statement 1: Delivering Sustainable Development (PPS1) makes it clear that good design is a key element in achieving sustainable development and that is indivisible from good planning. Positive planning for the achievement of high quality and inclusive design is essential for all forms of development.
- 2.8 Design and Access Statements explain the design principles and concepts that have informed the development and how access issues have been dealt with. They should also demonstrate how development can create accessible and safe environments, including addressing crime and disorder and fear of crime.

2.9 The process needs to demonstrate that the application is based on a good understanding of local character and circumstances and as recommended in DCLG Circular 01/2006 it will be based on the following structure:

- **Assessment:** To demonstrate how the context of the site and its surroundings have been looked at. Local context includes the physical, social and economic characteristics of the site and surroundings, as well as any existing planning policies.
- **Involvement:** To show how people have been involved and how participation was carried through the process.
- **Evaluation:** To evaluate the information collected in the previous two stages and identify opportunities and constraints that will inform the scheme. This should also
- give an understanding of why the different elements of the scheme have been decided on.
- **Design:** Once development options have been evaluated and any potential conflicts resolved, the design of the scheme is developed, guided by information collected in the early stages and the post evaluation of it.
- **Access:** To define all the aspects of access, vehicular and transport links, as well as inclusive access. It should explain vehicular, pedestrian, cycle and any other forms of movement around and through the site.

2.10 The site for the Fitzalan Link is located in the northern part of the coastal resort town of Littlehampton in West Sussex, at OS Grid Reference TQ 032 030 (503200, 103000). The site is located between the B2187 East Street and the A259 Worthing Road, Littlehampton in Arun District. It is currently undeveloped open land with a rough grass surface.

2.11 The site boundary is defined to the north by Worthing Road (A259) and extends approximately 800m to the south. At this point the road links into the new access route created for the Littlehampton Academy via a roundabout junction and thus completes the Fitzalan Link between the A259 roundabout to the north and the East Street / Fitzalan Road roundabout to the south. The western boundary of the site is defined by rear garden fences at residential properties along Highdown Drive.

2.12 There are a variety of land uses along the eastern boundary of the site, including education, open space and residential. Starting at the northern end of the site there is Cornfield School, which has mature trees along its boundary with the site. To the south is the continuation of the undeveloped land through which the proposed Fitzalan Link passes. The site boundary is undefined on the ground in this location.

- 2.13** Further south is the large site of The Littlehampton Academy (TLA). The northern part of the site boundary with TLA is defined by mature trees and an overgrown hedgerow. However, the site extends into TLA playing fields, crossing boundary features, where it proceeds southwards towards Elm Grove Infant School. It crosses the western edge of land within the primary school, and follows the alignment of the rear garden fences of properties along the southern part of Highdown Drive. The Academy is currently extending its buildings and facilities as part of a recently granted planning application.

3.0 ASSESSMENT

3.1 Littlehampton is situated on the coastal plain below the South Downs in Sussex, adjacent to the River Arun. Its location beside an inland river as well as the sea had a significant impact on the town's development.

3.2 Littlehampton has always been a popular place to live and work, with evidence of human activity going back to prehistoric days. In recent years it has started to revive its role as a tourist destination as well as being an attractive residential town with some light industry.

Early Days

3.3 Several Roman sites were excavated during the construction of the Wickbourne Estate in 1951. One of these was possibly a farmstead – where the houses of Roman Acre stand today. Further excavation in 1993 yielded fragments of Roman pottery under Belloc Road. A small pottery industry perhaps existed in Wick in Roman days, whose wares could easily be exported to the continent by river and sea.

3.4 Prior to the Norman Conquest the lands around Littlehampton were owned by Countess Goda, the sister of King Edward the Confessor, thereby confirming the strategic importance of the village's location on England's southern coast. Littlehampton appears as 'Hantone' in the 1086 Domesday Book. The 'Little' was added in the late Middle Ages, to distinguish the town from Southampton.

Littlehampton Harbour

3.5 From early days Littlehampton maintained a valuable connection with Normandy, on the other side of the English Channel. The village appears on a 12th century French map as a small fishing community and Caen stone was regularly imported for church and castle construction in England during the Middle Ages. In 1139 Empress Maud, the daughter of Henry I, landed in Littlehampton en-route to claim the English throne. A quay was built in the 1670s and the port was a royal dockyard used by Henry VIII.

3.6 Sea currents and prevailing winds regularly pushed the silt eastwards, creating a kind of delta at the mouth of the river Arun, which was often blocked. The entrance was frequently cut to enable boats to sail up the river to the port at Arundel. Between 1733 and 1735 the channel was finally re-cut and fixed in place by two wooden piers.

- 3.7** Sometime after the alteration to the river course in 1733, quays and landing stages were also built at Wick to moor ships that were unable to sail further up the river. These remained in place until 1828, when they were dismantled, possibly because of complaints of loss of business by the owners of the Arundel wharves. The old track from Wick Quay to Wick Street runs beside Lineside Way and can be clearly seen in early Ordnance Survey maps.
- 3.8** By 1760 the threat of foreign invasion caused a gun battery to be built on the east bank to guard the mouth of the river, with a military garrison and barracks near Western Road. A later fort was built on the west beach side in 1854.



Trade and Enterprise

- 3.9** The development of trade from fishing to ship building contributed to the town's economic success. Some of the first sheep sent to Australia and the Falkland Islands were exported from Littlehampton's busy port.
- 3.10** During the 19th century there was a strong trading link with Honfleur, with barley being imported from France to supply the breweries in Burton-on-Trent. Rail links from Honfleur encouraged trade with Caen, Cherbourg and Brest; also Spain. Fruit, eggs, wine and brandy were imported from Jersey.
- 3.11** Following the construction of a railway link in 1863, the London Brighton and South Coast Company erected wharves at Littlehampton. This provided direct access to the cross channel steam packet and a ferry service to Le Havre, Honfleur and the Channel Islands during the latter half of the 19th century. After 1882 this ceased to be profitable and Newhaven and Southampton took over the service.
- 3.12** Coal barges sailed from Newcastle and fuel was unloaded at Littlehampton's railway wharf, much of it for use by the Gas Company.
- 3.13** The development of the railway in the 19th century added considerably to Littlehampton's popularity as a Victorian holiday resort. The London to Brighton line opened in September 1841. In 1846 the line from Worthing to Chichester came through the villages of Wick and Toddington and the 'Littlehampton and Arundel' station opened. A horse-bus service operated between the station and the Norfolk Hotel in Surrey Street, Littlehampton, transporting passengers and their luggage to their holiday accommodation.
- 3.14** When the 1863 branch line brought rail transport into Littlehampton town centre, the station at Wick was considered 'redundant' and closed. A petition to rebuild the old station was launched by Albert Linfield in 1907 and for some years prior to World War I it seems to have been in operation as a Halt where trains would stop on request.

The Beach

- 3.15** Littlehampton was always a popular retreat for writers and artists and Byron, Shelley, Coleridge and Constable were attracted to its peaceful location, away from the hustle and bustle of Brighton. Sea bathing became popular during the 18th century and South Terrace developed as a fashionable seaside destination with a hotel opening near the beach.

