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## HALLWAY PROPERTIES LIMITED

### PROPOSED RETAIL DEVELOPMENT, WATERSMEAD BUSINESS PARK, LITTLEHAMPTON

#### TECHNICAL NOTE 4.0 - RESPONSE TO WSCC COMMENTS OF 4<sup>TH</sup> JULY 2025 10.09.2025

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### 1.0 Introduction

- 1.1 Connect Consultants Limited (Connect) is a firm of transport planning and highway design engineers that have been instructed by Hallway Properties Limited in relation to their retail development on land at Watersmead Business Park, Littlehampton, West Sussex.
- 1.2 A planning application, with accompanying Transport Assessment (TA) dated May 2025 has been submitted to Arun District Council to support the above development. The planning application reference is LU/93/25/PL.
- 1.3 West Sussex County Council (WSCC) have issued a set of comments on the TA. The comments are dated 4<sup>th</sup> July 2025.
- 1.4 This Technical Note 4.0 (TN4) seeks to provide further information, where requested within the WSCC response. Helpfully, WSCC highlight requests for further information, or where they seek clarification on a particular point, in **blue** coloured text and provide a summary of the additional information requested to the rear of the comments.

### 2.0 Dimensioned Drawing(s)

- 2.1 On page 2 of the comments, WSCC ask for a dimensioned drawing(s) that:
  - a) Show existing and proposed road widths on Norway Lane, along with proposed radii.
  - b) Show the width of footways within the vicinity of the site, including those that route through the landscaped area to the south to establish route consistency.
- 2.2 The drawing covering a) and b) above can be seen at Appendix 1.
- 2.3 In summary, Appendix 1 shows:
  - Footway/cycleway provision is shown at 3m. The 3m width is aligned with the existing provision on the western side of the A259 near to the site. The concept of providing 3m is to ensure route continuity throughout.
  - The 3m provision is concentrated around the northern side of the roundabout and through the landscaped area to the south of the site.
- 2.4 WSCC also request a swept path analysis of the secondary, northwestern car park access along with confirmation of visibility splays at the access. Norway Lane is subject to traffic calming via a series of speed cushions. Therefore a speed limit of 20mph has been assumed which would necessitate a 25m sightline, inclusive of bonnet length.

- 2.5 The drawing at Appendix 2 shows two large cars passing on the northwestern car park access along with 25m visibility splays to the left and right, onto Norway Lane. The site internals have been widening slightly to accommodate the two way traffic movement. The left visibility splay is taken to the centre of Norway Lane due to the presence of a splitter island on Norway Lane.
- 2.6 An updated architects site plan which includes the internal widening noted above can be seen at Appendix 3.

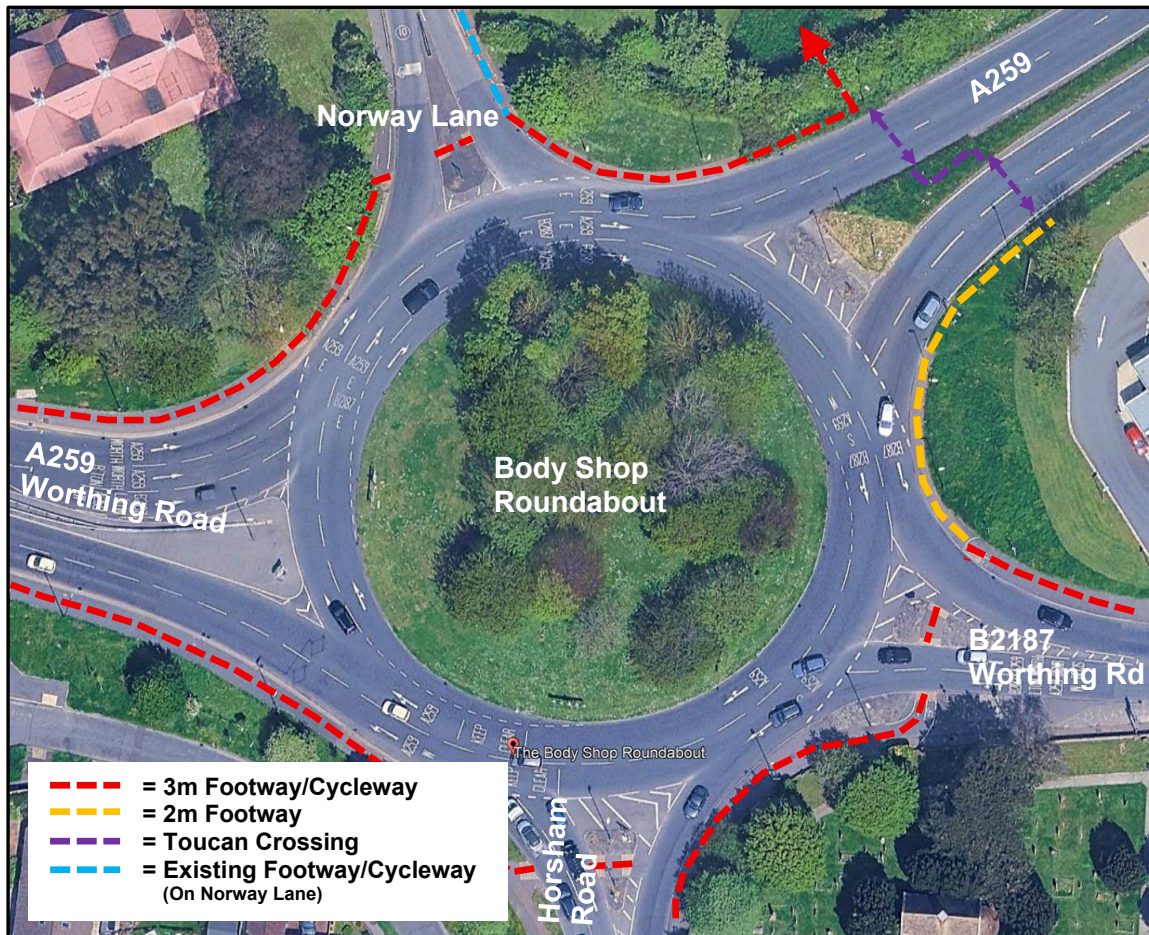
### **3.0 Toucan Crossing Improvement Suggestions**

