

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Brooksbank
FROM:	WSCC – Highways Authority
DATE:	14 May 2026
LOCATION:	Windmill Inn 42 Mill Lane Littlehampton BN16 3JN
SUBJECT:	R/63/26/PL Demolition of existing Public House and 1 No dwelling and redevelopment for retirement living accommodation comprising 28 No retirement living apartments and 3 No retirement living cottages, including communal facilities, access, car parking and landscaping (resubmission following R/143/24/PL). This application is in CIL Zone 4 (Zero Rated) as other development.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection

West Sussex County Council (WSCC), in its capacity as Local Highway Authority (LHA), have been consulted on full planning application R/63/26/PL to the assess highway safety and capacity implications of the proposed development. The application is supported by way of Transport Statement (TS), Design and Access Statement (DAS) and associated plans.

Background and Site Context

The application site comprises an operating public house 'Windmill Inn' with a restaurant and a single detached dwelling at 34 Mill Lane. The site is located within Rustington, approximately within a mile distance from Angmering railway station. The development proposals are for demolition of these two buildings and redevelop the land for retirement living accommodation comprising 28 nos. retirement apartments and 3 nos. retirement cottages, including communal facilities, access, car parking and landscaping.

The Windmill Inn site was subject to conversion / extension of the existing building to provide a 20-bedroom hotel, including reconfiguration of the site car park under application reference R/60/22. The application was granted permission with no objection raised from highway safety or capacity standpoint. This application is a resubmission following a refusal for a previous similar scheme under application ref: R/143/24 with no objection raised with regards to highway safety or capacity matters.

Access and Sightlines

The site fronts onto eastern border of B2187 Mill Lane. Currently, Windmill Inn pub is served via a single point of access which leads into the car park. The detached dwelling at 34 Mill Lane is served via northern and southern accesses. The existing access serving the Windmill Inn and the norther

access serving 34 Mill Lane will be closed off. The existing layby in front of 34 Mill Lane also shared with 32 Mill Lane will be removed. The development will be served via a widened vehicle crossover access (VCO) access approximately at the same position of the existing southern access to 34 Mill Lane.

The vehicle crossover access for 32 Mill Lane must be reinstated. The internal access road will be in the form of a shared surface, measuring 6.0 metres in width, prioritising the movements of pedestrians and buggy users. The footway fronting the closed off accesses must be reinstated to full kerb height in continuity with the existing footway.

B2187 Mill Lane is a two-way single carriageway road subject to 30 miles per hour speed limit. Upon inspection of the WSCC maps, in accordance with Manual for Streets standards, visibility splays of 2.4m x 43m are achievable along both sides of the access. Pedestrian visibility splays of 2m x 2m are achievable along both sides of site access. These visibility splays are demonstrated within Appendix C of the TS. All the proposed vegetation / walls within the visibility splay envelopes must be kept below the height of 0.6 metres.

Personal Injury Accident (PIA) Data

An inspection of data supplied by WSCC by Sussex Police over a period of the past five years reveals that there has been a single incident of 'Slight' injury reported at about 100 metres distance caused due to driver behaviour. Therefore, there is no evidence to suggest the existing access is operating unsafely or that the proposal would exacerbate an existing safety concern.

Parking and Internal Layout

Arun District Council's Parking Standards are referred to assess the parking demand for the development. As there is no specific standard for retirement living sites, retirement living developments located in comparable places to the proposed scheme are surveyed by independent research. The research carried out in 2024 identifies an average car parking demand of 0.28 spaces per unit which equates to 8 nos. car parking spaces for the development. The applicant proposes to provide a total of 13 car parking spaces: one space each for the three cottages and 10 nos. spaces for the remaining 28 units at a ratio of 0.28 spaces per unit. The Highway Authority agree that the parking provision proposed is sufficient to serve the proposed uses.

Safe and secure provision for 5 buggies is proposed in an easily accessible area to the rear of the building. The Highway Authority advise provision of adequate cycle parking spaces in a convenient location. Although it is highly unlikely the residents make use of these spaces, staff / visitors could benefit from this facility.

A turning area is provided within the car park area which would help emergency vehicles and small delivery vans to turn around within the site and exit in forward gear. Vehicle tracking for a car is demonstrated within Appendix B of the TS.

