

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Hannah Kersley
FROM:	WSCC – Highway Authority
DATE:	28 January 2026
LOCATION:	Local Centre and Phase 6b Hampton Park Littlehampton
SUBJECT:	LU/250/25/RES Approval of reserved matters following the grant of LU/47/11/ (amended by LU/182/15/PL) for 111 No dwellings, 1472sqm of retail floor space, 418sqm of community centre floor space, a civic public open space (0.35ha), a community car park and a super LEAP (incorporating fitness equipment / trail) comprising 0.62ha.
DATE OF SITE VISIT:	n/a (desktop study undertaken – site visited previously)
RECOMMENDATION:	More Information Required

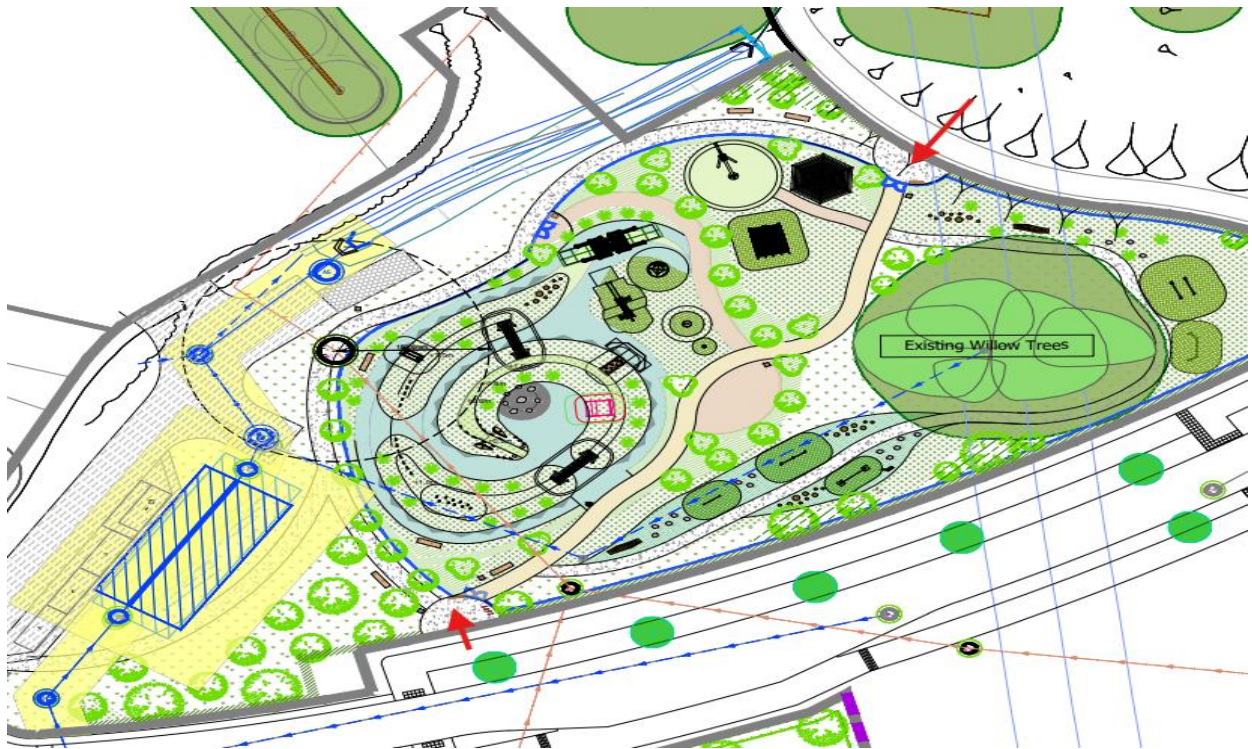
This is the WSCC Highways response to the above planning application seeking approval of reserved matters following the grant of LU/47/11/ (amended by LU/182/15/PL) for 111 No dwellings, 1472sqm of retail floor space, 418sqm of community centre floor space, a civic public open space (0.35ha), a community car park and a super LEAP (incorporating fitness equipment / trail) comprising 0.62ha.

Response.

Following review of the submitted information, the following additional information is required:

Development areas including community park off spine road in south eastern part of site:

- Ped/cycle Access to community area – are these to be connections (given that there is no footway arrangement alongside the access into the site)? Please see extract below showing where access is queried (see the red arrows):



- A plan should be submitted showing visibility at the junction where it meets the spine road (and also to demonstrate that landscaping shown on eastern side of access will not obstruct it).
- A Stage 1 Road Safety Audit will be required for the access proposals to the residential development on the southern side of the access road given that the original configuration was for an 'in-and-out' (one-way arrangements), whereas the revised submission (extract below) shows the accesses allowing for two-way movements. A DRAFT Decision Log in tabular form should also accompany the Audit. Visibility splays at both access points should be shown on a plan, too.



Commercial and residential areas off Richardson Way, Anderson Way, Beaton Avenue and Toddington Lane:

- Zebra-style crossing points are shown at three locations (Richardson Way, Anderson Way and Beaton Avenue). While the plans might show architect's interpretations of zebra-style crossings, if they are to be provided, they will need to be designed in accordance with relevant design guidance/standards and shown as such on amended drawings. They will also need to be Safety Audited. A DRAFT Decision Log in tabular form should accompany the Audit. Also, TROs might also be required for them. Applicant to clarify what they are and whether they intend to provide them.
- Please explain what 'community parking' area is for.
- Access to Toddington Lane for southern part of the development would be a new access point. As such, visibility splays, appropriate to the posted speed limit on Toddington Lane and taken from a 2.4m 'x' distance, need to be shown on an amended drawing. It is also recommended that separate pedestrian access be shown from Toddington Lane to that part of the development.
- Given the amount of development proposed and that existing accesses are being altered and/or moved on Richardson Way (plus creation of the aforementioned new one to Toddington Lane), the access points should be Safety Audited. A DRAFT Decision Log in tabular form should accompany the Audit.
- As well as new Road Safety Audit for the above, a further Audit should be undertaken for access points to Beaton Avenue and Anderson Way providing access to Block's A, B and D plus community parking area (or the above-mentioned Audit extended to include these access points). A DRAFT Decision Log in tabular form should accompany the Audit.
- Visibility splays to be shown on an amended plan for ALL access points.
- Applicant should explain why two EV parking spaces are shown accessing onto Anderson Way and shown close to the possible zebra-style crossing. Given that they would require reversing across the adjacent shared foot and cycle path, it is recommended that they be removed and moved to one of the adjacent car parks instead.
- With regard to the commercial Block B, the applicant should consider the provision of waiting restrictions on Richardson Way and Main Avenue/Anderson Way to prevent indiscriminate on-street parking that might obstruct access points and/or the carriageway. Some on-street parking is already observed close to the access off Richardson Way. The cost of a TRO must be borne by the applicant, including provision of any associated infrastructure that may be required to implement it (e.g. signage and lining etc). Additionally, informal consultation about this with the Local County Council Member and other interested parties will be required to be undertaken by the applicant and the response made available to the author following this. Full details can be found on the WSCC website.

Conclusion.

Additional information, as set out in the main body of this response, is required. When available, please re-consult the Highway Authority, at which point it will consider the proposal further.

Thank you.

Tim Townsend
West Sussex County Council – Planning Services

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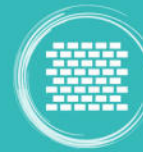



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Regards

Tim Townsend

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