

Technical Note

Hampton Park, Local Centre - LTN 1/20 Cycle Infrastructure Design Review

Introduction

Outline Planning Consent was granted for Hampton Park in **2011**, under Arun District Council planning reference **LU/47/11**, for up to 1,260 residential dwellings, B1 employment use, Class A facilities, a 100-bed hotel, 60 bed care home, primary school, plus many other facilities and improvements to the local infrastructure.

- 1.1 Hampton Park has been under construction for **over a decade** and most of the roads, **cycle routes** and footpaths have **already been completed**. This infrastructure surrounds and provides access to numerous land parcels within the Park that either have been or will be subject to Reserved Matters Applications. The surrounding new highways would have been completed following reserved matter approval that involved consultation with West Sussex CC Highways.
- 1.2 The Local Centre is within three of the land parcels as can be seen in Figure 1 below, which also shows the surrounding road network. The site location plan is contained in Appendix A. A topographic survey of existing roads and paths is in Appendix B.



Figure 1: Local Centre Land Parcels surrounded by Existing Infrastructure

Proposed Development

- 1.3 The proposed Local Centre RMA is spread across the three of the land parcels shown in Figure 1, which is a for a mix of residential buildings, local centre buildings and associated amenities and car parks. Refer to the proposed site plan in Appendix C.
- 1.4 There are no proposed cycle routes within the Local Centre, but there are dedicated cycle routes located immediately adjacent in the existing surrounding highway network.

Movement and Hierarchy Plan

- 1.5 There is an updated movement and hierarchy plan contained in Appendix D that shows and significant spread of dedicated cycle paths surrounding the lands parcels associated Local Centre RMA.
- 1.6 Refer to figure 2 below that shows the cyan cycles routes

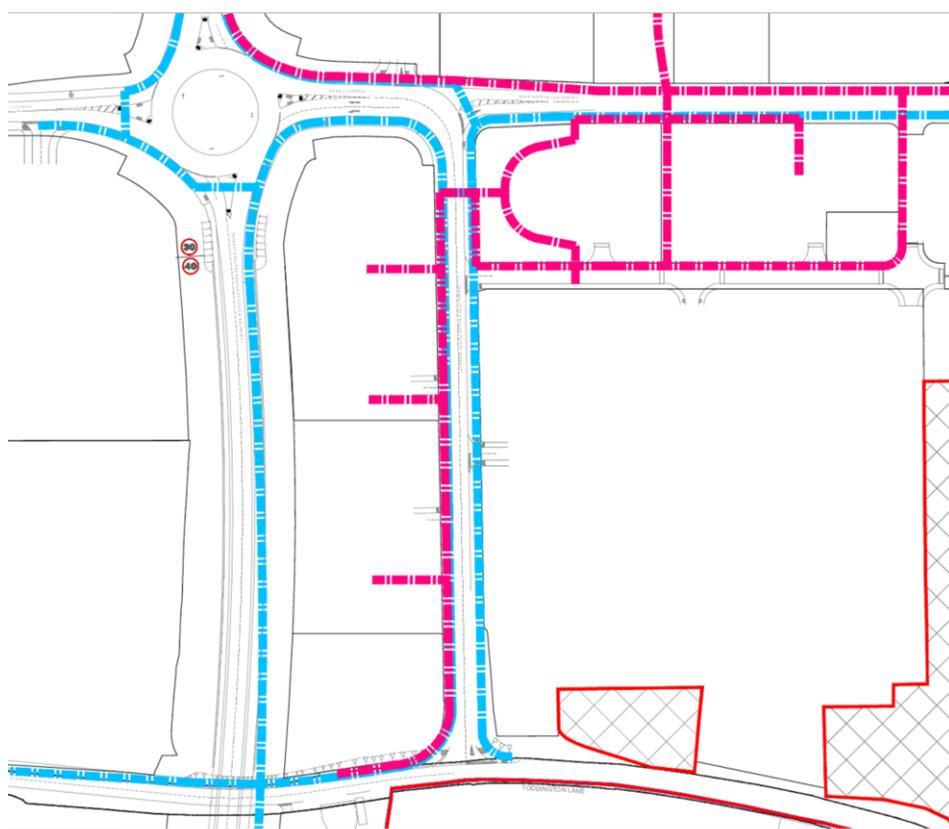


Figure 2: Dedicated cycles routes adjacent the Local Centre (Cyan Lines)

LTN 1/20 Review

1.7 With the above in mind this review below is an overview of the Hampton Park cycle network that the Local Centre have easy and immediate access onto.