- 3.16** The Esplanade was built in 1867-8 by the Duke of Norfolk and gradually seaside holidays became accessible to more people as a result of higher wages and easier rail travel. By the 1880s Littlehampton was receiving between two and three thousand visitors a day during the summer season.
- 3.17** A variety of leisure and recreational amenities were provided, mostly on the sea front. In the first half of the 20th century the town became known as 'The Children's Paradise', with a reputation for good cricket, tennis, golf, fishing, boating and sailing facilities. In 1932 Billy Butlin built an amusement park on the windmill site near the harbour.
- Wick**
- 3.18** Wick began as a street settlement lying along the main road from Littlehampton to Arundel. The village was part of Lyminster until 1901 although acquired its own parish in 1881. It was incorporated into Littlehampton District Council in 1901.
- 3.19** The village was bounded on the west by the river Arun, on the east by lands of Toddington and Littlehampton, on the south by Littlehampton and on the north by the Black Ditch. Until the mid 20th century the land to the west of Wick Street was used for arable farming and pasture, and liable to flood. Land alongside Wick Street is mainly brick earth, which resulted in four brick fields being worked in the village.
- 3.20** The proposal for a station between Wick and Toddington gave the impetus for development in the neighbourhood. In October 1844 Wick Farm, comprising 56 acres, was put up for sale by auction. The owner Thomas Duke was keen to make the most of his property's location. It was advertised as being 'one mile from that fast-improving watering place Littlehampton' and 'three miles from the picturesque and ancient borough of Arundel'.



- 3.21** The station opened in March 1846, and by 1853 there were nine daily trains going from Littlehampton to London. Speculators and travellers were able to relax in the nearby Locomotive Inn, which had been granted a licence in 1845. 5.7.5 The urbanisation of Wick accelerated during the latter part of the 19th century as landowners put their property up for sale. Large parts of the Holmes Estate were released in 1875 and 1878.



- 3.22** Some builders even started to make their own bricks, selling their surplus production to other builders.
- 3.23** By 1891 the village had spread out eastwards to include much new building in North Street, Beaconsfield Road, East Street, West Street and Gladstone Terrace. During the 1920s and 30s there was a good deal of house building along the Lyminster Road.

- 3.24** The village grew dramatically in the 1950s when the Wickbourne Estate was built to the west of Wick Street. In recent years there has also been new housing built to the north of the village at Courtwick Park.
- 3.25** From being an isolated and compact street settlement in 1810, Wick today is an area of about one square mile absorbed into the expanding urban growth of north Littlehampton.
- 3.26** Location, trade and the arrival of the railway changed Littlehampton from a small fishing village to a prosperous Victorian town whose local economy was underpinned by import of goods, boat-building and tourism.
- 3.27** From a historic perspective Littlehampton developed as a town with quite distinct neighbourhoods within its boundary. In the 18th century the new area of 'The Beach' gradually spread westwards, though it was still separated from the original village by an expanse of green fields. At the end of the 19th century property owners in the 'Beach' district considered theirs a select area, while 'Town' dwellers looked on the 'Beach' inhabitants as interlopers.
- 3.28** The outlying villages of Wick and Toddington also had separate identities that were originally connected to agriculture and brick-making and had little in common with the recreational activities taking place on the seafront.
- 3.29** The land south of the Black Ditch in North Littlehampton provides an opportunity to create another distinct neighbourhood that will soon be absorbed into the overall historic fabric of the town – where the council's motto is the single word 'Progress'.

Littlehampton Context

- 3.30** Littlehampton today with a population of around 27,000 is typical of a number of small seaside towns, which have experienced difficulty in adapting to changing economic fortunes. The town has suffered the same decline as many other traditional seaside resorts and small manufacturing centres following the gradual demise of both industries between the 1960s and 1980s.



- 3.31** Since that time, the town has suffered mixed fortunes with noticeable pockets of deprivation and the town's fragile employment base. The resort's attractions include a Golf Course (open to non-members), theatre, sports centre, museum and the Look & Sea Visitor Centre. Harbour Park, an all-weather adventure village, offers family fun for all ages. Visiting crews are also welcome at the Arun Yacht Club and Littlehampton Sailing and Motoring Club. Littlehampton has a beautiful natural harbour at the mouth of the River Arun. The harbour provides a safe haven for all leisure craft as well as being a small commercial port.



- 3.32** Two significant natural features, the River Arun and English Channel, exert a considerable influence on the future of the town. The River Arun forms a key boundary between East and West Littlehampton and, historically, has had an important influence on the range of activities within the town. Today, the relationship between the river and the shore-based activities is less marked as fewer uses are dependent upon river borne transportation.

- 3.33** There are three Conservation Areas within Littlehampton: East Street, River Road and the Seafront. The town centre has two distinct 'quarters', retail and civic. The retail quarter is rich and diverse yet bleeds out to poor quality environment. The Civic Quarter has individual character, specifically around the Town Hall, with 'stand alone' buildings yet environmental quality of some of the surrounding spaces is patchy.

Existing Services

- 3.34** Community facilities in Littlehampton are mainly concentrated in Wick and close to the town centre.



Access and Movement

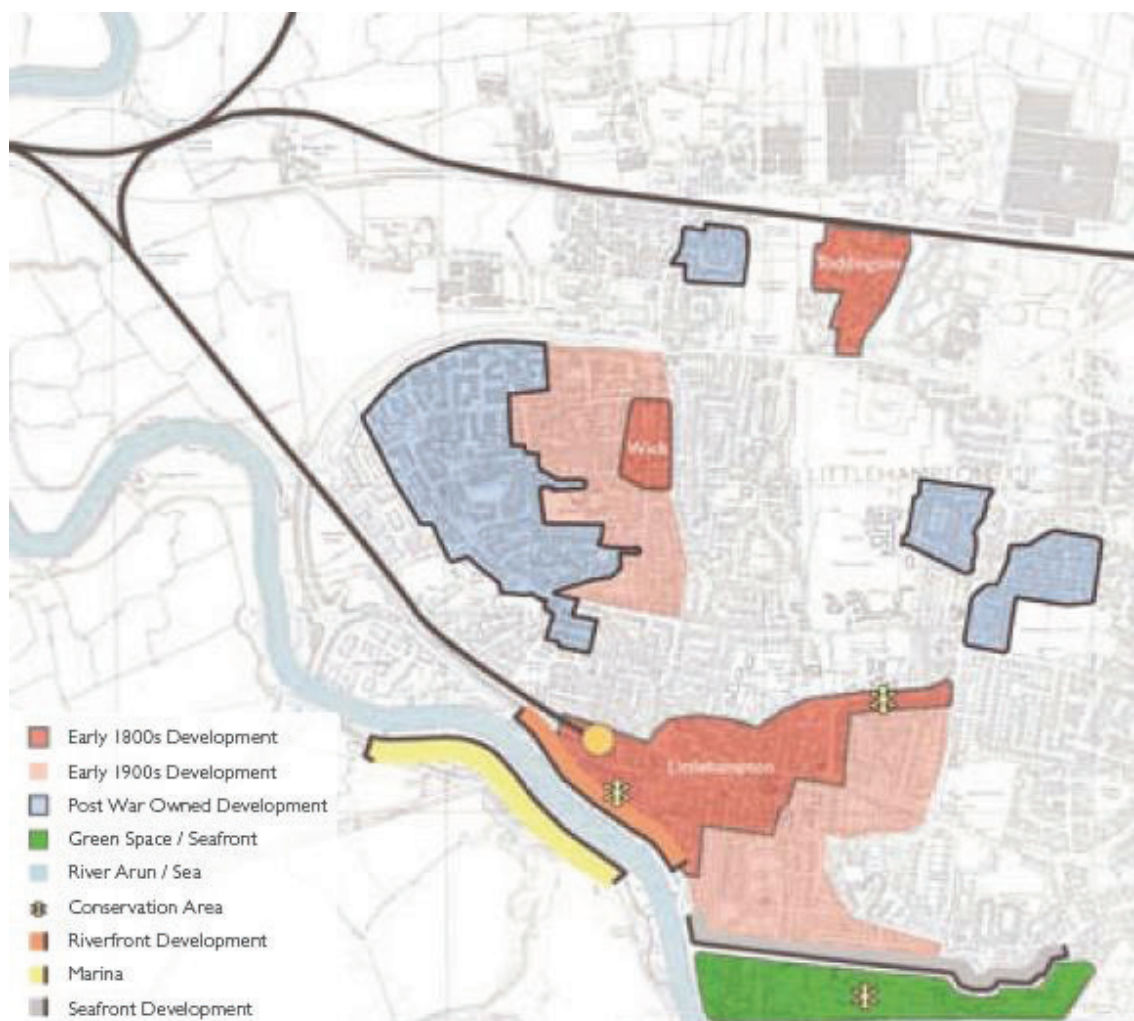
- 3.35** The main road connection serving the town is the A259 link road. There are poor connections north to the A27 via railway crossings (X) and south to town centre and seafront.