- 3.1 WSCC offer a set of helpful comments to improve the Toucan crossing. They request that a maintenance lay-by be shown, and request that a 3m offset be incorporated into the design of the crossing.
- 3.2 The above have been incorporated into drawing 24084- 010 – C which can be seen at Appendix 1. A 3m offset has been incorporated into the crossing as well as a maintenance lay-by on the northbound side of the A259.
- 3.3 WSCC also offer detailed comments on minimising 'see-through' of the green man from the opposite side of the crossing. This is typically a detailed design matter which is capable of being resolved by the alignment of signal equipment.

### **4.0 Footway/Cycleway Provision**

- 4.1 On page 4 of the WSCC comments, WSCC request clarification of the footway/cycleway provision to establish route continuity. The footway cycleway provision around the perimeter of the Body Shop Roundabout can be seen at Figure 4.1 below.

**Figure 4.1 – Footway & Footway/Cycleway Provision around Body Shop Roundabout .**



Source: Google Earth.

- 4.2 The drawing at Appendix 1 shows how the development results in the existing footway around the northern perimeter of the Body Shop Roundabout being upgraded to a footway/cycleway.
- 4.3 It is noted that there are land ownership constraints around the perimeter of the petrol filling station to the southeast and this means that provision of a 3m wide footway/cycleway is not possible in this location. The existing footway has been extended however (as indicated at Appendix 1 and as shown within Figure 4.1) so that there is a new section of footway leading from the new signalised pedestrian crossing to the footway.
- 4.4 As noted and as indicated at Appendix 1, all routes through the landscaped gardens to the south of the site are 3m wide. The intention is that cyclists can cycle through this area up to the main car park aisles. Here, they will join the car park aisles.
- 4.5 On the eastern side of Norway Lane, between the site access and the proposed highways works, there is an existing section of footway/cycleway. It is annotated at Figure 4.1. This section of footway/cycleway will be retained at its current width as widening this section of footway/cycleway would result in land ownership issues.

## **5.0 40mph Speed Reduction**

- 5.1 Comments on the 40mph speed reduction are welcome and the applicant looks forward to understanding WSCC's preferred mechanism for securing these improvements.

## **6.0 Travel Plan Framework**

- 6.1 The submitted Travel Plan was intended to be a framework document. It outlines a set of typical measures that occupiers may want to consider implementing.
- 6.2 The intention was for each occupier to develop their own Travel Plan. Some occupiers may wish to become part of a collective within the site, whereas others may wish to develop and monitor their own Travel Plans, using their preferred Travel Plan Co-Ordinator.
- 6.3 The applicant is happy to accept a planning condition to this effect.

## **7.0 Other Matters – Drawing Updates**

- 7.1 The changes above have resulted in the highways works drawing that was submitted in the Transport Assessment, 24084- 010 – A, being updated to that shown at Appendix 1, which is 24084- 010 – C.
- 7.2 Similarly the architects site plan has been updated to include the changes reference in this note, this can be seen at Appendix 3.

