

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Amber Willard
FROM:	WSSC – Highways Authority
DATE:	17 June 2026
LOCATION:	Land rear of Meadow Way Westergate
SUBJECT:	AL/35/26/RES Approval of reserved matters following outline consent AL/178/22/OUT for appearance, landscaping, layout and scale for the construction of 89 No residential dwellings, together with open space, landscaping and associated infrastructure, with access taken from Meadow Way (resubmission following AL/137/24/RES). This application is a Departure from the Development Plan and is in CIL Zone 3 and is CIL Liable as new dwellings.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More information

Plans below have been reviewed as part of the above reserved matters application.

- *Design and Access Statement April 2026*
- *Fire Appliance Tracking B0457-1700 REVP9*
- *Refuse Vehicle Tracking B0457-1702 REVP9*
- *Private Car Tracking B0457-1704 REVP7*
- *Visibility Splays Sheets B0457-1710 REVP6/ B0457-1711 REVP6*
- *Site Layout SL.01 REVA*
- *Bicycle Store 01 & 02 floor plans and elevations CS.01.pe REVA*
- *Combined Hard and Soft Landscape General Arrangement Plan - 2D3555-FAB-00-XX-DR-L-1002 REVP01*
- *Illustrative Landscape Masterplan - D3555-FAV-00-XX-DR-L-5000 REVPL01*
- *Parking Allocation Layout PAL.01 RevA*
- *Single garage floor plan – GAR.01 RevA*
- *Twin garage floor plan -GAR.02 RevA*

More information is requested at this reserved matters stage to ensure the layout of the internal roads have been designed with desire lines and inclusive mobility in mind.

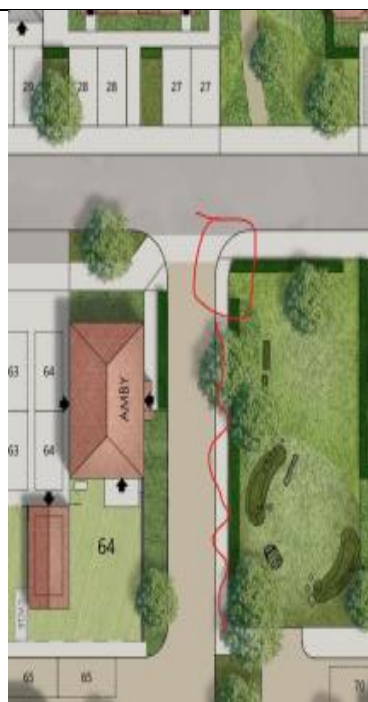
Desire Lines & Inclusive Mobility

The applicant should consider how people who are blind or mobility impaired, can use these spaces when navigating from one type of road to the other. Especially where the footways meet the shared spaces as plans still show footways terminating at grass verges, and in parking spaces. Plans also show inconsistencies in materials used to differentiate footway and carriageway, and shared use roads.

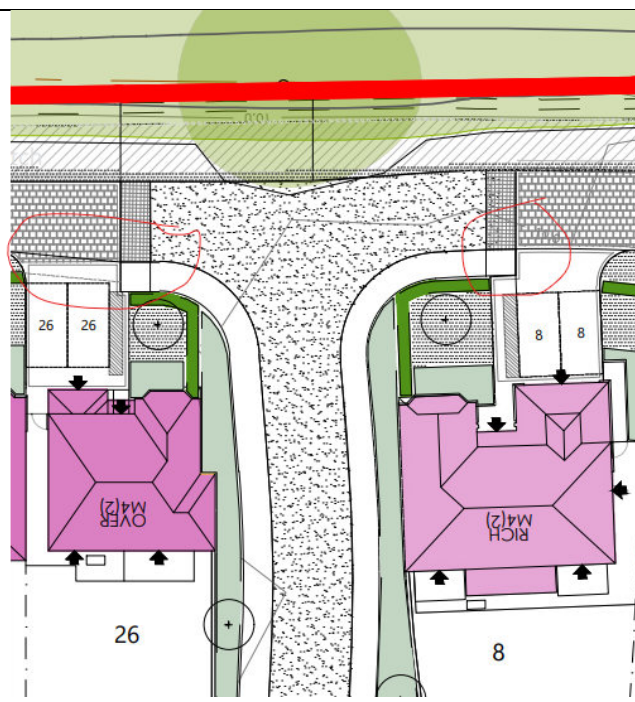
Site Layout Plan (SL.01 REVA) shows the following areas that need to be re-considered. They should be providing a clear detailed transition from tarmac footway, extending past any granite sets dropping the pedestrian into a shared surface (usually block paving). The differentiation between footway surfacing and shared use surfacing and levels needs to be clear and consistent.