- 3.36** The two main routes into the town centre are currently Wick Street and Horsham Road. These routes are of varying quality and currently suffer congestion at peak times.
- 3.37** It is anticipated that the Fitzalan Link Road would help to relieve traffic pressure on these roads and would provide a direct link to the town centre and sea front from the North Littlehampton bypass.
- 3.38** There are good direct rail connections to London from the town centre and other poor connections to the south coast, east to Brighton and west to Portsmouth.

Urban Form

- 3.39** Littlehampton is bounded on two sides by major water features that have defined and shaped the town's current morphology, the River Arun to the west and the English Channel to the south.

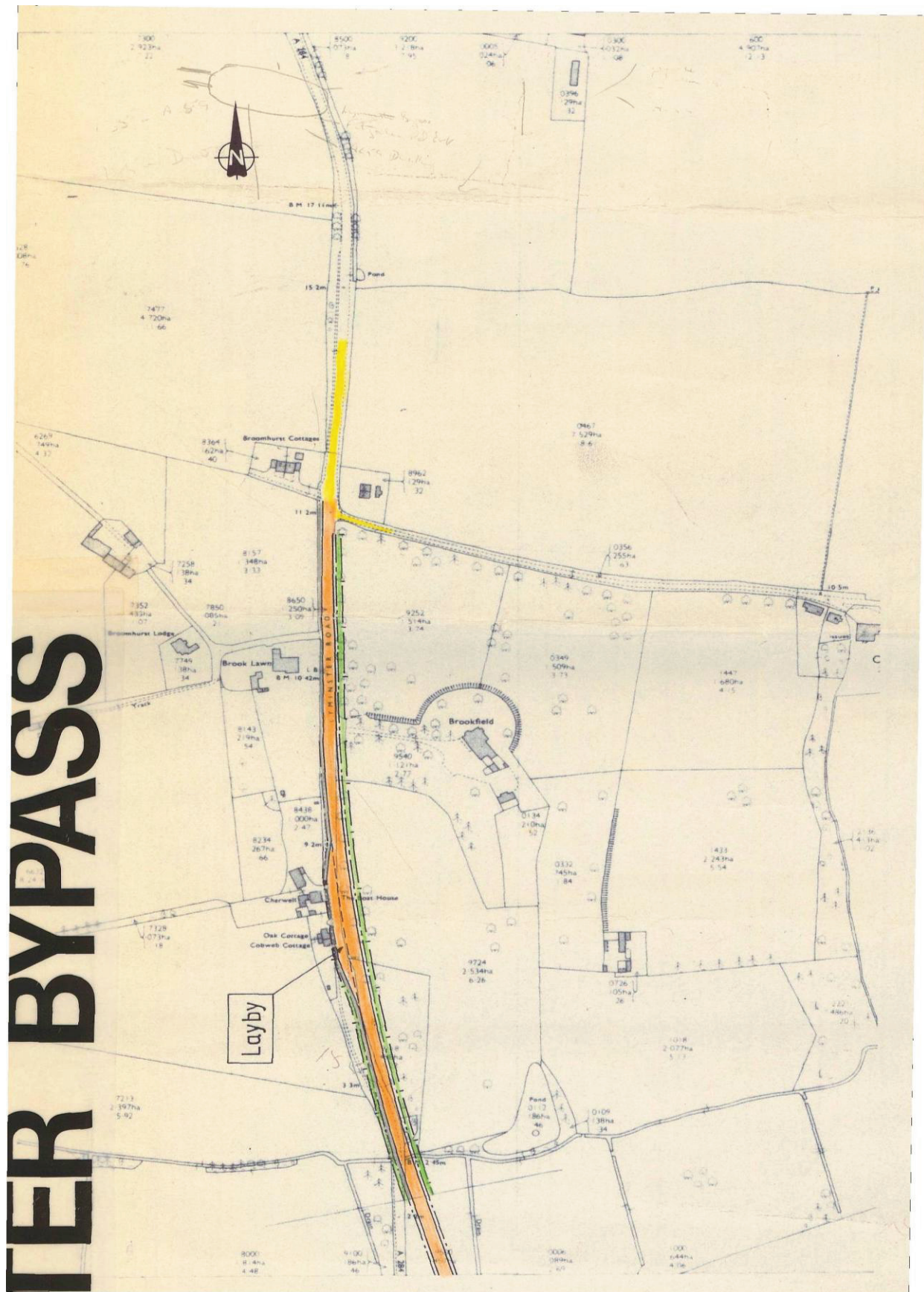


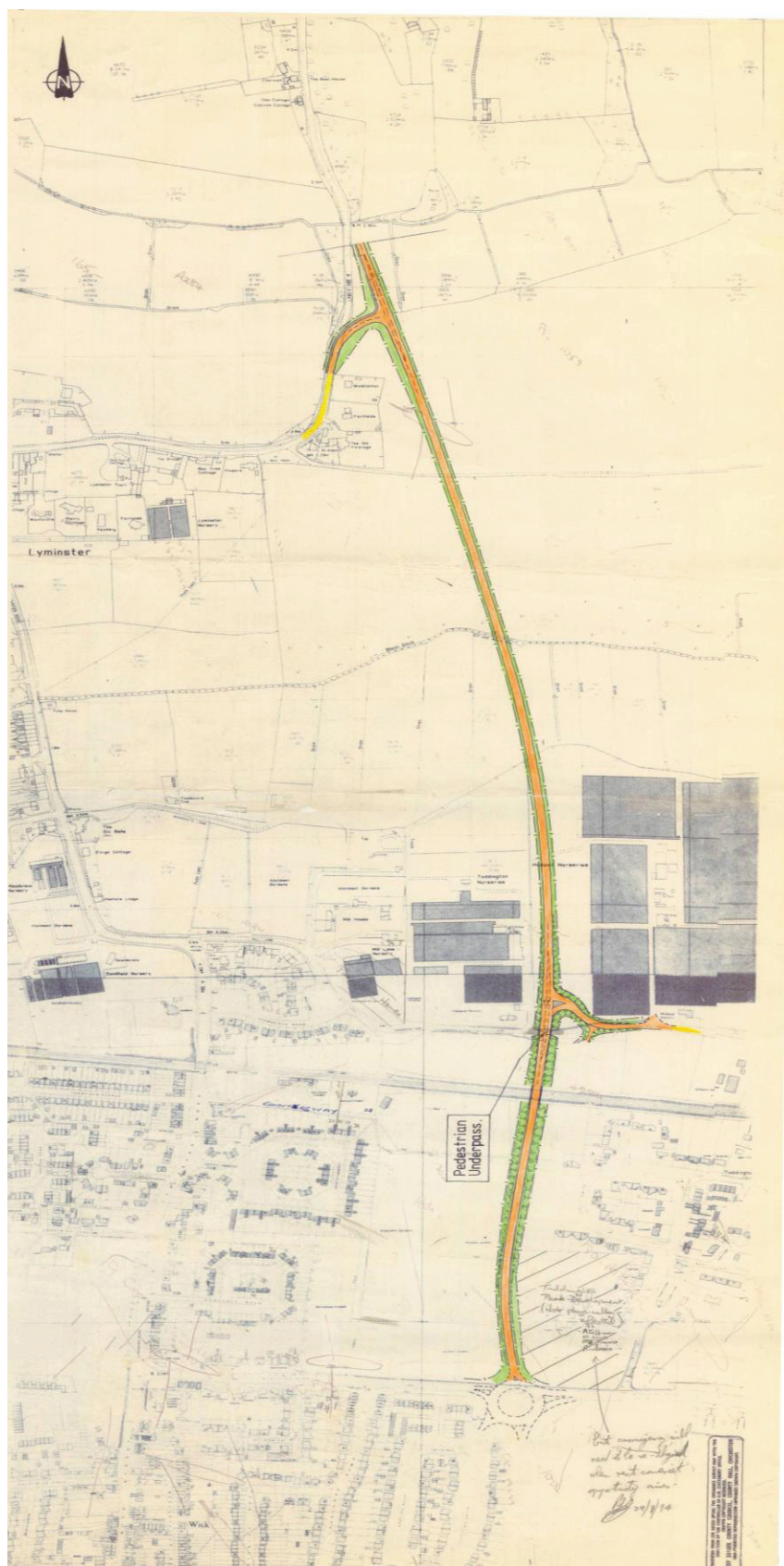
- 3.40** Along the River Arun, the town has developed as a minor port location with marina and boat repair industries dominating the western edge of the town. Buildings along the riverfront form a strong edge to the town, which has been further strengthened by recent projects.
- 3.41** The town has also been shaped by its use as a holiday resort, with the sea front as it steps away from the waterside to provide an area for leisure activities that connects to the beach. This area comprises a variety of leisure orientated facilities that are somehow segregated from the rest of the town in form, scale, density and appearance.
- 3.42** It was the holiday trade, added to the building of a direct train route into the town, and a cross channel ferry service to Honfleur in France in the latter half of the 19th Century that made the town prosperous as a Victorian holiday resort. The South Terrace is a great example of the architecture of the time.