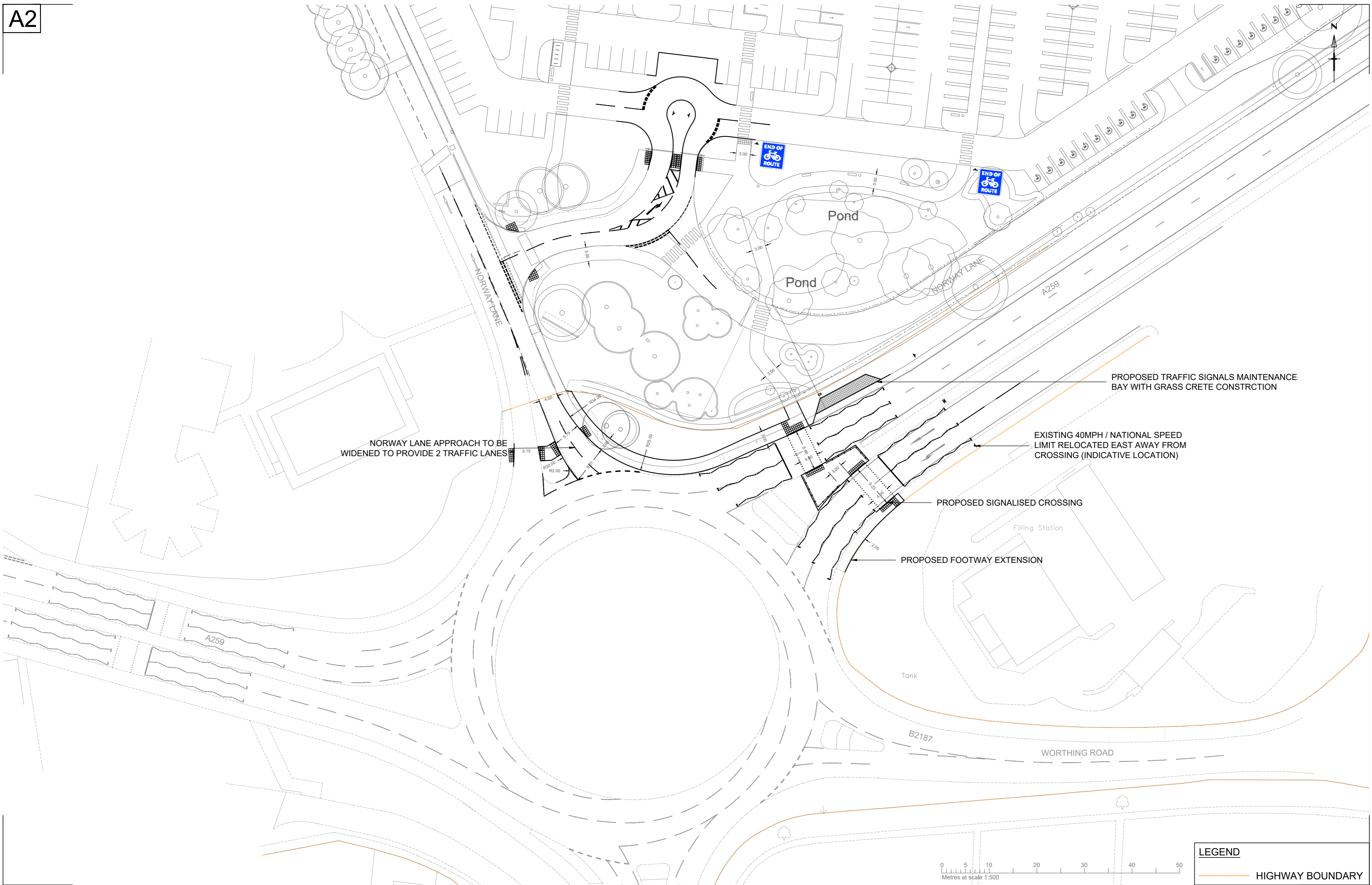
## **Enclosures**

Appendix 1 – Proposed Highway Works - 24084- 010 – C.

Appendix 2 – Car Park Access - Swept Path Analysis.

Appendix 3 – Site Plan.