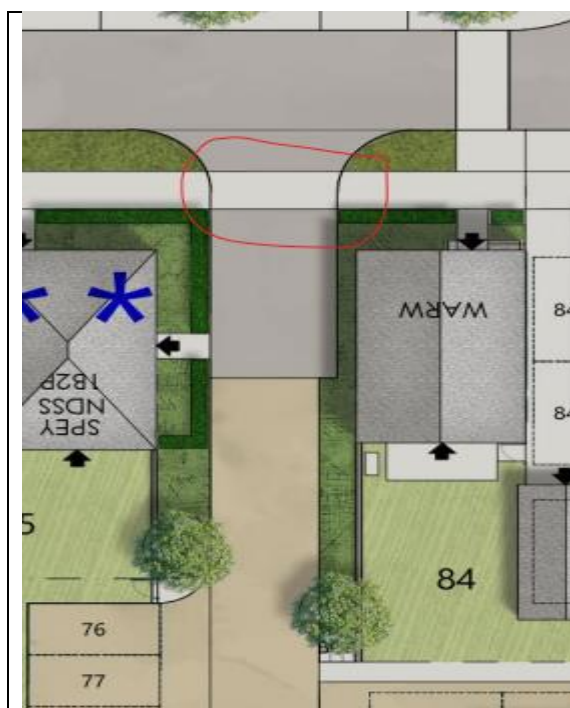
Terminating at the parking space or grass verge. This will cause tripping hazards or safety issues and conflict with moving vehicles. Inconsistent use of materials makes it unclear if it is a shared surface or carriageway with footway.



Doesn't drop a pedestrian into the shared space behind granite set.



Doesn't drop a pedestrian into the shared space behind granite set. Also, directs a pedestrian into a parking space.



Whilst this gives the pedestrians priority it doesn't drop a pedestrian into the shared space to the south. Materials used tarmac/block paving just changes	How does a pedestrian with visual or mobility impairment follow the footway into the shared space? Why is a different surface material used outside of the shared space? What appears to be the turning area.
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General comments

Main Estate Roads

- The horizontal alignment at bends should be reviewed and widened where necessary to accommodate vehicle tracking, particularly for refuse and emergency vehicles.
- Existing/proposed trees within the junction visibility splays will need to be relocated outside required splays to ensure compliance with highway safety standards.
- Visibility splays appear to be based on a 20 mph design speed. The designer will need to secure a Traffic Regulation Order to formally implement the 20 mph speed limit.
- All footways should be widened to a minimum of 2.0 m to meet accessibility and adoptable standards.
- Clarification is required regarding the status of the three spur roads extending south from the main spine road:

If intended for adoption, they will require:

- Appropriate service margins. Service margins of a minimum of ½ a meter on one side will need to be included to ensure access to utilities and services can be undertaken whilst keeping the road open for access.
- Compliant turning heads
- Either double yellow lines or increased carriageway widths to prevent obstruction

Roads with widths of approximately 4.1 m should be reviewed:

- Preferably widened or controlled with DYLS to prevent on-street parking. Vehicle tracking analysis must be undertaken to demonstrate that refuse vehicles can safely navigate routes and junctions with parked vehicles present.
- Any disabled bays located on the adoptable highway will require a Traffic Regulation Order for enforceability.
- Tactile paving should be provided at all bell mouth junctions to ensure safe and accessible pedestrian crossing points in accordance with guidance.

Trees

A planting schedule is submitted showing the trees that will be provided within the streets. These can be considered further at detail design stage.

The applicant would require a license to plant the trees or offer the trees for adoption by the county council which would attract a commuted sum for their ongoing care and maintenance. Detailed landscaping information will be required during this process.

General comments from the county arboriculturist, note the following:

- Typical street tree planting is proposed within grass verges along the central road, appearing of sensible concept design. These verges are indicated for future highway adoption (though indicatively only at this stage).
- Some of the above-mentioned street tree planting is proposed within visibility splays. MfS2 (10.7.2) suggests that impacts from such obstacles should be assessed in terms of their impact on the overall envelope of visibility, with consideration towards matters such as road speed. Whilst typical street tree planting does not usually fully obstruct visibility, tree species selection and stock type can influence future visibility and therefore requires consideration at detailed design (or technical approval of any future Road Agreement).
- The pedestrian route accessed from the southwest (from the approved pedestrian/cycleway access) appears to be located within the Root Protection Area (RPA) of mature trees to be retained. This will likely require a special

engineering solution to mitigate impacts on these trees, such as a load bearing and permeable surface.

