

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Miss K Welch
FROM:	WSCC – Highways Authority
DATE:	13 January 2025
LOCATION:	Land at Toddington Lane Littlehampton BN17 7PN
SUBJECT:	LU/246/24/PL Demolition of existing structures and development of land to create 10 No. residential dwellings, landscaping, access, car parking and cycle parking. This application may affect the setting of listed buildings, is in CIL zone 2 and is CIL liable as new dwellings. More information received.
DATE OF SITE VISIT:	29 October 2024
RECOMMENDATION:	More Information Required

This is the second WSCC Highways response to the above planning application seeking demolition of existing structures and development of land to create 10 No. residential dwellings, landscaping, access, car parking and cycle parking.

Comments below should be read alongside previous WSCC Highways response dated 8 November 2024.

Previous response.

In its previous response to the LPA, the Highway Authority requested the following additional information be provided:

1. Visibility splays to be shown at site entrance commensurate with Manual for Streets advice based on both existing and proposed Toddington Lane configurations.
2. Applicant to provide details of walking infrastructure for the development in the event that proposed junction and walking works forming part of the nearby Greencore/Persimmon development immediately adjacent to the site are delayed/come on-line after this development is constructed.
3. Layout amendment to include a rumble strip at the entrance to the site.
4. Layout amendment to show a footway on Toddington Lane, taken from the site access and running N and S along the western-side of Toddington Lane, connecting to the one proposed by Greencore/Persimmon.
5. Parking amendments as-per description in main text above, plus consideration of additional visitor parking space.
6. Provision of details of parking for existing cottages south of the site, plus visitor provision.
7. Plan to show a selection of vehicles (including HGVs) using the access onto Toddington lane for turning.

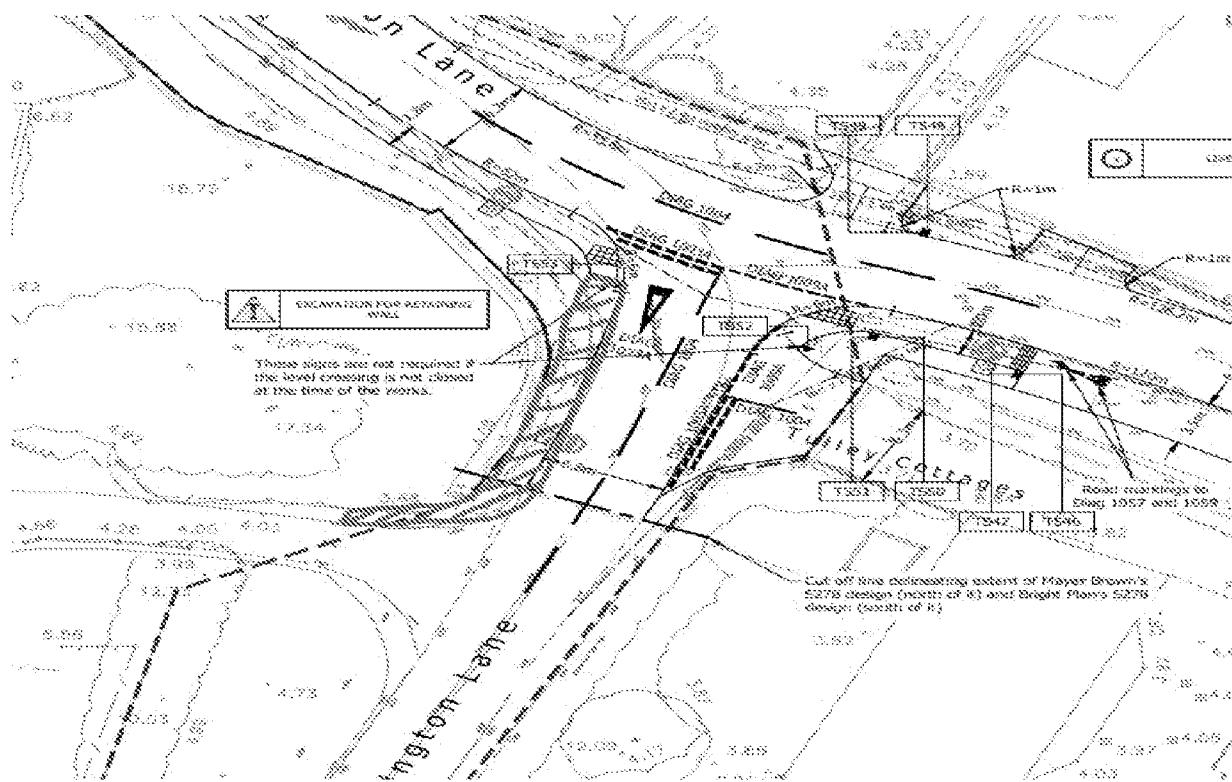
Additionally, when preparing further information as requested above, the applicant should liaise with Persimmon Homes to demonstrate that anything proposed for this planning application does not conflict with their highways works proposed to be implemented as part of their plans to close the nearby railway crossing.

