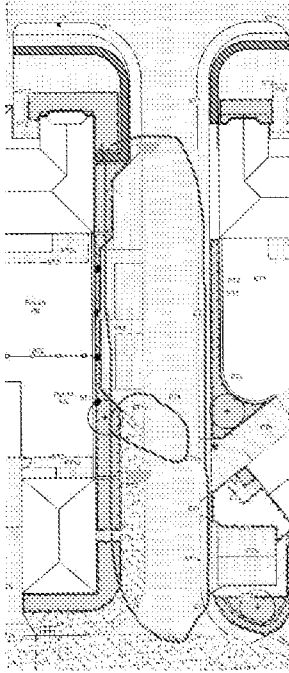


WEST SUSSEX COUNTY COUNCIL CONSULTATION

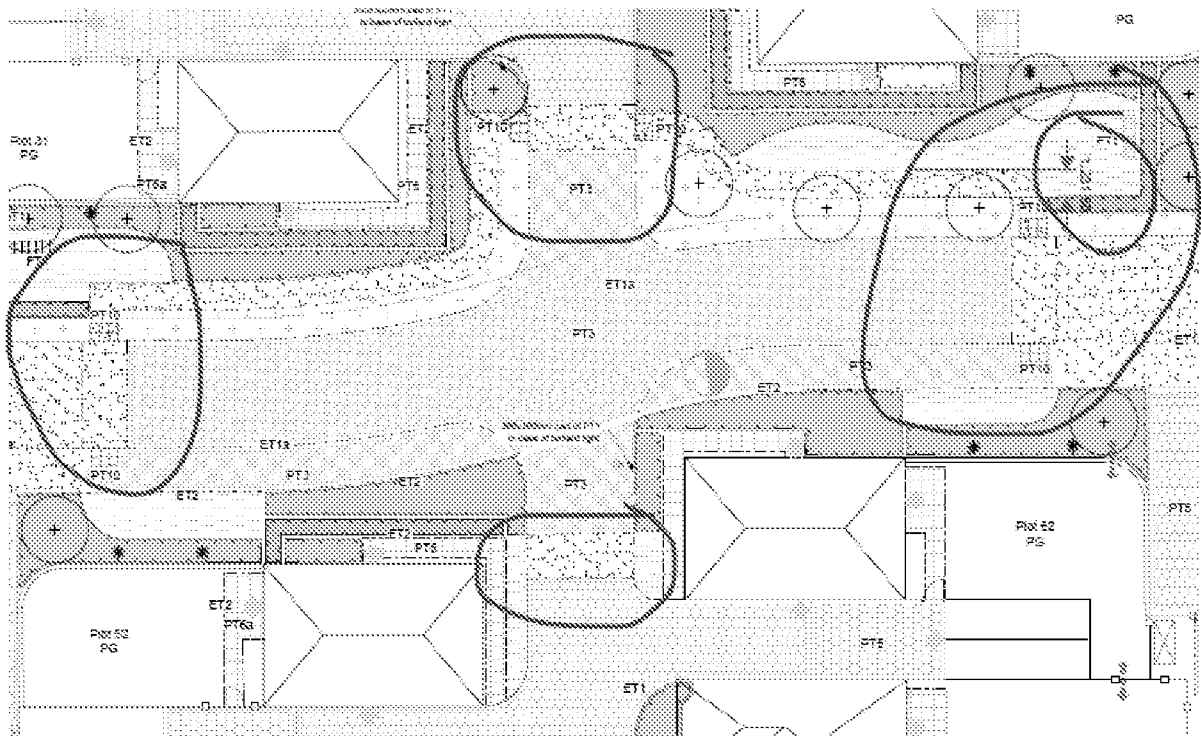
TO:	Arun District Council FAO: Simon Davis
FROM:	WSSC – Highways Authority
DATE:	14 January 2025
LOCATION:	Land rear of Meadow Way including 24 Meadow Way Westergate
SUBJECT:	AL/137/24/RES Approval of reserved matters following outline consent AL/178/22/OUT for appearance, landscaping, layout and scale for 89 No. dwellings with open space and associated works (resubmission following AL/50/24/RES). This application is in CIL Zone 3 and is CIL Liable as new dwellings.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Modification

WSSC are aware the roads will not be offered for adoption. However; we would ask these points are taken into consideration to ensure the layout is user friendly and access for all has been considered.