- If the southwest pedestrian route is proposed for highway adoption, and a special engineering solution is required which deviates from standard highway design for road agreements, suitable design proposals should be put forwards for review during the road agreement process which meet the needs of the highway and retained trees.

Turning areas

Swept path analysis for all types of vehicle shows the route vehicles will take and how they can move freely within the site and access all areas. Most roads in the site are wide enough to accommodate a refuse vehicle. Where refuse vehicles or fire appliances need to gain access to cul-de-sac locations, these can be accessed by reversing movements. Plans show these vehicles do not need to reverse more than 20m, otherwise turning areas are provided:-

Fire Appliance Tracking B0457-1700 REVP9

Refuse Vehicle Tracking B0457-1702 REVP9

Private Car Tracking B0457-1704 REVP7

The LPA should check with the refuse collection team in respects of surfacing requirements in these locations.

Materials

Details of materials, and street furniture specs are not approved at this stage and will be checked at detail design stage forming part of any s38 agreement.

However, even if they are not offered for adoption the use of a contrasting material highlights to drivers the change in context of the road. More importantly, it highlights to partially sighted pedestrians the change of highway environment.

WSCC typically require shared surfaces to be constructed in block work. The general approach would be for the traditional carriageway, where pedestrians are segregated from traffic by a raised kerb and footway, to be constructed in asphalt and the shared surface to be in block work. The exact material would be agreed through any Section 38 Agreement under the Highways Act 1980.

Parking

Parking has been allocated within the current guidelines set out by the ADC Supplementary Parking Guide.

The final housing mix will provide 89 dwellings comprising of:-

10 x 1 bed houses = Parking std of 2 cars per dwelling (20)

27 x 2 bed houses = Parking std of 2 cars per dwelling (54)

34 x 3 bed houses = Parking std of 2 cars per dwelling (68)

15 x 4 bed houses = Parking std of 3 cars per dwelling (45)

3 x 5 bed houses = Parking std of 3 cars per dwelling (9)

This equates to a total of 196 parking spaces.

Visitor spaces are provided under the ADC SPD which require 20% of the total number of residential units to be provided as visitor parking. This equates to 18 visitor spaces for 89 dwellings.

A total of 227 parking spaces are provided. Whilst this is slightly over the recommended number of 214 parking spaces (including visitor spaces) given the site is located within an existing residential area and WSCC operate a 10% over or under policy we are satisfied the car parking strategy works well and will ensure no overspill parking occurs.

Parking spaces

Parking spaces are provided within the recommendations set out in manual for streets at 4.8 x 2.4m for echelon spacing and 6m x 2.4m (slightly more generous) for parallel spacing. Disabled parking bays are provided for with additional space surrounding the spaces.

Visitor parking bays are evenly spread across most of the site, apart from the northern edge where the road narrows to 4.1m.

Double yellow lines

Whilst it is anticipated the shared surface areas will remain in private ownership where these reduce down to 4.10m, there is concern over the parking of cars which could have the potential fire/refuse vehicle route in and out of the site. Perhaps some visitor parking spaces, or double yellow lines would ensure the area is kept free from parked cars.

Parking courts

Parking courts or areas where there are long sections of parking have been broken up with the use of trees or planting to soften the effect of long car parking lengths.

Electric vehicle charging points (EVC)

As per ADC SPD all houses provide one charging point per house. These are either post or wall mounted.

Cycle parking

Cycle parking is provided for each dwelling. This shows provision has been made for cycle storage in garages, or in sheds in gardens.

Alison Meeus

West Sussex County Council – Planning Services

[REDACTED]

From: Elaine Walby on behalf of Planning.Responses
Sent: 22 June 2026 11:27
To: Planning Scanning
Subject: FW: Response To Application Number AL/35/26/RES at Land rear of Meadow Way Westergate
Attachments: Response_AL-35-26-1.pdf

PL- Consultation- WSCC Highways response

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Our priorities...



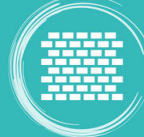
Improving the wellbeing of Arun



Delivering the right homes in the right places



Supporting our environment to support us



Fulfilling Arun's economic potential



Our core foundations



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From: [REDACTED]
Sent: 22 June 2026 10:37
To: Planning.Responses <Planning.Responses@arun.gov.uk>
Subject: Response To Application Number AL/35/26/RES at Land rear of Meadow Way Westergate

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Please could the attached response be distributed to the relevant case officer. Amber Willard. More information is required relating to some areas of the site layout, all other comments are general.

If you have any queries let me know

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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