Core Design Principles

1.8 We have considered how the 5 core design principles noted in LTN 1/20.

Design Principle	Consideration of Design Principle in Development Proposals
Coherence	<p>The main designated cycle path and the combined pedestrian/cycle route have been designed such that it is simple to navigate, well connected and of consistent high quality.</p> <p>Both the designated cycle route and the combined pedestrian/cycle route have been signed such that the route and usage is clear to all users.</p> <p>The combined pedestrian/cycle network is extensive and provides a coherent, connected route through the central wetland area and wider development.</p> <p>Refer to Persimmon Homes Thames Valley (PHTV) Movement and Hierarchy Plan (Appendix D) for an overview of the proposed cycle facilities and the coherence of the network.</p>
Directness	<p>Directness has been considered in the design of the designated cycle route and the combined pedestrian/cycle network.</p> <p>The designated route runs parallel the spine road through the development, without directing users through smaller residential streets or requiring users to deviate off this direct route.</p> <p>The combined pedestrian/cycle route provides more opportunities for users to use a direct route by providing a network of routes through the central wetland area and throughout the wider development, minimising delay, and the need to stop.</p> <p>The combination of designated and combined pedestrian/cycle routes creates opportunities for cycle users to follow a direct and safe route to their destination.</p> <p>Refer to Persimmon Homes Thames Valley (PHTV) Movement and Hierarchy Plan (Appendix D) for an overview of the proposed cycle facilities and the coherence of the network.</p>
Safety	<p>Where shared pedestrian/cycle routes are provided, these are 3m wide to ensure adequate space for all users, improving safety.</p> <p>Table 6-3 within LTN 1/20 states that a minimum width of 3.0m is required for shared-use footpaths when predicted cyclist flows are less than 300 cyclists / hour. It has been determined previously that</p>

	<p>the predicted number will be below 300 cyclist / hour. Therefore, a minimum width of 3.0m is appropriate and in line with LTN 1/20.</p> <p>Surface finish of shared paths will be tarmacadam throughout, providing a safe surface for all cycles reducing the chance of any slips/accidents.</p> <p>Adequate signage and corduroy paving will be provided to inform pedestrians they are entering a shared pathway, and also signage to inform cyclists when the shared path ends informing the user that they need to either re-join the carriageway or dismount.</p> <p>Additionally, the 25m pedestrian and cyclist forward visibility at crossing points of the spine road will be based upon a 20mph speed limit.</p>
Comfort	<p>The routes are generally quite flat, are sufficiently wide, and will be maintained such that they are kept clear of vegetation and obstruction and generally kept in good working order.</p> <p>A gradient will be encountered by users when pathways enter and exit the central wetland area, however this gradient will not exceed 1 in 20.</p> <p>Additionally, the shared pedestrian/cycle network through the central wetland minimises the need to stop.</p> <p>Surface finish of shared paths will generally be tarmacadam throughout, providing a comfortable surface for all cycles. There is some self-binding gravel to the northeast, which will also provide a comfortable surface for cyclists.</p> <p>The above-mentioned features contribute to a comfortable cycle network that will encourage its use.</p>
Attractiveness	<p>The cycle routes throughout Hampton Park offer a range of cycling experiences where cycles paths route through newly created wetlands and run adjacent large open swales. all that provide a more natural cycle route for users.</p> <p>The remaining route through the more developed parts of the site features an attractive range of surface finishes.</p>

Conclusion

1.9 With the above in mind, MBL consider that the development proposals have considered the LTN 1/20 guidance, particularly noting the dedicated cycle route in combination with the shared pedestrian/cycle network through the wider development.