- 3.43** Post-war brought further changes with the building of new housing estates on the outskirts and absorbing surrounding villages of Wick, Lyminster and Toddington to the north and north-west.
- 3.44** Flood has been a big problem in the development of the town, where the 100 year unprotected flood plain covers the majority of the town centre from the east bank of the River Arun. The flood plain also blankets the entire west bank area where marina and boat-orientated activities

Topography

- 3.45** Littlehampton is located within the Sussex Coastal Plain. Topography is a defining characteristic of the wider landscape context of the site, which is located on the broad coastal plain where levels are consistently between 5 and 10 metres AOD. There are a number of localised higher areas of land over 10m AOD but these are exceptions, land below 5 metres AOD is more common.
- 3.46** The Arun Valley has a broad floodplain orientated north to south across the coastal plain. Along the northern edge of the coastal plain is the undulating chalk landscape of the 'South Downs' which, in contrast to the coastal plain, is elevated and well wooded. The South Downs is a designated National Park.
- 3.47** The topography of the area is relatively flat, rising gently from the seafront, and although some areas of the town centre next to the river are below the 5m AOD level, the average height above sea level of the town is between 5-10m AOD. After the depression to the north created by the Black Ditch, the ground starts to rise more steeply as it meets the South Downs area.
- 3.48** The authorities have a long-term ambition to create a bypass route to the town from the north in order to remove the congestion caused by the Lyminster Road level crossing. A corridor of land has been reserved in order to facilitate this route. This is protected from development under policy DEV15 *Safeguarding the Main Road Network* of the Arun District Local Plan 2003. The bypass would become the main route into Littlehampton from the north, essentially superseding the stretch of the A284 through Lyminster.
- 3.49** The protected route runs northwards from the A259 (just to the northeast of the A259/Harting Road junction), through the allotments, over the railway line and Toddington Lane and across the site. It then continues northwards across the Black Ditch floodplain and rejoins the A284 Lyminster Road close to Lyminster village.
- 3.50** Archive drawings of the proposed bypass scheme were obtained from WSCC and are shown overleaf:





3.51 There is an additional long-term ambition of WSCC to create a further link, known as the Fitzalan Link. The route of this road runs from the A259 near Highdown Drive to Fitzalan Road. Again a corridor of land has been safeguarded to facilitate this proposal; this is owned by WSCC.

3.52 It was agreed at an early stage in the discussions that these road improvements should be brought forward as a result of the development of the North Littlehampton site.

Littlehampton Academy

3.53 The Littlehampton Academy is being jointly sponsored by Woodard Schools and West Sussex County Council.

3.54 The Littlehampton Academy replaced the Littlehampton Community School in September 2009.

3.55 The Academy currently provides places for 1,678 students (Year 7 entry) plus post-16 provision for approximately 200 students and has specialist status for Business & Enterprise and English.

3.56 The Academy currently operates from the existing buildings at the site. However, the Academy site is in the process of being updated, with improvements to sports facilities and improved access for staff, pupils and parents. The construction programme for the Academy is shown in the following table:

Task	Completion Date
Construction of new buildings	December 2010 to June 2012
Move into new buildings	July 2012
Demolish old buildings and undertake external works	August 2012 to January 2013

Table 3.1: Littlehampton Academy Construction Programme

3.57 The Academy proposals fit within wider ambitions for extensive education led regeneration of the Coastal Strip. The SEEDA Regional Economic Strategy [2006] identifies the need for a developed 'Skills Escalator' enabling appropriate skills development through, for example 14-19 vocational diplomas or the development of support for the new Children's Workforce. Academies will link to these agendas with the development of new FE provision in Worthing and Chichester and with extensive developments at the University of Chichester, for instance, which will create clear progression routes for learning on the Coastal Strip.

3.58 The layout of the Academy has been designed so that it initially takes access from its existing point on Hill Road. The County Council is bringing forward the southern section of the Fitzalan Link Road in order to provide a new principal access to the site.

3.59 This road is currently under construction. The new layout for the Fitzalan Link has been designed to tie into this southern section and provide access to the Academy via a roundabout junction.

Fitzalan Link / Lyminster By-Pass

3.60 In July 1998, the Transport White Paper 'A New Deal for Trunk Roads in England' initiated several comprehensive studies to improve transportation in various regions of England. The study carried out for the South East region of England was called the South Coast Multi Modal Study (SoCoMMS). In September 2002, the Study recommended a range of transport improvements.

3.61 For the Chichester Bypass section, the Study recommended the provision of two-level junctions and/ or junction closures, in association with a range of complementary measures including improvements to public transport.

3.62 In 2003, the Secretary of State for Transport rejected all the improvements identified for the bypass by the study for the A27 around Chichester because they were considered too damaging to the environment. As a result, he asked the Highways Agency to work with the Local Authorities and Statutory Environmental Bodies to develop less environmentally damaging options that addressed local issues and included public transport solutions.

3.63 The key local issues include the following:

- Transport - poor current access to and from the A27 corridor
- Development - transport pressures resulting from future development.
- Regeneration - regeneration of the south coast including Littlehampton with strategic transport infrastructure improvements to promote business growth.

3.64 To take this forward, the Highways Agency have worked with West Sussex County Council in developing a joint strategy, which was discussed with the Statutory Environmental Bodies. This has identified opportunities for enhancing and implementing local public transport initiatives as well as other sustainable transport solutions. The outcome is a strategy, which addresses the A27 Trunk Road, local transport and environmental issues.