Latest response.

Comments in *red text* latest response from applicant/their traffic consultants.

Comments in *blue italic text*, WSCC Highway Authority response to that (with *highlighted blue italic text* those matters not yet resolved):

- 1.** Visibility splays to be shown at site entrance commensurate with Manual for Streets advice based on both existing and proposed Toddington Lane configurations. Applicant's response was N/A. However, looking at the Transport Statement (TS) submitted with the planning application, this shows 2.4m x 43m visibility splays. These follow the guidance in Manual for Streets (MfS) and as such, is acceptable to the Highway Authority.
- 2.** Applicant to provide details of walking infrastructure for the development in the event that proposed junction and walking works forming part of the nearby Greencore/Persimmon development immediately adjacent to the site are delayed/come on-line after this development is constructed. The Architects plans show proposed footpaths within the application site up to the red line which can connect to any future improvements. Section 4.2 of the accompanying Transport Statement sets out all the existing local walking infrastructure adjacent to the proposed site. *The applicant hasn't responded to the question asked. If the development is constructed as shown on the submitted drawings in advance of the Persimmon Homes Infrastructure, there will be no continuous footway or footpath connections to existing footways or footpaths, thereby requiring residents and visitors on-foot to have to walk in the carriageway of Toddington Lane for part of their journey. It is recommended that the applicant provides a section of footway providing a connection to the existing footway alongside Toddington Lane, found to the west of the site (adjacent to Hollyacres development where an existing footway currently terminates).*
- 3.** Layout amendment to include a rumble strip at the entrance to the site. A rumble strip will be provided at the site entrance and will be shown on the amended architects plans. *This is noted and accepted.*
- 4.** Layout amendment to show a footway on Toddington Lane, taken from the site access and running N and S along the western-side of Toddington Lane, connecting to the one proposed by Greencore/Persimmon. It is considered that this additional footway is unnecessary as there are already internal footways proposed which will link with the wider footway network. *As per previous WSCC Highways comments, there will be community facilities and possibly a school on land to the east - both key attractors for residents. The pedestrian facilities within the layout of the application site are such that they only allow for pedestrians to be guided westwards instead of both east and west, whereas the aforementioned facilities will be found east. Therefore, it is still recommended that a section of footway is provided from the site access to the proposed walking infrastructure north of it (see extract overleaf showing where such a footway is recommended to be constructed - please see red hatching):*



5. **Parking amendments as-per description in main text above, plus consideration of additional visitor parking space.** Whilst some parking spaces are not directly adjacent to the associated dwelling, they are only around 20m away in a similar configuration to the approved schemes. The spaces can be clearly marked to avoid any confusion, and the spaces will be added to individual leases. Given the number of spaces, it is not considered necessary, but a Parking Management Plan could be conditioned to ensure that the spaces were marked and signage introduced etc. The visitor space can be moved to the opposite end of the parking row to allow spaces closer to the properties and will be shown on the amended architects plans. An additional visitor space is considered unnecessary and an over provision. A total of 21 car parking spaces are proposed, which exceeds the average car ownership rate of 1.34 vehicles per household, as indicated by the 2021 census data. The 10 residential units are likely own a maximum of 14 cars. *Accept applicant's responses.*
6. **Provision of details of parking for existing cottages south of the site, plus visitor provision.** Parking for the existing cottages is unaffected, they park within their curtilage. Residents of these cottages don't have any existing rights to park on the access road (same as consented scheme). *Comments noted and accepted.*
7. **Plan to show a selection of vehicles (including HGVs) using the access onto Toddington lane for turning.** Figure 3.1 within the Transport Assessment already shows a 10m+ refuse vehicle entering the site which is larger than almost all HGVs except for articulated vehicles. *Comments noted and accepted.*

Additionally, when preparing further information as requested above, the applicant should liaise with Persimmon Homes to demonstrate that anything proposed for this planning application does not conflict with their highways works proposed to be implemented as part of their plans to close the nearby railway crossing. *Letter from SY2 Planning to the LPA dated 26 November 2024, confirms this point and is acceptable to the Highway Authority.*

Conclusion.

Please re-consult when replies to the outstanding matters have been received.

Thank you.

Tim Townsend
West Sussex County Council – Planning Services

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Regards

Tim Townsend

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