1. The current design does not show where service margins would be and could cause issues of accessibility if not considered at this stage.
2. Primary road width is measured at 5.5m which will allow two cars to pass as per manual for streets guidance.
3. Secondary roads vary in width from 4.8m to 3.9m. These should not go below 4.1m.
4. Swept path diagrams show a refuse vehicle and fire appliance can access all the road in the site.
5. Footways are 2m wide which is the recommended width for people to pass each other with ease.
6. Surface treatments used to identify different street types such as primary access road, shared use and access driveways is still inconsistent in places.
7. For example, the road adjacent to plot 14 uses a different surface treatment for an access driveway but has a footway on the left-hand side up to the disabled car parking spaces. WSSC would recommend where there is a footway on one side it should also have a tarmac road adjacent to this to keep the continuity.
8. WSSC would recommend this has a tarmac road surface until the end of the footway which can be dropped down into a shared surface road with tactile paving before the disabled parking spaces.

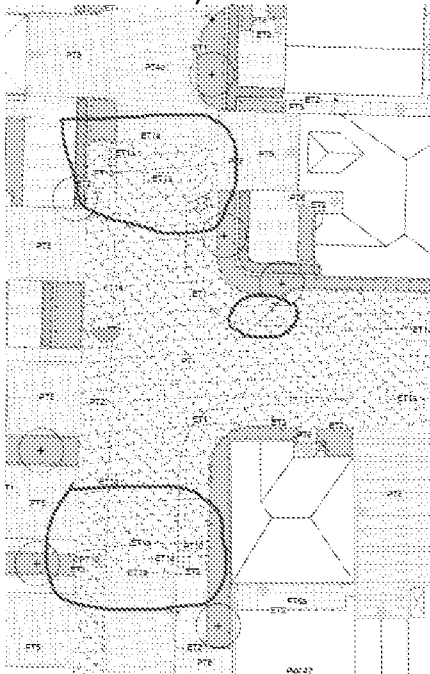


9. It is noticed not all disabled spaces have a footway around the edge.
10. Inclusive Mobility recommends that dropped kerbs with tactile paving are provided adjacent to car-parking spaces to ensure that wheelchair users can access footways from the carriageway. This would need to be provided in locations where no footway is provided around the spaces. It is noticed some have it, whilst some don't.
11. The traffic calming zone in the centre of the site is welcomed to break up the long length of road and provide a focal point however we are concerned over the width of the paths proposed to the north of the zone.
12. The footpath on the northern side is only 1.2m wide which is very narrow. WSSC recommend a minimum of 1.5m. The surface treatment used here is also not consistent and it is not clear why you would have a strip of tarmac between surfaces on the north and south access.
13. If you're entering into a shared surface the material used should be consistent. See below.
14. The access into the cul-de-sac in between plots 52 and 62 would not be clear to someone who is visually or mobility impaired as the footway takes them across the access and doesn't help them into the shared space.



15. Footway outside plots 44-48 is not required as it is inconsistent with primary road as the carriageway surface is similar to shared use or driveway rather than Tarmac. We would recommend this is either one or the other i.e. footway and tarmac road or no footway and all shared surface.

16. Our preference would be for the shared use cycle path leading out of the site to the west to tie into the shared use surface rather than linking into the 2m footway as this is not wide enough.



17. This area highlighted above does not drop the pedestrian into the different surfacing. (see below) There is also a footway around the corner of plot 32 but no tactile paving on the other end by the parking spaces.

Summary

WSCC has reviewed the internal layout proposal for this development. WSCC are aware the roads will not be offered for adoption however we have offered advice based on inclusive mobility standards and manual for streets guidance.

As such we would recommend the applicant tries to ensure any changes in surface from primary footway (tarmac) into shared surface is done to ensure the pedestrian is taken straight into the shared surface to ensure the transition is smooth.

We would also recommend the footway around the central raised table is a minimum of 1.5m, ideally 2m to allow for ease of movement through all areas of the site.

Tactiles paving and dropped kerbs should also be used to link footways to disabled parking spaces where they are present.

Alison Meeus

West Sussex County Council – Planning Services

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Sent: 14 January 2025 14:45

To: Planning.Responses <Planning.Responses@arun.gov.uk>

Subject: Response To Application Number AL/137/24/RES at Land rear of Meadow Way including 24 Meadow Way Westergate

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

Regards

Alison Meeus

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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