- 3.65** Situated on the A27 - the main trunk road along the south coast – Arundel suffers from the continuing increase in traffic pollution. Even in 1070 - the year that Roger de Montgomery founded Arundel Castle - traffic was a problem. That time it was river traffic as well as road, as Arundel sits conveniently on the river Arun and in those times of invasion and battles it was quite a chaotic place.
- 3.66** Arundel campaigned successfully for a bypass after road traffic increased as a result of Beeching's cuts in the rail network. This was built around 1970. However Arundel's relief was soon overtaken by gloom, as the capacity of the A27 either side of the bypass was steadily increased with the upgrading of the road to dual carriageway.
- 3.67** Assessment of traffic flows at the study base date of 2001 indicated that several sections of the existing road network in Arun District are already over capacity or approaching capacity for morning peak flows. This includes the A27 at Arundel, sections of the A259 through Bognor Regis and between Littlehampton and Worthing. It should be noted that the A259 transport corridor runs almost parallel to the congested section of the A27 in the District and that this route experiences 'diverted' transport pressure due to the continued congestion along the A27.
- 3.68** The modelling results indicate that predicted development, together with increased road use, are likely to create major problems of congestion on the District's road network, particularly in the following areas:
- A259 and B2166 between Bognor Regis and Chichester
 - A259 between Middleton and Littlehampton
 - A27 at Arundel
 - A280 at Angmering
- 3.69** The study then tested different scenarios for providing further strategic housing development. The options included urban extensions to the main coastal towns (in conformity with the guidance in SE Plan Policy SCT7), a major new settlement at Ford, dispersed development involving extensions to several smaller settlements, and major redevelopment of brownfield land in central Bognor Regis. Different variants of these scenarios were examined based on meeting the SE Plan target of 11,300 homes. Where development would be dependent on the provision of new road infrastructure, the effect of the new road links was examined in the model.

3.70 Despite the fact that it is well established that further major development in Arun District is currently restrained by the existing road infrastructure, the A27, particularly the Arundel bypass, does not appear to be viewed as a high priority for decision makers at the regional and national level. Following advice to central Government by the Regional Transport Board (RTB) (which is chaired by SEERA) in January 2006, no improvements to the A27 in West Sussex have been included in the Forward Programme before 2011. Advice on the 2011-16 funding programme, which has recently been drafted, includes improvements to the A27 Chichester Bypass, but only lists improvements at Arundel as part of an Indicative Programme for 2016-2026.

4.0 INVOLVEMENT

Introduction

- 4.1** A steering group comprising representatives from West Sussex County Council, Arun District Council, Littlehampton Town Council, the Primary Care Trust and the Greencore Group attended a Stakeholder Design Charrette on 1st to 3rd April 2008 facilitated by John Thompson and Partners.



- 4.2** On 1 April the steering group took a guided minibus tour around the town and surrounding area including the Greencore land, followed by a series of briefings from each of the Local Authorities.

- 4.3** On 2 April the steering group attended a one day 'enquire by design' workshop at Littlehampton Town Hall. The day started with a workshop to investigate the aspirations of each of the steering group members and how they could be fulfilled. This was followed by a series of 'Hands On Planning' sessions to study topics covering Land ownership, the Bigger Picture, Transport Issues, creation of a Community Hub, Environmental Issues, the Regeneration of Wick and the creation of the Fitzalan Link Road.

- 4.4** It ended with a 'Way Forward' workshop at which it was agreed that a Community Planning Event should be held to involve the public in developing the proposals for North Littlehampton.

- 4.5** Following the design workshop the Greencore team retired to a hotel to produce a 'Vision for Littlehampton'. This was presented back to the steering group at Littlehampton Town Hall on the following day.

Stakeholder Key Issues

4.6 The key issues raised during workshops/discussions at the Stakeholders' event were as follows:

- Understand the challenges faced by Littlehampton in terms of its enormous potential as a compact seaside town full of character and with access to high quality landscape and neighbouring historic towns;
- Promote the land at North Littlehampton, including the proposed Academy and the Greencore nurseries land, as key to the regeneration of the whole town;
- Provide a range of benefits for the existing areas of deprivation by improving skills, health and economic profile of the area;
- Integrate the proposed Academy as a heart – a community focus to serve the whole town;
- A robust programming will be essential to seize the opportunities;
- Promote the Fitzalan Boulevard as the key first step in delivering a quality scheme including improved connectivity for the whole town;
- Formalise Steering Group as a backbone to delivering the Vision;
- Create a focused Fitzalan Boulevard Design and Delivery Group;
- Establish a programme of coordinated Public Consultation for 2008-11.

4.7 On transport matters, one point that emerged from public consultation is that Littlehampton is difficult to get to and not well connected internally. Roads are dominated by cars and public transport routes are often indirect with services being patchy or non-existent at times. The new Fitzalan Link provides the opportunity for a new gateway entrance to the town and improved internal connections particularly by foot, cycle and bus.

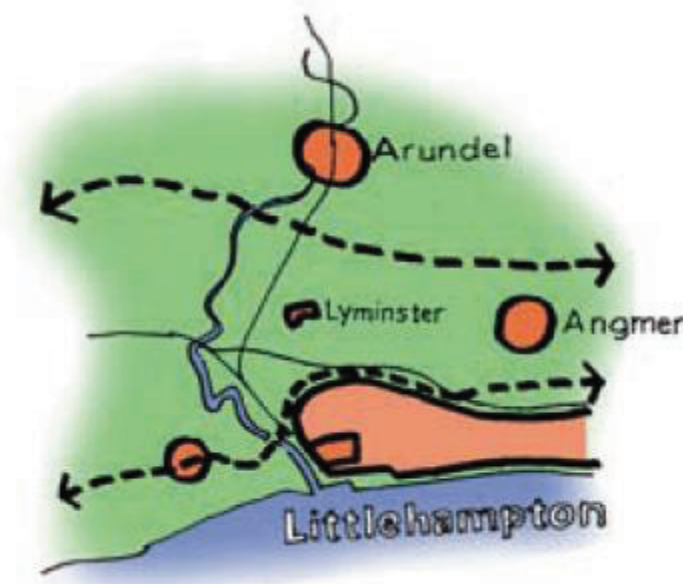
Existing Situation

- 4.8** Two major east west trunk roads serve the towns along the south coast. These are the A27 to the north and the A259 to the south which skirts the northern edge of Littlehampton. Connections between the roads via Lyminster and into Littlehampton are poor.

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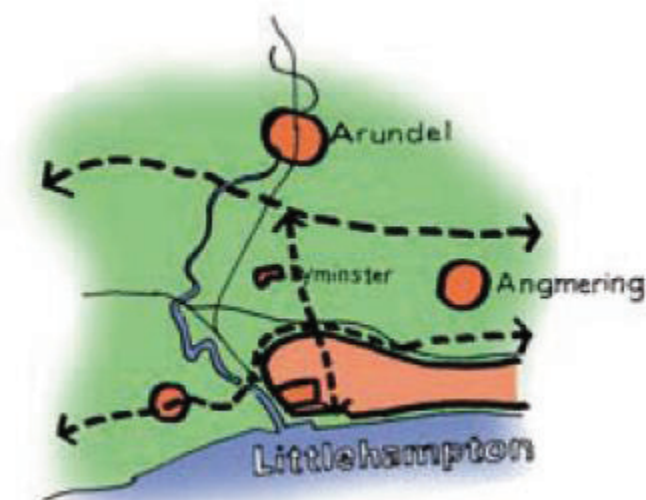


Proposed Situation

- 4.9** The introduction of a new north south link road will provide Littlehampton with much improved connections to the A259 and the A27.

Proposed Situation

The introduction of a new north south link road will provide Littlehampton with much improved connections to the A259 and the A27.



- 4.10** The proposed Fitzalan Link Road would form a part of this north-south route, providing direct access to sea front areas.

5.0 CONSTRAINTS AND OPPORTUNITIES

5.1 The route of the Fitzalan Link Road is influenced by a number of constraints and opportunities, including:

- The area of land available
- The location of the existing roundabout at its southern end
- Need to provide access to the Academy
- Requirement to create a junction with the A259 at its northern end
- Highway design standards
- The need to ensure continuity of access to Highdown Drive
- Requirement from WSCC that the new road should, where possible, be designed to trunk road standards
- Desire to ensure that existing east – west cycle and pedestrian routes are maintained
- Need to accommodate high quality landscaping alongside the road
- Importance of creating a north-south cycle and pedestrian route
- Minimise impact on existing properties, including those on Highdown Drive

6.0 DESIGN EVOLUTION

Introduction

- 6.1** The design of the Fitzalan Link has evolved through a number of iterations. This section sets out the process that has been followed in order to reach the final design.
- 6.2** It is important to recognise that the Fitzalan Link is being brought forwards as part of a package of measures to support the development of the North Littlehampton site. It must therefore tie into the range of transport measures proposed as part of that application in order to achieve maximum benefit for the town.
- 6.3** Fundamental to this is the creation of a new north – south link into the town and bridge over the railway line. This will allow the introduction of new bus, cycle and pedestrian routes.
- 6.4** The North Littlehampton application is accompanied by a comprehensive model of the town traffic movements; this includes the effect of the Fitzalan Link. This modelling was carried out alongside the development of design options for the Link and has influenced its design.

