

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Hannah Kersley
FROM:	WSSC – Highway Authority
DATE:	6 October 2026
LOCATION:	Phase 6a Hampton Park Littlehampton
SUBJECT:	LU/249/25/RES Approval of reserved matters following LU/47/11/ (amended by LU/182/15) comprising 288 No residential dwellings, the formation SUDs features, children's play space, landscaping, car parking, roads, landscaping and public access to the northern extent of the Black Ditch Open Space. Substitute drawing pack plans and additional plans received.
DATE OF SITE VISIT:	n/a (desktop study undertaken as site visited previously)
RECOMMENDATION:	More Information Required

This is the **second** WSSC Highways response to the above planning application seeking approval of reserved matters following LU/47/11/ (amended by LU/182/15) comprising 288 No residential dwellings, the formation SUDs features, children's play space, landscaping, car parking, roads, landscaping and public access to the northern extent of the Black Ditch Open Space.

As-per previous WSSC Highway Authority comments dated 28 January 2026, comments below solely respond to highways-related matters contained in the submission, namely access, roads and car parking design. Car and cycle parking numbers will be considered by the LPA.

Should the case officer consider there are other matters requiring scrutiny by the Highway Authority they should make the author aware at the earliest time.

Previous Highway Authority response.

In its previous response dated 28 January 2026, the Highway Authority requested that the applicant respond to/provide the following additional information:

1. (Road adoption plan)

- Applicant to provide a plan showing the areas intended to be offered for adoption through a S38 Agreement. A plan showing proposed materials including contrasting materials for where traditional carriageway changes to shared surfaces plus footways and service margins should be provided and coloured appropriately in accordance with WSSC requirements. This is so the Highway

Authority can check what is (and isn't) being offered for adoption and to be able to check that the estate roads show compliance with WSCC specifications.

2. Soft Landscape Proposals - 6A (dated November 2025), sheets 1-11

Planting proposals (trees, shrubs, and hedgerows):

- All tree planting should be set back by at least 1m from the edges of any hard surfacing proposed for highway adoption.
- Tree selection: *Malus* 'John Downie' should be avoided near to footways of carriageways which are to be proposed for highway adoption due to fruiting abundance and relating future nuisance concerns.
- Hedgerow planting will not be acceptable for highway adoption due to ongoing maintenance requirements (sheet 3, x2 locations).
- Planting should not obstruct forward visibility of junctions (sheet 3, x1 hedgerow).



Figure 1 – Screenshot of sheet 3: Annotated to show hedgerows within areas likely to be offered for highway adoption and containing hedgerow planting (note the northern hedgerow is within the assumed indicative visibility splay shown). Hedgerow to be removed from the plans.

Other landscaping features.

Flowering lawns (EL1 Flowering Lawn Mixture) have been specified within verges adjoining carriageway which would appear to be appropriate for highway adoption. Whilst we would not oppose to the sowing of this lawn mix if areas are to be adopted as highway, we will not be able to ensure verges will be cut on less frequent regimes to surrounding verges sown with amenity grasses, nor the cuttings collected. Both management practices are usually essential for the long-term establishment of flowering lawns. This should be considered within any longer-term landscape or habitat management targets.

Proposed Road Lighting and Illuminance Layout (dated December 2025), sheets 1-2.

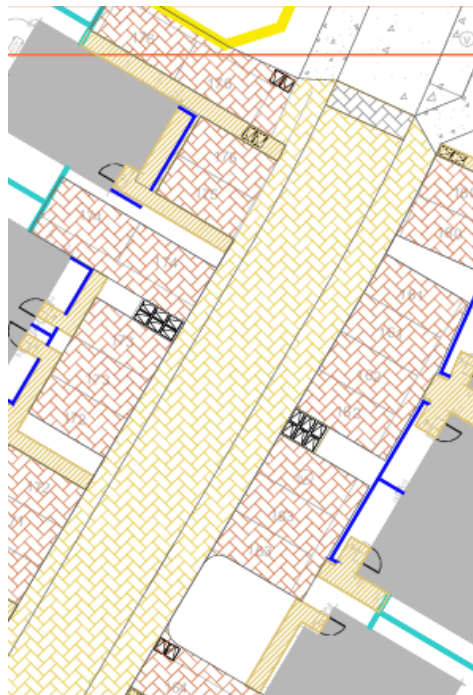
There are numerous instances where street lighting will conflict with the future growth of proposed tree planting, generally occurring whereby lamp columns are within 5m of proposed tree planting locations. Whilst there may be some exceptions, such as where trees of a small ultimate size are placed to the rear of columns, designs need to be revised to resolve more notable conflicts.