Refuse Collection / Servicing Arrangements

Refuse collection is carried out from kerbside, in line with existing arrangement. Refuse storage provision is made at the northern end of the development with gated access.

Road Safety Audit (RSA)

A Stage 1 Road Safety Audit (RSA) that was carried out in July 2024 had identified highway safety risk associated with parked van for vehicles exiting the development. This issue has now been addressed with the removal of the layby. An updated Stage 1 RSA report has been submitted to the Highway Authority.

Trip Generation and Highway Impact

The nationally recognised TRICS database has been interrogated to estimate the number of trips associated with the existing uses as a pub and restaurant and the proposed uses. The calculation estimates the proposed uses would result in 103 fewer trips on a weekday. Therefore, it is evident that the proposed uses generate far lesser trips compared to the existing uses.

Sustainability

Mill Lane has continuous, well-lit footways along both its sides which are conducive to walking and buggy usage. There is a parade of shops within 100 metre distance housing takeaways / eateries, laundry, convenience stores etc. The nearest bus stops are located within 200m distance from the site which provides connectivity to nearby towns and villages. Angmering railway station is located within a mile distance from the site providing connectivity to wider transport network. Therefore, the site is in a sustainable location.

Conclusion

The Highway Authority do not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network; therefore, is not contrary to the National Planning Policy Framework (NPPF), paragraphs 114 -117, as revised December 2024. Therefore, there are no transport grounds to resist this proposal.

If the Local Planning Authority (LPA) mind to approve the application, the following conditions should be applied:

CONDITIONS

Access

No part of the development shall be first occupied until such time as the two vehicular access serving the development have been constructed, surfaced, and drained in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To secure satisfactory standards of access for the proposed development.

Vehicle Parking and Turning

No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with plans and details submitted to and approved by the LPA.

Reason: To provide adequate on-site car parking space for the development.

Cycle Parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the LPA.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Construction Plant and Materials

No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details for all temporary contractors' buildings, plant and stacks of materials, provision for the temporary parking of contractor's vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

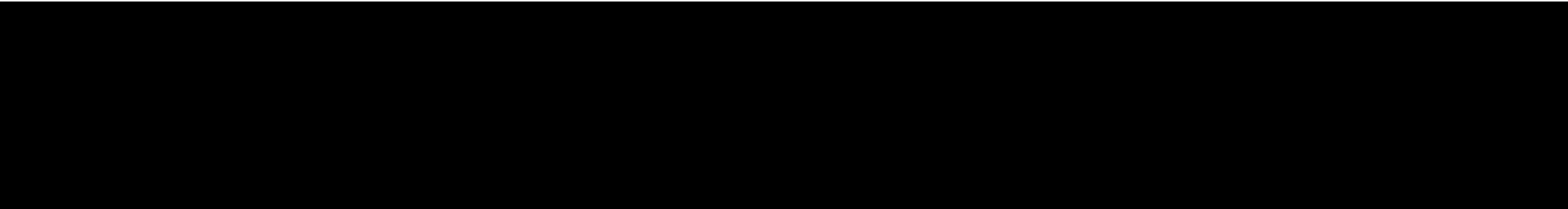
Reason: To avoid undue congestion of the site and consequent obstruction to access.

INFORMATIVES

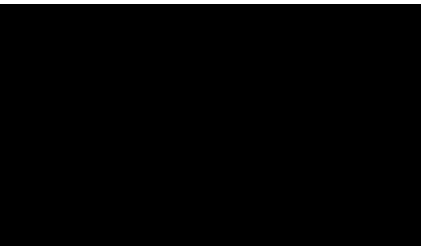
Works within the Highway – Implementation Team

The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader [REDACTED] to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Roopa Bilichodmath
West Sussex County Council – Planning Services



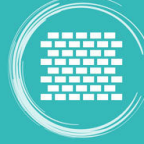
PL- Consultation- WSCC Highways response



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Sent: 14 May 2026 22:22
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Please could the attached response be distributed to the relevant case officer.

Regards

Roopa Bilichodmath

Please do not reply directly to this email.

Any formal reconsultation on the application should be directed to [Redacted] but the responding officer can be contacted directly via email if there are any questions relating to this response.

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