Initial Work

- 6.5** Initial design work was carried out in 2007. This is shown in the accompanying drawing WYGLittlehampton.1/07B. At this time, the scheme was similar to the historical WSCC drawings. The road was aligned to the west of the available land in order to maximise the potentially developable area to the east.
- 6.6** The junction with the A259 Worthing Road was a large, 5-arm roundabout, similar in size to the nearby Bodyshop Roundabout.
- 6.7** The east and west arms of the roundabout are the A259, with the new road to the North Littlehampton site forming the northern arm and with Highdown Drive and the Fitzalan Link forming the two southern arms.
- 6.8** Due to roundabout design standards, the roundabout was particularly large and land hungry, with a diameter of 60m.
- 6.9** The existing roundabout at the end of Fitzalan Road would be increased in size to a diameter of 35m. This is slightly below the size required to meet the recommended separation distances between arms, but is the maximum size that can be achieved within the available land at this area.
- 6.10** The road itself was designed for 40mph traffic, with a width of 7.3m and 1 meter margins. The footway widths were 2.5 on the western side and 3m on the eastern side.

6.11 At this stage no allowances were made for access to the Academy.

Speed Reduction

6.12 Following a number of meetings and discussions, the design then evolved as shown in drawing WYGLittlehampton.1/13B. The principal change is the alteration to the roundabout at the road's northern end and a reduction in the road's width.

6.13 The large size of the roundabout had an unacceptable land take and would not be achievable. In order to reduce its size, the northern end of Highdown Drive was initially made into a cul de sac. This reduces the number of arms at the roundabout, allowing its size to be reduced whilst still achieving the recommended separation distances between arms.

6.14 Shared pedestrian / cycle facilities are shown on both sides of the carriageway; these are 3m wide. At this time there was some discussion about the potential to create a small housing development between the link road and Highdown Drive; this led to the road being moved to the east of the land corridor.

6.15 The design speed of the road was reduced to 20mph, as it was considered that it would principally be a public, cycle and pedestrian route. The reduction in speed limit would make the road less attractive to general traffic, but was intended to provide safer access to the Academy.

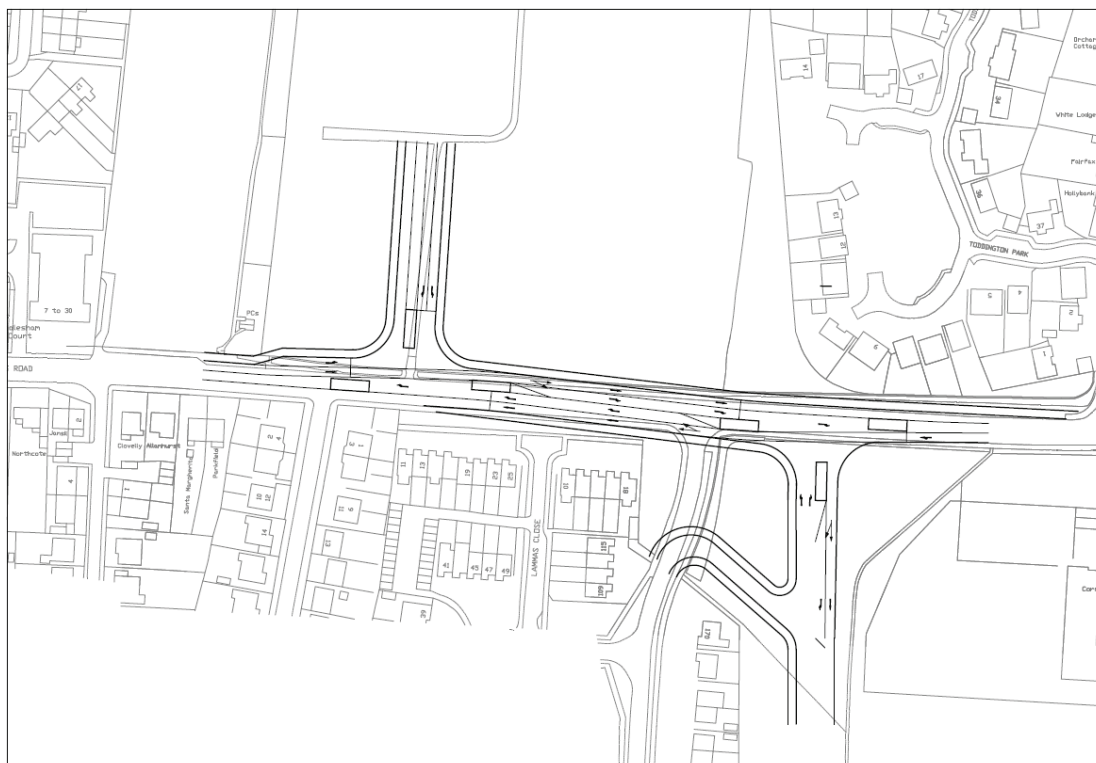
6.16 At this stage, the road was not intended to be attractive to general traffic. It was proposed that all facilities would be at grade (i.e. on the same level), with bollards delineating the carriageway. This was intended to reduce speeds.

6.17 Following this, a number of access options are were put forwards for the Academy, and a raised crossing is shown on the existing east-west cycle route. The southern roundabout remains largely unchanged as it was essentially the best solution that could be achieved within the available land.

6.18 It was considered that severing the northern end of Highdown Drive was would not be acceptable to residents, and the road was thus realigned to create a priority junction with the Fitzalan Link. This was provided with a right turn lane to maximise capacity and minimise delays.

A259 Junction

- 6.19** During this period, negotiations were held over land acquisition to establish what area would be available for the junction with the A259. This led to the exploration of a number of different junction options, including double roundabouts and signal junctions. An example of the layouts considered is shown below:



- 6.20** The above junction options were modelled to examine their performance under the predicated traffic flows. It was found that they had an unacceptable impact on the capacity of the A259, and they were therefore rejected.

Link Re-Alignment

- 6.21** This scheme was an evolution of Option 1 from the previous scheme. The main difference here is that the road has been aligned to the west of the available land as far as possible. This followed public consultation, where it emerged that the option to have a strip of housing to the rear of Highdown Drive was unpopular. At this stage it was confirmed that a roundabout would be the most appropriate form of access to the Littlehampton Academy.

Design Speed Increase

- 6.22** Following discussions with WSCC, the design speed of the road was increased to 40mph. This meant that it was widened to 7.3m. A right turn lane was also added to the potential housing site access and the Littlehampton Academy roundabout increased in size to reflect the revised design speed.

- 6.23** Detailed topographical surveys of the land strip were then carried out to inform the design. These included precise measurement of land elevations and dimensions.
- 6.24** During this period, the design was subjected to an Initial Design Check by WSCC's consultants Amey and also a Stage 1 Safety Audit by Mayer Brown's independent Safety Section.
- 6.25** Minor amendments were made to the scheme to take into account the new survey data and Audit and Design Check recommendations. Landscaping and footway designs were also incorporated. A controlled toucan crossing was included on the Cornwall Road / Elm Grove Road cycle route.

