

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	WSSC – Highways Authority
DATE:	30 April 2026
LOCATION:	Land off Arundel Road Fontwell
SUBJECT:	WA/18/26/PL Erection of 64 residential dwellings with access off Arundel Road, together with associated parking, open space, play space, landscaping, drainage and infrastructure. This application is a Departure from the Development Plan, affects a Public Right of Way, may affect the setting of listed buildings and is in CIL Zone 3 and is CIL Liable as new dwellings.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection

West Sussex County Council (WSSC), in its capacity as Local Highway Authority (LHA), have been consulted on the full planning application WA/18/26/PL for access, highway safety, capacity and accessibility considerations at the site. The application is supported by a Transport Assessment, a draft Travel Plan and associated plans.

Background and Site Context

WSSC were consulted on a pre-application in 2024 for initial comments and guidance on the proposals. Following pre-application engagement a Transport Assessment (TA) has been produced by the applicant. The LHA undertook a site visit on Thursday 12th September 2024. WSSC were later consulted for an outline application on site under ref: WA/74/24/OUT for the erection of up to 56 dwellings (Class C3) with all matters reserved except access. Although the application was withdrawn no objection was raised with regards to highway safety or capacity.

The current proposals are for the erection of 64 dwellings (Class C3) with access off Arundel Road, together with associated parking and landscaping. The development mix comprises 15 x 2-bed, 23 x 3-bed, 8 x 4-bed dwellings and 18 x 1-bed apartments.

Arundel Road is a single carriageway “C” class road subject to 30mph speed limit. To the west and east of the site the road then joins the A27. Comments on the impact of the A27 would be provided by National Highways.

Access and Visibility

The scheme proposes a new bell-mouth priority access point onto Arundel Road with the main access road having a width of 5.5 metres. Traffic calming is present along the road in the form of speed bumps.

Speed surveys were undertaken on Arundel Road, which recorded 85th percentile speeds of 35.1 mph westbound and 35.3 mph, eastbound. Based on this, visibility splays of 53.6 and 54 metres are

required and provided. The proposed splays are in accordance with Manual for Streets (MfS) guidance for the speed limits recorded. The access works will be subject to a Section 278 Agreement and technical check with the LHA's Highway Agreements Team.

In terms of pedestrian access the new site access has a connection to footpath 2825 through the western boundary of the site. This provides an alternative walking route for pedestrians which would be off the carriageway. In addition, the new access has a footway 1.8 metre connection to the southern footways on either side of Arundel Road via tactile paving.

Stage 1 Road Safety Audit (RSA)

The Contained with Appendix F of the TA an RSA has been submitted on the access and off-site highway works. In accordance with the adopted LHA 'Road Audit Policy', the Stage 1 RSA has been undertaken in July 2024. The RSA is in accordance with the GG119 governance document. 2 points have been raised within the Audit; all have been agreed by the Designer with one of the plans amended to reflect this. The LHA advise that the designer's response is submitted in an editable format for the Highway Authority to input their comments.

Highway Capacity

Traffic flow information has been provided with the current application within the TS. This information considers the proposed residential use. The traffic flow generation is based upon the use of TRICS. TRICS is a database containing surveys of other completed and occupied developments. The database can be refined to use comparably located site uses to forecast potential traffic generation. TRICS is an accepted means of determining traffic generation. Using this data, it is evident that the proposed usage (64 dwellings) would generate approximately 32 trips each in the AM and PM peaks and with a 10% reduction applied with the vision statement the proposal is estimated to generate 28 trips in the AM peak and 29 trips in the PM peak. Additional modelling has looked at the distribution of the trips. Based on these trips, there is no expectation for this proposal to give rise to any increase or material change. National Highways will comment on the impact of the proposals onto the A27.

Layout and Parking

The layout appears to have been designed in accordance with MfS principles with 5.5 metre internal access roads being a combination of shared surfaces and adjacent footways. An additional connection to footpath 2825 is provided to encourage pedestrian permeability. The proposals have been supported by swept path diagrams which demonstrate the likely types of larger vehicles entering the site. This is included within Appendix G of the TA.

Car and cycle parking provision will be in line with current ADC guidelines. The site lies in Parking Behaviour Zone (PBZ) 1. The applicant proposes to provide 149 vehicle parking spaces. A total of 127 spaces will be allocated to the dwellings which is slightly below the requirement of 136 spaces and 22 spaces for the visitor parking spaces. The Highway Authority consider the proposed level of parking provision is adequate without any highway safety risk of overspill parking. Safe and secure cycle parking provision is made for 2 cycle spaces per dwelling within its curtilage and 1 space for apartments in a communal space.

Sustainable Transport Accessibility

The TA considers matters of accessibility by sustainable modes for pedestrian and cycle modes. Both Manual for Streets and the CIHT document, Providing for Journeys on Foot recognise that walking can replace some car journeys for trips of up to 2km in distance. The TA identifies that there are facilities and services available within Fontwell village and the surrounding area. These services lie within the 2km walking distance. There are continuous walking routes (with tactile crossing points where required) to the fuel service station from the site, which has a convenience store which include most basic groceries. There are bus stops within 120 metres west of the site on Arundel Road. These stops are served via the 85 service which has 3 times a day service to Chichester and Arundel.

The submitted draft travel plan is noted. This broadly accords with the requirements of the LHA. The applicant should note that the LHA apply an auditing fee to all new travel plans. The travel plan and associated auditing fee of £4,110 would be secured via a s106 agreement. The Travel Plan auditing fees reflect the amount of local authority officer time required to evaluate the initial plan, assess the monitoring data and participate in on-going review and agreement to any amended plans in the future, including post planning once the development is built out and occupied. The costs have been benchmarked against fees charged by other Local Authorities and are considered to proportionate and reflective of the costs incurred.

Conclusion

The Local Highway Authority (LHA) do not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network; therefore, is not contrary to the National Planning Policy Framework (NPPF), paragraphs 114 -117, as revised December 2024. Therefore, there are no transport grounds to resist this proposal.

If the Local Planning Authority (LPA) mind to approve the application, the following conditions should be applied:

CONDITIONS

Access (Access to be provided prior to first occupation)

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown.

Reason: In the interests of road safety.

Vehicle Parking

No part of the development shall be first occupied until the vehicle parking spaces have been constructed in accordance with plans and details submitted to and approved by the LPA.

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

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 LPA.

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

Reason: In the interests of road safety.

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.

Travel Plan (to be approved)

No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport.

INFORMATIVES

Works within the Highway – Implementation Team

The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader [REDACTED] to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Roopa Bilichodmath
West Sussex County Council – Planning Services

[Redacted]

From: Elaine Walby on behalf of Planning.Responses
Sent: 01 May 2026 15:23
To: Planning Scanning
Subject: FW: Response To Application Number WA/18/26/PL at Land off Arundel Road Fontwell
Attachments: Response_WA-18-26-1.pdf

PL- Consultation- WSCC Highways response

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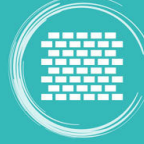
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Sent: 30 April 2026 20:39
To: Planning.Responses <Planning.Responses@arun.gov.uk>
Subject: Response To Application Number WA/18/26/PL at Land off Arundel Road Fontwell

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

Regards

Roopa Bilichodmath

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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