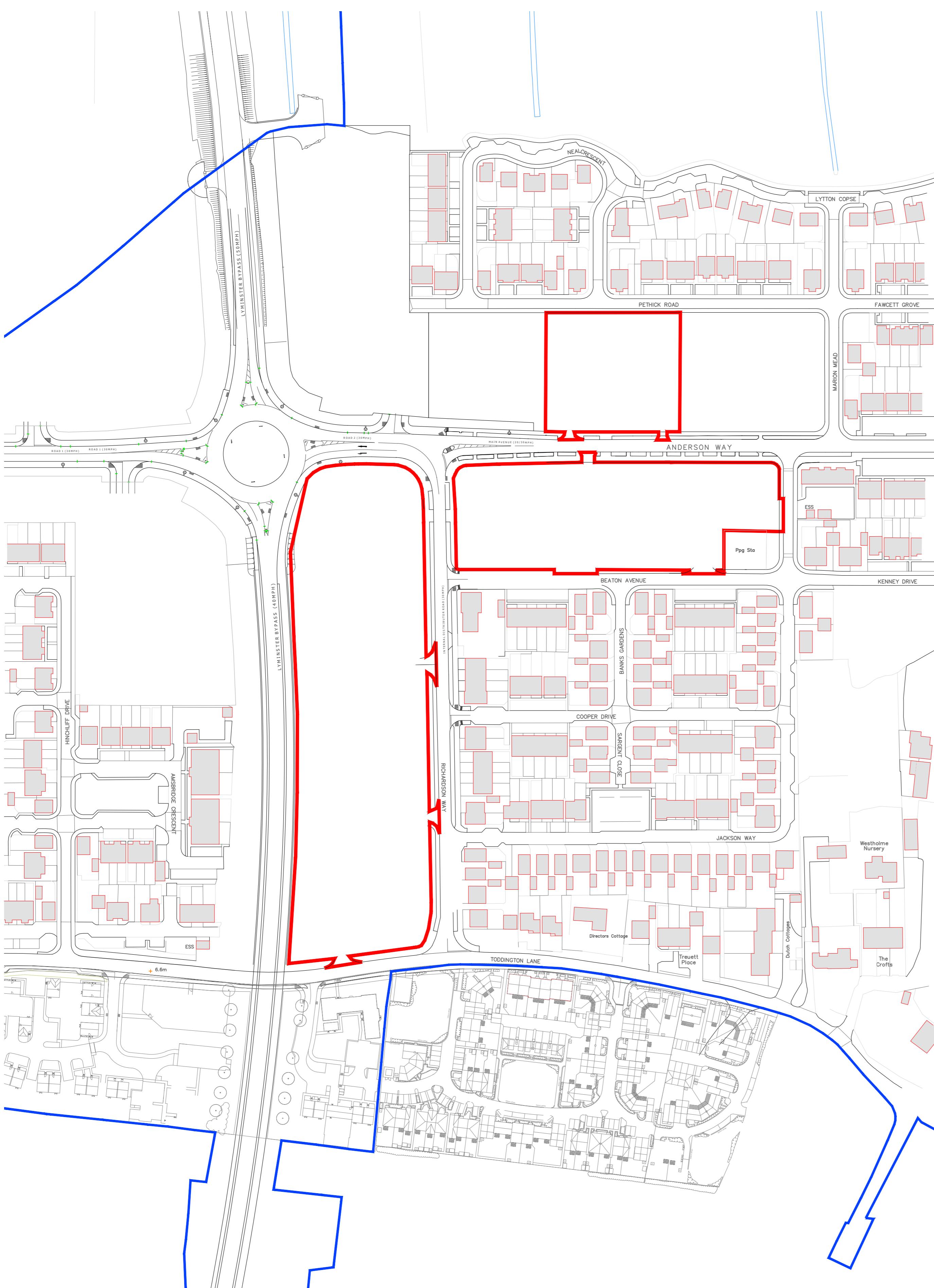
Author/s: Sean Foley, Associate Civil Engineer

Date: 04.12.2025

APPENDIX A: Local Centre Location Plan

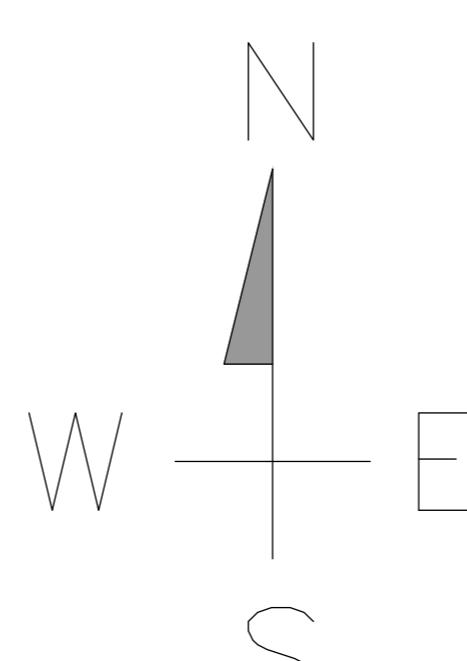
Notes:

To scale for planning purposes only. Do not scale for construction.
 All dimensions to be confirmed on site. This drawing is to be read in conjunction with other drawings in this series and all relevant consultants drawings and documentation where applicable.
 This drawing has been produced for the specific client and project identified below and is not intended for use by any other person or for any other purpose other than indicated on this drawing.
 Please report any discrepancy on this drawing to SHW for clarification.