Link Re-Alignment due to new Academy Access Route

- 6.26** In 2011 the layout of the Fitzalan Link was amended to incorporate the southern section of the link that is currently under construction. The amended layout is shown in drawing WYGLittlehampton.1/24D and involves the realignment of the northern section of the link to suit the southern section layout shown in WSCC's drawing No. 507344_SK03. The principle change from the previous layout is the relocation to the south of the Littlehampton Academy roundabout access.
- 6.27** This option was included in the highway network modelling work carried out as part of the North Littlehampton application. This work demonstrates that the introduction of the Fitzalan Link alongside the highways improvements proposed as part of the North Littlehampton Development would have a minimal impact on local peak hour journey times, with the additional highways infrastructure mitigating the impact of the North Littlehampton Development traffic.
- 6.28** There would also be a benefit for local pedestrians and cyclists, with a clear, off-carriageway, north-south route being introduced. There will be a further benefit for residents on Wick Street and Horsham Road due to the reduction in traffic on these routes.
- 6.29** The Littlehampton Academy access from the Fitzalan Link is a clear benefit for residents of Hill Road and the surrounding residential streets.
- 6.30** Discussions are currently underway with local public transport providers as part of the North Littlehampton scheme to implement a new bus route to the North Littlehampton site; this is likely to make use of the Fitzalan Link as part of its journey.

Lighting

- 6.31** A lighting design was commissioned from Urbis Lighting Limited using Urbis equipment as requested by WSCC. The scheme was designed to BSEN 13201. The Fitzalan Link was lit to Class ME3a. The lighting level of Class CE2 was used for the roundabouts and conflict areas.
- 6.32** Due consideration was given to matters such as junctions, footways and cycleways and landscaping. Care was taken to ensure that shadows were avoided in places where pedestrians may otherwise feel vulnerable.

Landscaping

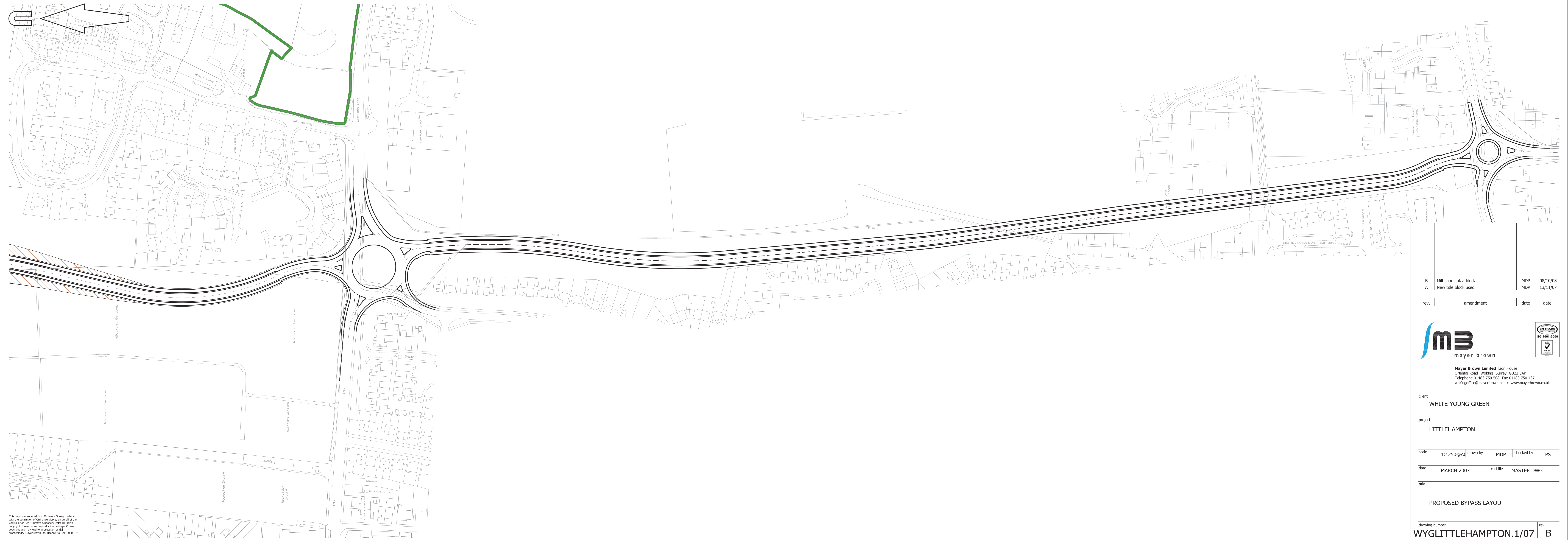
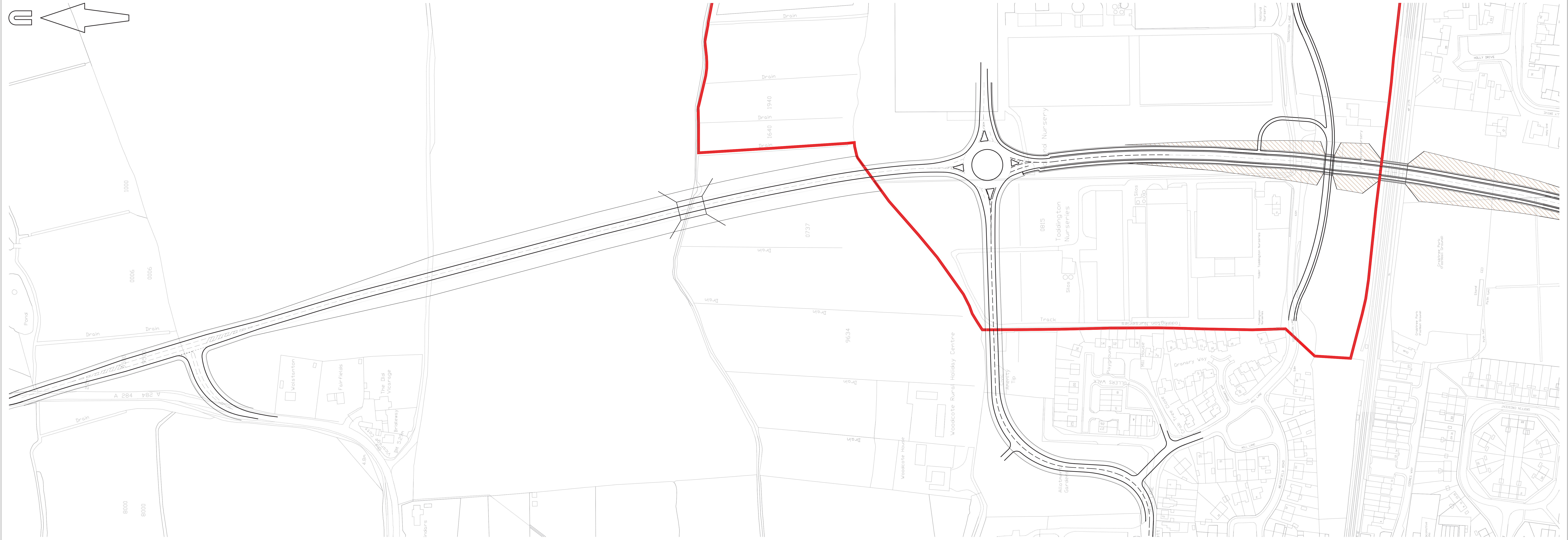
- 6.33** The landscape strategy forms an integral part of the proposals. It aims to integrate the highway into its landscape context, and not adversely affect landscape character. The strategy reflects the townscape of the site context whilst retaining key areas of existing vegetation.
- 6.34** The landscape design proposals aim to create an attractive parkland setting for the highway, which has been aligned centrally to allow space on both sides of the route for tree planting. Along the rear of residential properties at Highdown Drive additional planting and low level earthworks have been accommodated to provide mitigation of visual impact and adverse effects on landscape amenity.
- 6.35** Proposed tree and shrub planting helps to mitigate the loss of mature trees and hedgerows, and the resulting more open landscape pattern. Tree and shrub planting would be of native species and of local provenance, except where ornamental planting would be required to perform a specific function at roundabouts, i.e. screening car headlights between the A259 and the realigned northern end of Highdown Drive.
- 6.36** There are two main boundary treatments proposed for the Fitzalan Link: brick and flint walling is proposed at the two roundabouts and at key entrances; and timber fences are proposed to provide noise mitigation along other sections of highway boundary. Along the western boundary of the site low level landform is proposed to provide noise mitigation, potentially instead of replacement timber fencing for the rear boundary of properties along High down Drive.

