

Planning and Development Services
Arun District Council
Arun Civic Centre
Maltravers Road
Littlehampton
BN17 5LF

Attention Michael Eastham

Dear Sirs,

Ref: Planning Application LU/278/17/RES

As far as I can see from the developer's proposed plans there is no indication as to whether a works compound will be used for the construction of the south end of the southern section of the Lyminster by-pass and if so where the developer intends to locate this and gain access to it.

The developer has commenced presumably initial works in the fields bordered by Holly Drive and Toddington Park to the east, A259 Worthing Allotments to the west, A259 to the south and railway line to the north.

Local residents have not been told anything by the developer about these initial works nor what is intended afterwards. We know that the by-pass road will be built on the west side of the fields, alongside the Allotments, but we do not know what is planned/proposed for the remainder of the fields.

The people working on the site understandably only know about what they are doing, however one person did say that the large fields next to Holly Drive will become the works compound for the by-pass works.

If this is correct I wish to make the following comments:

1. Field access junction with Holly Drive:

There is an access to these fields from Holly Drive but the turning circle radius into this from Holly Drive is too restricted for large fixed chassis and articulated lorries to use without the drivers resorting to mounting the grass verges and housing driveways opposite this access.

Using grass verges and resident's driveways is clearly unacceptable.

2. Holly Drive:

Holly Drive is a simple, narrow, residential road with legitimate on road parking by residents and visitors. Such parking reduces the available road width such that large fixed chassis and articulated lorries will have difficulty passing the parked vehicles without the drivers resorting to mounting the grass verges and resident's driveways.

As above that is unacceptable.

3. Vehicles parked on Holly Drive:

The parked vehicles frequently create a slalom effect where vehicles driving along the road have to meander from side to side around these obstructions. Drivers of large fixed chassis and articulated lorries will find this nigh on impossible even with resorting to mounting grass verges and driveways.

Using the grass verges and resident's driveways is in any case unacceptable.

4. Holly Drive road width:

Large fixed chassis and articulated lorries take up a significant proportion of the width of the road and effectively block it when they stop to unload items, indeed I have seen two such instances related to the current developer's works in the fields where earth moving equipment has been offloaded in the road. No other vehicles of any kind could get by when this took place.

That is unacceptable.

5. Holly Drive junctions with Toddington Lane:

The turning circle radiuses into/out of the two junctions of Holly Drive with Toddington Lane are too tight for large fixed chassis and articulated lorries to negotiate the junctions without the drivers resorting to going onto the wrong side of the road and/or mounting the grass verges and resident's driveways, especially when vehicles are parked in Holly Drive near to these junctions as frequently and regularly happens.

Mounting the grass verges and resident's driveways is clearly unacceptable.

6. Arun District Council's Design Guide:

The Arun District Council's design guide for the recently completed large new housing estate to the east of Toddington Lane and north of the A259 accessed from the A259 by Oliver Acre, clearly indicated that Toddington Lane as not being suitable for large fixed chassis and articulated lorries.

Indeed a 7.5 T restriction has been imposed at the junction of Holmes Way and Oliver Acre except for access. Regular and frequent heavy lorry traffic journeys to/from Toddington Lane would not, in my opinion, be said to be just for access in the meaning of the restriction.

7. Toddington Lane pinch point:

Approximately half way between the Toddington Park and Barn Close junctions with Toddington Lane, Toddington Lane is restricted in width to a single vehicle width. This is bounded on the west side by an approximately half metre high earth bank and on the east side by a hedge on a higher earth bank.

The road is so narrow here that the recently introduced number 15 bus service bus can only just get through. Drivers of large fixed chassis and articulated lorries will have even greater difficulty here especially if their loads overhand the lorry width, in the latter case the overhung load will damage the hedge/bank and the earth bank and possibly the residential property boundary wall behind it.

It is inevitable that large fixed chassis and articulated lorries will damage these earth banks if regular and frequent such traffic uses Toddington Lane to gain access to/from Holly Drive.

That is clearly unacceptable.

8. Pinch point observations:

Observations of oncoming traffic is severely restricted for both north and south bound drivers at the pinch point, with car drivers frequently having to reverse to allow oncoming vehicles to pass.

Clearly drivers of large fixed chassis and articulated lorries will not be able to reverse so the onus would be on the oncoming vehicle drivers, however Toddington Lane is used as both a rat run to avoid the Lyminster Road railway level crossing and to travel to/from the recycling centre in Mill Lane. Single vehicle traffic during the daytime is not the norm, generally multi vehicle 'convoys' occur.

In such situations the drivers of oncoming traffic would find it difficult to all move out of the way of the lorry and it would only take one uncooperative driver to cause confusion and traffic gridlock, which very occasionally happens with the existing flow.

9. Pedestrian provision in Toddington Lane:

There is no pedestrian pathway along Toddington Lane apart from a very short section at the south end in front to the last house on the Toddington Park development and the short section on the south side from Steele Crescent to opposite the northern junction with Holly Drive.

Pedestrians either have to walk in the road or struggle on the uneven and frequently muddy grass verges. At the pinch point there is only an approximately half metre wide flat top to the grass bank, this is rough and uneven.