Location Plan scale 1:1250 @A1

Scale bar (1:1250)
 0m 25m 50m 75m 100m
 12.5m 37.5m 62.5m 87.5m



Rev	Date	Description	Dm Chk
Revision History:			

Site Address: Local Centre
 Hampton Park
 Littlehampton

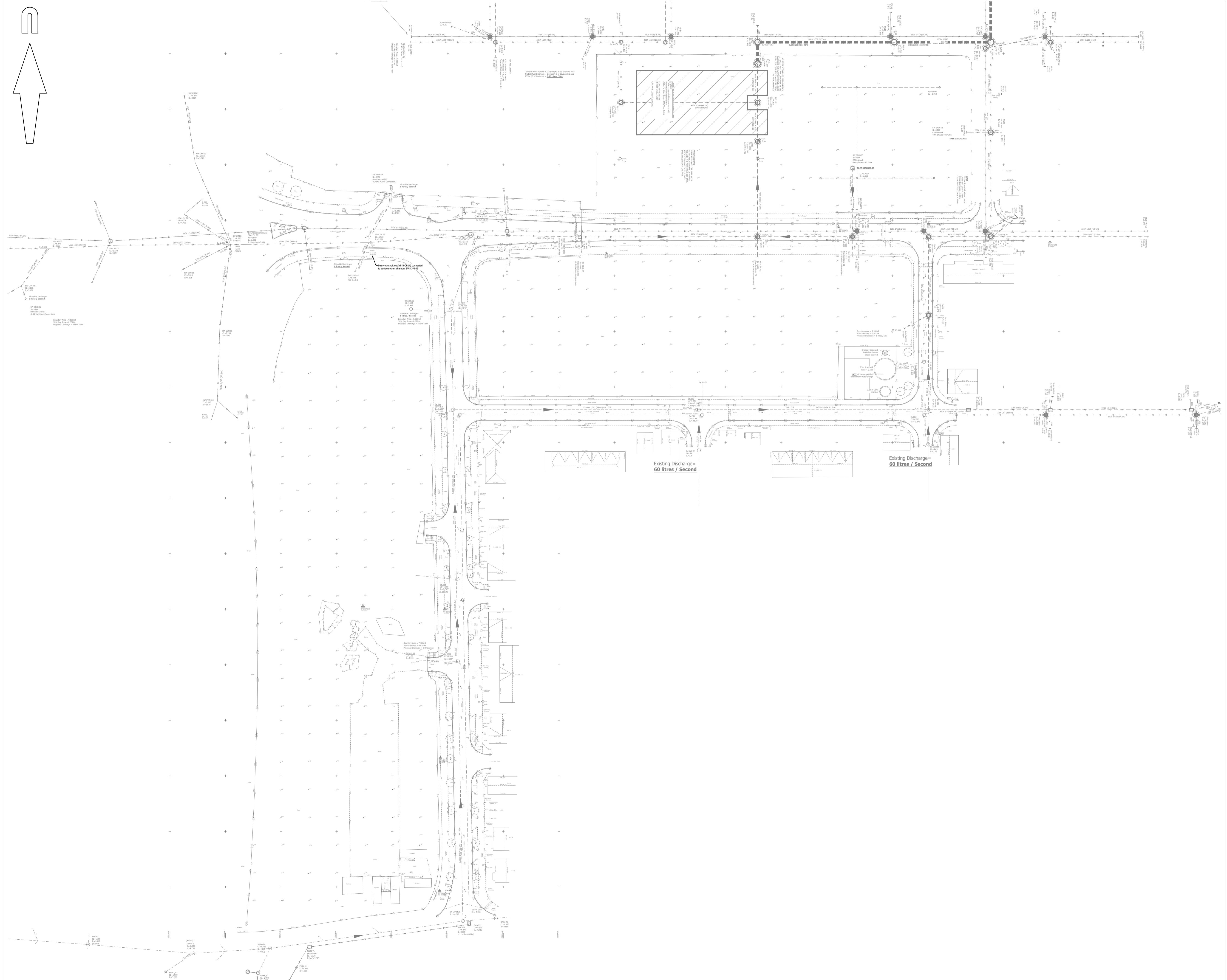
Project Name: Hampton Park Local Centre

Drawing Title: Location Plan

Client: Persimmon Homes [Thames Valley]

Status:	PLANNING	Rev. -
Scale:	1-1250 @ A1	Project No. 011042
Date:	28.11.2025	Dwg No. PL - 010
Drawn By:	ST	Chk. AS

APPENDIX B: Topographic Survey



KEY TO HEALTH AND SAFETY SYMBOLS

- Indicates a residual risk requiring a compulsory action.
- Indicates a residual risk for information.
- Indicates a residual risk requiring a prohibitive action.
- Indicates a residual risk as a warning.

FOR INFORMATION
NOT FOR CONSTRUCTION

P1 Initial Issue. (TC) SF 02/12/2025

rev. amendment checked date



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client

PERSIMMON HOMES THAMES VALLEY

project

LOCAL CENTRE
LITTLEHAMPTON

scale N.T.S drawn by TC checked by SF

date DECEMBER 2025 cad file 100.DWG

title

TOPOGRAPHIC SURVEY AND EXISTING DRAINAGE

Mayer Brown Limited jobcode suitability revision

drawing number P1

PHLITTLECC.2/100

APPENDIX C: Proposed Site Plan

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APPENDIX D: Hampton Park Movement and Hierarchy Plan