Air and Noise Impact and Mitigation

- 6.37** A full noise survey and assessment has been undertaken and has confirmed that there are no nearby properties that would qualify for noise insulation. However, some properties will see an increase in noise levels as a result of the road. The predicted noise levels have been used to include noise mitigation in the final design where possible. The existing boundary fences along the rear gardens of Rosemead, Paterson Wilson Road, Highdown Drive and Amberley Close, some of which are low, open or in a poor state of repair, and will not be very effective noise barriers, will be upgraded to 2m close boarded, double lapped timber fences as part of the scheme. A low (1m) graded landscape noise bund has been incorporated into the landscape design where possible. The effect of these mitigation measures is a noise reduction of up to 3.6 dB. Further mitigation to protect against excessive noise during the construction is also to be incorporated into the Construction Environmental Management Plan.
- 6.38** An Air Quality Assessment was commissioned from WYG EPT in order to consider the impacts of the proposed development on local sensitive receptors with respect to the National Air Quality Strategy. A short term air quality survey was conducted by WYG EPT at 7 locations in and around the local road network between 14th May 2008 and 21st August 2008 in order to provide sufficient data for model verification. Following the completion of this survey, the effect of any increase in local traffic movements was predicted using ADMS Roads. This is an Environment Agency approved and fully validated modelling system for the prediction of the dispersion of air pollution based on Gaussian dispersion theory.
- 6.39** Air quality modelling of the proposed Fitzalan link road predicted that the development was not likely to result in a breach of the National Air Quality Objectives at any local sensitive receptors.

7.0 SUMMARY AND CONCLUSIONS

- 7.1** This Design and Access Statement has been prepared to support a planning application for the Fitzalan Link Road. This is a new road to be constructed between the A259 Worthing Road and the northern end of Fitzalan Road.
- 7.2** Funding for the Fitzalan Link is likely to come forwards as a result of the NLSDA development. This is a separate application being brought forwards by a consortium of landowners, led by Greencore, for a strategic development site on land to the north of the railway line on Toddington Lane.
- 7.3** This statement sets out the background to the development of the link and the design process followed to arrive at the final layout.
- 7.4** The final design will provide an attractively landscaped link for pedestrians, cyclists and vehicles – potentially including public transport. It will form an important part of a prestigious and attractive route to the town and the new main access to the Littlehampton Academy.



B Mill Lane link added.
A New title block used.

MDP 08/10/06
MDP 13/11/07

rev.	amendment	date	date



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client
WHITE YOUNG GREEN

project
LITTLEHAMPTON

scale 1:1250@A0 drawn by MDP checked by PS

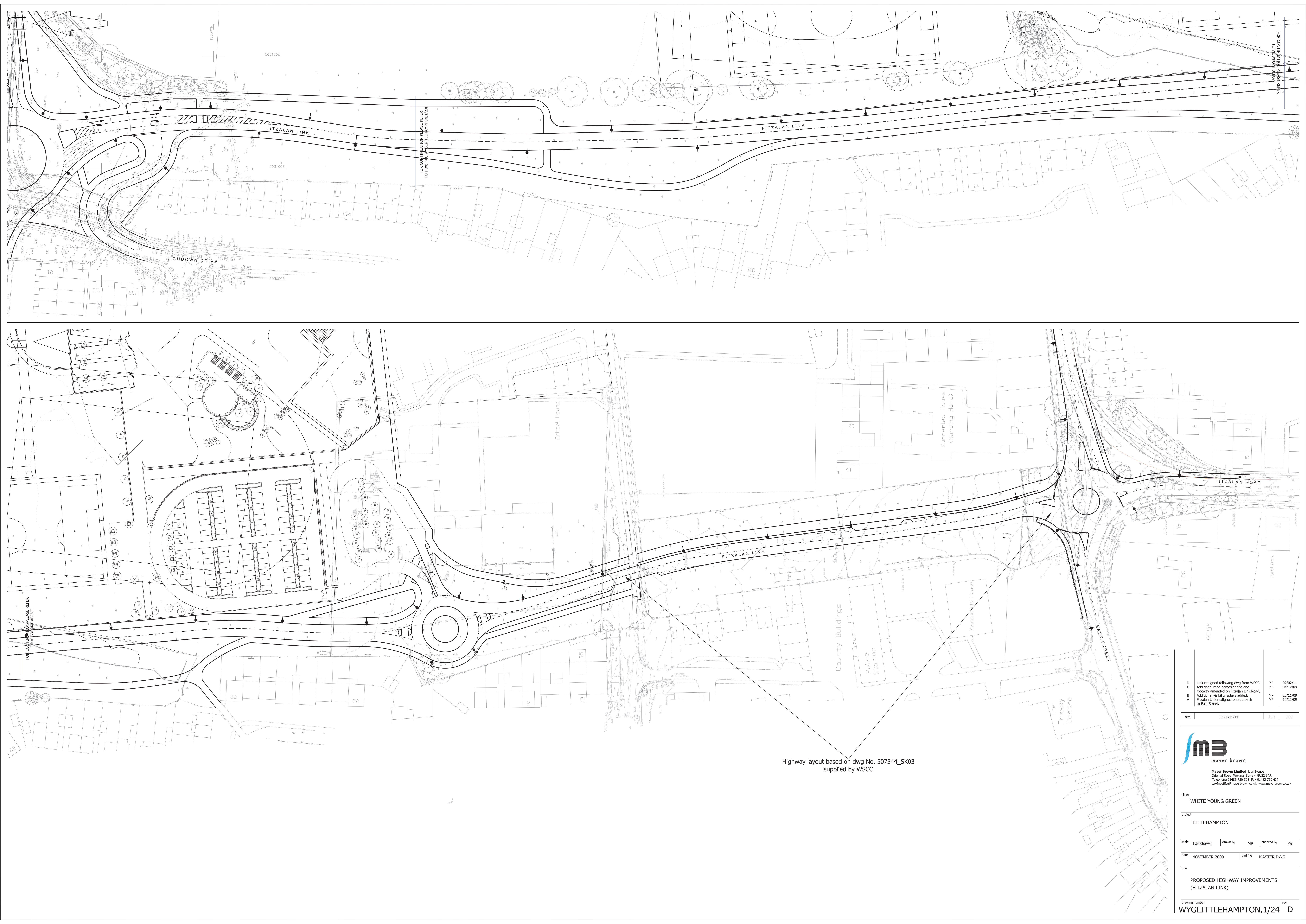
date MARCH 2007 cad file MASTER.DWG

title
PROPOSED BYPASS LAYOUT

drawing number
WYGLITTLEHAMPTON.1/07 rev. B

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Highway layout based on dwg No. 507344_SK03
supplied by WSCC

D	Link re-lined following dwg from WSCC.	MP	02/02/11
C	Additional road names added and footway amended on Fitzalan Link Road.	MP	04/12/09
B	Additional visibility signs added.	MP	20/11/09
A	Fitzalan Link realigned on approach to East Street.	MP	10/11/09

rev.	amendment	date	date
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Scale
1:500@A0

drawn by
MP

checked by
PS

Date
NOVEMBER 2009

cad file
MASTER.DWG

Title
**PROPOSED HIGHWAY IMPROVEMENTS
(FITZALAN LINK)**

drawing number
WYGLITTLEHAMPTON.1/24

rev.
D