

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Hannah Kersley
FROM:	WSCC – Highway Authority
DATE:	7 October 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. an amendment to the above application dated 26th June 2026 relating to:- Substitute drawing pack plans and additional plan - received on 21/09/2026.
DATE OF SITE VISIT:	n/a (desktop study undertaken – site visited previously)
RECOMMENDATION:	More Information Required

This is the **second** 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.

Previous WSCC Highways response.

Following review of the previously submitted information, the following additional information was requested by the Highway Authority in its response dated 28 January 2026:

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 (RSA) 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.

Latest WSCC Highways response.

Latest WSCC Highways response found in *red italic* text below alongside original Highways requirements. Items in ***bold red italic*** text are those items still requiring responses:

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*): ***No reply to this appears to have been made. Applicant to attend to.***



- 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). ***No reply to this appears to have been made. Applicant to attend to.***

- 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.

No Stage 1 RSA has been provided for the altered access points. As one was previously undertaken for the main spine road and access points to it, and the access points now serve a different development and have a different configuration than were previously audited, a new Stage 1 RSA should be carried out.

Visibility splays for the access points to the residential developments shown below, are now shown appropriate to a 20mph speed limit on the main spine road.



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. ***No reply to this appears to have been made. Applicant to attend to.***
- Please explain what 'community parking' area is for. ***No reply to this appears to have been made. Applicant to attend to.***
- 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. ***This has been shown on General Arrangement Drawing PHLITTLECC.2/102 Rev 'P3', albeit slightly incorrectly in the trailing traffic direction (it should be taken to the kerb face of the carriageway). However, it does demonstrate that 43m would be achievable in this direction.*** It is also recommended that separate pedestrian access be shown from Toddington Lane to that part of the development. ***This is not shown. Applicant to attend to.***
- 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. ***No reply to this appears to have been made. Applicant to attend to.***

- 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. ***No reply to this appears to have been made. Applicant to attend to.***
- Visibility splays to be shown on an amended plan for ALL access points. ***Now shown on General Arrangement Drawings PHLITTLECC.2/101 Rev 'P3' and PHLITTLECC.2/102 Rev 'P3'.***
- 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. ***These have not been changed since the previous comments were made. Applicant to attend to.***
- 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. ***No reply to this appears to have been made. Applicant to attend to.***

Conclusion.

Additional information, as set out above, 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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Sent: 07 October 2026 09:12
To: Planning.Responses <Planning.Responses@arun.gov.uk>
Subject: Response To Application Number LU/250/25/RES at Local Centre and Phase 6b Hampton Park Littlehampton

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Please could the attached response be distributed to the relevant case officer.

Regards

Tim Townsend

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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