# Appendix 1



NORWAY LANE APPROACH TO BE WIDENED TO PROVIDE 2 TRAFFIC LANES

PROPOSED TRAFFIC SIGNALS MAINTENANCE BAY WITH GRASS CRETE CONSTRUCTION

EXISTING 40MPH / NATIONAL SPEED LIMIT RELOCATED EAST AWAY FROM CROSSING (INDICATIVE LOCATION)

PROPOSED SIGNALISED CROSSING

PROPOSED FOOTWAY EXTENSION

**LEGEND**

— HIGHWAY BOUNDARY



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rev.	amendment	by	date

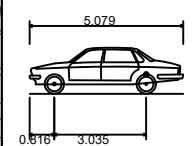
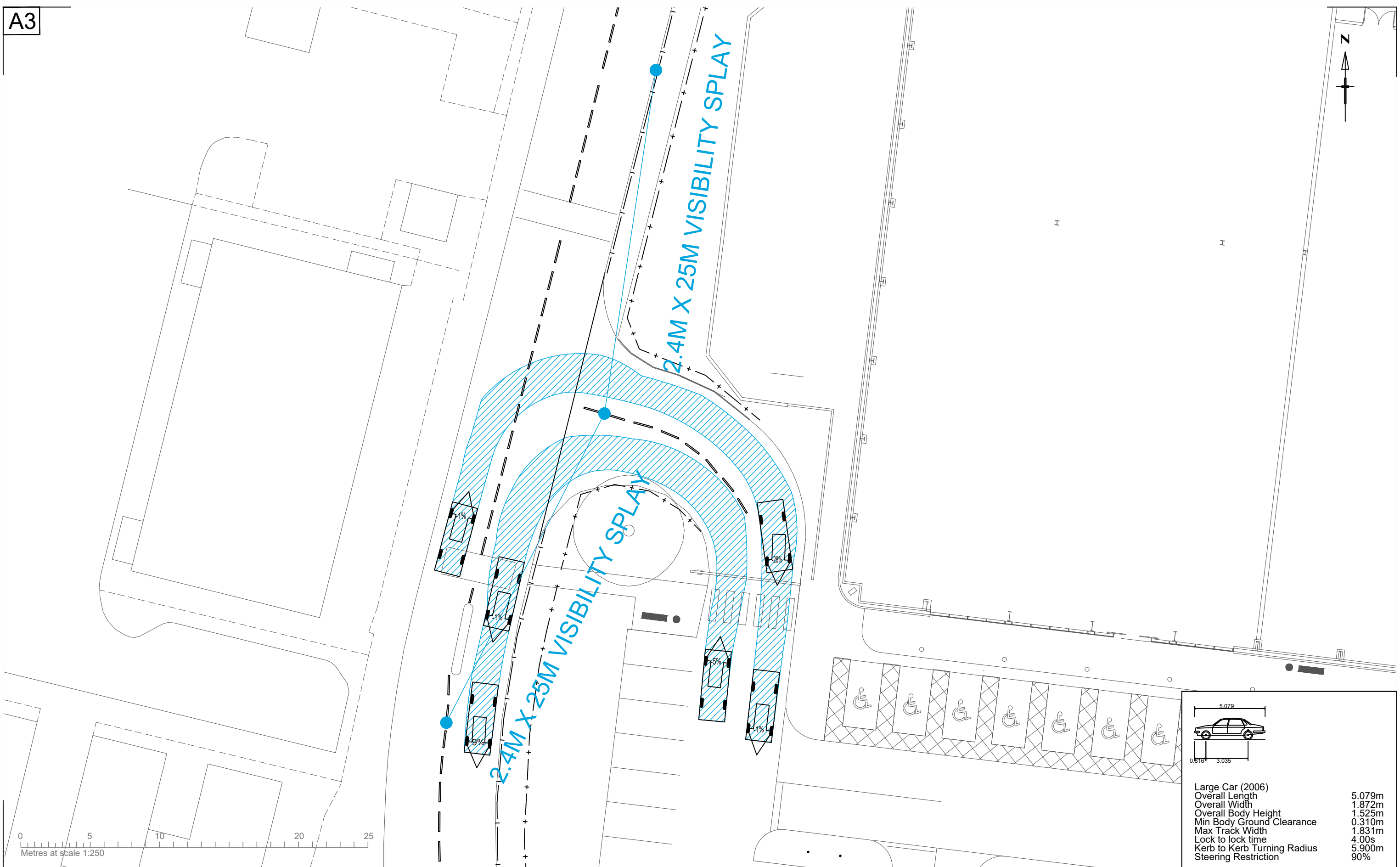
client	HALLWAY PROPERTIES LTD
project	WATERSMEAD BUSINESS PARK LITTLEHAMPTON

title	PROPOSED HIGHWAY IMPROVEMENTS AND SITE ACCESS ARRANGEMENT
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date	SEPTEMBER 2025	drawn by	T.A.S	checked by	N.P.B
scale	1:500	status	PLANNING		
drawing number	24084- 010	rev.	C		

**Appendix 2**

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Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m
Steering Restriction	90%

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		project	LITTLEHAMPTON WATERSMEAD BUSINESS PARK	scale	1:250	status	PLANNING	drawing number	24084-SK20250814.1	rev.	

# Appendix 3