Latest WSCC Highway Authority comments in response to latest information provided by the applicant (in *red italic* text).

1. (Road adoption plan)

- Applicant to provide a plan showing the areas intended to be offered for adoption through a S38 Agreement. A plan showing proposed materials including contrasting materials for where traditional carriageway changes to shared surfaces plus footways and service margins should be provided and coloured appropriately in accordance with WSCC requirements. This is so the Highway Authority can check what is (and isn't) being offered for adoption and to be able to check that the estate roads show compliance with WSCC specifications.

While the hard landscaping plans attempt to show contrasting materials where standard carriageways and footways become shared surface roads, no overall adoption plan appears to have been supplied. Therefore, it is not known which roads the applicant intends to offer for adoption in a S38 Agreement. Furthermore, in various areas (one example shown below), service margins on one side of the carriageways do not look wide enough to enable adoption. Standard service margin dimensions should be a minimum of 1.8m wide. Should the applicant wish to offer such roads for adoption, they will need to full accord with WSCC requirements.



2. Soft Landscape Proposals - 6A (dated November 2025), sheets 1-11

Planting proposals (trees, shrubs, and hedgerows):

- All tree planting should be set back by at least 1m from the edges of any hard surfacing proposed for highway adoption. ***Applicant to note and action.***
- Tree selection: *Malus* 'John Downie' should be avoided near to footways of carriageways which are to be proposed for highway adoption due to fruiting abundance and relating future nuisance concerns. ***This has not been attended to in the following locations – applicant to amend (please see below and overleaf):-***

- Planting should not obstruct forward visibility of junctions (sheet 3, x1 hedgerow). **Hedgerow is still shown in the northern-most red-edged location shown below. This should be removed.**



- Figure 1 – Screenshot of sheet 3: Annotated to show hedgerows within areas likely to be offered for highway adoption and containing hedgerow planting (note the northern hedgerow is within the assumed indicative visibility splay shown). Hedgerow to be removed from the plans. **Hedgerow is still shown in the northern-most red-edged location shown below. This should be removed. For the southern-most red edged location, the hedge should be squared-off to ensure that visibility for users of the parking bay and for pedestrians crossing at this point is maximised. Please see extract above circled in blue (applicable to the southern hedgerow).**

Other landscaping features.

Flowering lawns (EL1 Flowering Lawn Mixture) have been specified within verges adjoining carriageway which would appear to be appropriate for highway adoption. Whilst we would not oppose to the sowing of this lawn mix if areas are to be adopted as highway, we will not be able to ensure verges will be cut on less frequent regimes to surrounding verges sown with amenity grasses, nor the cuttings collected. Both management practices are usually essential for the long-term establishment of flowering lawns. This should be considered within any longer-term landscape or habitat management targets. **Applicant to note and action.**

Proposed Road Lighting and Illuminance Layout (dated December 2025), sheets 1-2.

There are numerous instances where street lighting will conflict with the future growth of proposed tree planting, generally occurring whereby lamp columns are within 5m of proposed tree planting locations. Whilst there may be some exceptions, such as where trees of a small ultimate size are placed to the rear of columns, designs need to be revised to resolve more notable conflicts. **Applicant to confirm that this has been attended to (and show where changes have been made on a revised plan).**

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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Regards

Tim Townsend

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