

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council - FAO: Hannah Kersley
FROM:	WSCC – Highways Authority
DATE:	23 June 2025
LOCATION:	Westholme Nursery Toddington Lane Littlehampton BN17 7PP
SUBJECT:	LU/83/25/OUT Outline planning application (with all matters except access reserved) for the construction of 31 No. residential units. This application is in CIL zone 2 (CIL liable) and may affect the setting of listed buildings.
RECOMMENDATION:	More Information / Modification

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on proposals for 31 x dwellings (outline with matters of access sought for approval). The application is supported by Transport Statement (TS).

Site Context / Accessibility

Existing use is mixed residential (2 x houses) / horticultural nursery. Toddington Lane is D class subject to 30mph and joins with A259 to the south. Signalised rail crossing approx. 100m south. Footway present 60m west of site access which connects to surrounding areas and Littlehampton town centre.

The LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There has been recorded injury incidents on nearby road network. However, from an inspection of incident data it is clear that this was not due to any defect with the junctions or road layout.

Nearest bus stops on A284 are approx. 11-minute walk (by Seaton Rd) with service between Shoreham and Arundel. Further afield (0.7 mile – 16 min walk) are Worthing Road stops which provide more frequent service between Brighton and Wick via Shoreham, Lancing and Worthing.

Littlehampton Train Station is 18 min walk/ 5 min cycle distant and with cycle parking on site, could make up part of a more sustainable commuting journey. Most amenities/services are further afield (e.g. Morrisons 1.4km 18-minute walk, schools within 1-1.3km). However, many amenities are within reasonable cycling distance from the site and with nearest cycle path 530m south on A259.

Access

Existing access will be upgraded to bellmouth junction, existing access road will be removed. Visibility splays shown to 30mph speed restriction (2.4m x 43m). It is evident from plans and WSCC highway boundary mapping that in excess of this can be achieved within publicly adopted highway and no concerns are raised in terms of visibility for vehicle exiting the site.

Footway is proposed either side access with 2m wide footway along north side Toddington Lane to link to existing at Trevett Place. Uncontrolled crossing (dropped kerb/tactile paved) to connect to existing footway on south side of Toddington Lane. Plans do not show these crossings in detail. Also advise uncontrolled crossing of site access demonstrated.

Stage 1 Road Safety Audit (RSA) –

3.1.1 – lack of footway continuity – raised that strategic footway design should be incorporated and designer agreed, noting 60m connecting footway is proposed adj. Trevett Place. Reviewing the RSA it would appear this issue specifically relates to the section of footway around the site access (east side) in terms of this not connecting in to anything. Whilst LHA acknowledge the linking footway west of site, we consider that provision of dropped kerb/tactile paved crossing of site access would help link footway connection from within site/east side of access to the new proposed footway linking to Trevett Place.

Please also provide Designers Response to the RSA in table format as per GG119 of DMRB.

Internal Layout

The TS notes that car parking provision is under the Arun SPD requirement for 71 spaces and this has been justified against car ownership levels. Matters of internal layout, including car and bicycle parking will form part of reserved matters and would be assessed at that stage.

Fire appliance and refuse collection vehicle swept path tracking shown and can turn on site to exit in a forward gear.

Shape of land parcel limits opportunities for looping estate roads/ cycle and pedestrian connectivity. It may be useful for applicant to consider how the main estate road could be designed to reduce speeds (e.g. traffic calming).

Trip Generation

TRICs estimates 14 additional trips in AM and 11 in PM peak hours. This would not represent a 'severe' impact on operational capacity of nearby road network and would not warrant any additional junction capacity modelling work.

CONCLUSION

The principle of access arrangements for the development is accepted from highway safety and capacity point of view yet the following is required before conditions can be advised:

- Show the uncontrolled dropped kerb/tactile paved crossing of Toddington Lane and connection in
- Show dropped kerb/tactile paved crossing of site bellmouth access
- Provide Designers Response

Please ask applicant for this information and re-consult.

Katie Kurek
West Sussex County Council – Planning Services


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From: Katie Kurek [REDACTED]
Sent: 23 June 2025 14:02
To: Planning.Responses <Planning.Responses@arun.gov.uk>
Subject: Response To Application Number LU/83/25/OUT at Westholme Nursery

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Please note I do not work on Wednesday and work limited hours on Thursdays and so there may be a wait for a response in these times.



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