

WEST SUSSEX COUNTY COUNCIL CONSULTATION

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| TO: | Arun District Council - FAO: Simon Davis |
| FROM: | WSSC – Highways Authority |
| DATE: | 7 July 2025 |
| LOCATION: | Former Waitrose Site Avon Road Littlehampton BN17 6AT |
| SUBJECT: | LU/76/25/PL Demolition of vacant supermarket building and erection of four-storey hotel with ancillary restaurant, public realm, landscape improvements, retention of associated car park and all associated works. This application affects the setting of listed buildings and affects the character and appearance of the East Street Conservation Area and is in CIL Zone 4 (Zero Rated) as other development. Amended plans - Substitute Proposed Site Plan 6122-P-002 Rev.C Supplementary Highways Response - 10th June 2025. |
| RECOMMENDATION: | Advice |

West Sussex County Council, in its capacity as the Local Highway Authority (LHA), have been re-consulted on proposals for hotel and associated works. In comments dated 21/05/25 the LHA requested further information and modification on several matters, to which a response has been received.

● Commitment to applying for TRO for the loading bay or reconsider servicing arrangements (e.g. from within car park).

The applicant has stated that they wish to avoid need for a TRO and that the bay can be privately managed through signage/lining and kept as private land. The TRO and Parking team previously raised concern with this due to the location of the private bay being adjacent public highway, including that existing double yellow lines (DYL) along Avon Road would mean these run along length of bay which could cause confusion to members of public. They have further advised that proceeding on this basis is at the applicants own risk whereby ADC could enforce the existing DYL which would result in users of the bay receiving a PCN unless the TRO is modified. Whilst our view remains that the existing TRO should be amended to modify the double yellow lines to run in to the bay, we could not refuse on the basis of the applicant being unwilling to enter in to a TRO modification. Whilst this may result in public parking here and operational issues for Premier Inn, this is not considered to be a 'severe' impact as per para 116 of National Planning Policy Framework (NPPF) and thus it is not considered that LHA could refuse on highways or planning grounds on this basis.

● Pedestrian infrastructure improvements.

The applicant was requested to provide some form of improvement to the pedestrian infrastructure (● New dropped kerb and tactile at Anchor Springs/East Street ● Tactile paving to existing dropped kerb at Avon Road/East Street ● Tactile paving to existing dropped kerb at Avon Road/Duke Street).

The applicant has stated that *The crossing points at Avon Road and East Street / Duke Street do not constitute a likely primary desire line for pedestrians to / from the hotel, with the natural routing for pedestrians likely to be via the hotel frontage with Anchor Springs and the town centre / railway station to the west. Improvements to these aforementioned crossing points would therefore not be necessary, directly related to the development and fairly and reasonably related in scale and kind to the development, as per NPPF paragraph 58.*

The LHA still consider that some improvement should be made where pedestrian movement is most likely to/from hotel and consider this would be at the Anchor Springs/East Street junction. We consider there is a pedestrian desire line on this route for guests travelling to/from eastern end of High Street or to/from parks/beach south of the site. There is a desire line to the south of the site that uses this route. For example, Harbour Park amusements (which could reasonably be a destination for guests of the hotel) requires pedestrians to travel from the frontage of hotel on Anchor Springs, across the junction of Anchor Springs with East Street and southwards. For anyone with mobility or sight impairment this existing full height kerb with no tactile paving is a barrier to getting to these areas. On this basis it is considered that an improvement to pedestrian crossing this junction meets the CIL Reg

122 tests in that it is necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development. Relevant NPPF policies and Arun Local Plan policy T SP1 does not stipulate that a reduction in pedestrian trips is required for the justification of not providing improvements to pedestrian infrastructure. It therefore remains the LHA view that dropped kerb/tactile paving is required at Anchor Springs/East Street junction, to make the application acceptable in planning terms.

● **Updates to CMP (could be secured by condition).**

Any updates will be secured via condition, in the event of planning approval.

● **All plans to reflect parking layout inc. disabled/accessible hatching and changes made clear and clarify staff parking arrangements.**

● **Car park access/egress/directional signage**

Site Plan has been updated to include hatching for disabled bays. Some works would be required to the car park spaces to remove child/parent space markings. Car park signage for entry/exit points has also been indicated. All these details and car parking lining modifications can be secured by condition. The applicant has not clarified staff parking arrangements but staff could park here or make use of other town centre car parks or use active/sustainable travel modes.

CONCLUSION

In summary, the LHA are still of opinion that dropped kerb/tactile paving should be provided at Anchor Springs/East Street. The current full height kerb would be a barrier to guests with mobility/sight impairment and the route is a clear pedestrian desire line to amenities south of the site.

If the Local Planning Authority is minded to approve the application without seeking this improvement, the following s106 and conditions advised.

S106 – Travel Plan and associated monitoring fee of £3950.

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

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 Local Planning Authority.

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

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 the approved plan. These spaces shall thereafter be retained for their designated use.

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

Katie Kurek

West Sussex County Council – Planning Services


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From: Katie Kurek [REDACTED]
Sent: 07 July 2025 12:49
To: Planning.Responses <Planning.Responses@arun.gov.uk>; Simon Davis <Simon.Davis@arun.gov.uk>
Cc: Neil Rowe [REDACTED]
Subject: Response To Application Number LU/76/25/PL at Former Waitrose Site

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[REDACTED]

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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