Neither the grass verges nor the top of the earth bank are accessible to pedestrians with mobility issues and people pushing baby buggies etc.

A significant proportion of drivers using Toddington Lane generally do not make allowance for pedestrian's difficulties, travelling too fast along the road and not waiting for pedestrians to clear the obstructions. They also regularly get too close to pedestrians when passing them; indeed my wife has at least twice had car's exterior mirrors brush her coat sleeve, a few millimetres away from causing her injury!

Gaining access to/from the pathway from Steele Crescent along Toddington Lane at the Holly Drive junction end involves crossing Toddington Lane at a point where there is very poor observation of traffic driving northwards along the road.

The use of Toddington Lane by drivers of large fixed chassis and articulated lorries to travel to/from Holly Drive will unarguably increase the danger for pedestrians and an accident is inevitable. Clearly that is wholly unacceptable.

10. Access to Toddington Lane from the south:

a) The turning circle radius into and out of both ends of Holmes Way was designed to specifically discourage large fixed chassis and articulated lorries from using Holmes Way and therefore such cannot use these junctions without going onto the opposite side of the road on entry and exit. Even then there will be the likelihood of wheels mounting kerbs and pavements. (The kerbing at the south east end is already damaged!)

That is dangerous and clearly regular and frequent use by such vehicles to get to/from Toddington Lane is unacceptable, they would prejudice the safety of all other road users including pedestrians of all ages.

b) Both junctions are basically blind bends specifically designed to slow traffic. Observations at these junctions for drivers and pedestrians is severely restricted and considering the above makes the use of these junctions by drivers of large fixed chassis and articulated lorries extremely difficult with the significant potential for accidents to occur.

c) Resident regularly and legitimately park vehicles in the roadway in Holmes Way. When this occurs, drivers of delivery lorries/vans have no option but to resort to going up onto the pavement to pass the parked vehicle. Drivers of large fixed chassis and articulated lorries will have even more difficulty and will likely have to use more of the pavement to pass the parked vehicle.

That is unacceptable and dangerous particularly for pedestrians plus. On a practical note, the kerbs and pavements were not constructed to take such heavy loads and will rapidly fail increasing the danger.

d) The turning circle radius into and out of Oliver Acre from and to the A259 Worthing Road was presumably designed to allow proper access by large fixed chassis and articulated lorries however I have seen large fixed chassis lorries struggle to make the turn without going partially/completely onto the opposite side of the road to avoid putting a rear wheel or wheels up on the pavement.

Clearly frequent and regular use by large fixed chassis and articulated lorries is likely to lead to increased danger for other road users and/or damage to the inside kerbs and pavement on the corners. That is not acceptable.

11. Access to the southern section of Toddington Lane from the north:

Access to the southern section of Toddington Lane, i.e. the section south of the Toddington Lane railway level crossing, is extremely difficult and potentially dangerous.

a) Drivers of large fixed chassis and articulated lorries travelling south firstly have to negotiate a right angle blind bend with poor observations of oncoming traffic to approach the level crossing

b) Drivers of large fixed chassis and articulated lorries whether travelling southwards or northwards towards the railway level crossing have to stop their vehicle before the level crossing and contact the British Railway's signal person for permission to cross the railway lines. That would lead to the road being blocked until the driver is given permission to proceed.

c) The drivers of large fixed chassis and articulated lorries have to negotiate a narrow section of Toddington Lane from the level crossing to the Steel Crescent junction, too narrow for them to pass oncoming traffic. I have in the past encountered such lorries here and been forced to reverse out of their way, extremely difficult if other road users had been behind me!

d) At the Steel Crescent junction there is a tight, restricted right angle bend, just about passable for lorries travelling southwards without deviating from their side of the road but drivers going northwards will have no option but to swing out onto the wrong side of the road on approach and onto the wrong side of the road at the corner and on into the road after the corner in order avoid hitting the nearby property boundary walls on the inside of the corner which are very close to the edge of the road.

e) Drivers of large fixed chassis and articulated lorries travelling southwards in Toddington Lane after the Steele Crescent junction would have to negotiate the blind double left hand bends opposite the northern Holly Drive junction, they would need to go onto the opposite side of the road in order to avoid hitting the retaining walls on the inside of the bends that are right on the edge of the roadway. Not a practical and safe option.

All in all, access to a works compound situated in the fields to the west of Holly Drive via Holly Drive etc. is not a safe and practical option. Residents and pedestrians would be inconvenienced and endangered. Legitimately parked vehicles would be in danger of damage. Kerbs, pathways, grass verges, resident's driveways and earth banks would all inevitably be damaged. Also, in some areas of Holly Drive, services are located in the grass verges close to the kerbs, there would be considerable risk of these being damaged by large fixed chassis and articulated lorries mounting the kerbs and grass verges. It is also undeniable that the risk to pedestrian's safety would be increased dramatically in Toddington Lane where there's no pavement.

I would have thought that all these issues would be sufficient to lead the Local Authority and Highways Agency to unconditionally ban such access.

Yours sincerely

[REDACTED]
Brian Holmes.