

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Mr. S. Davis
FROM:	WSCC – Highway Authority
DATE:	6 May 2025
LOCATION:	Land adjacent to Woodgate Nurseries Lidsey Road Aldingbourne PO20 3SU
SUBJECT:	<p>AL/143/24/RES</p> <p>Approval of reserved matters following outline consent AL/129/21/OUT for 95 No residential dwellings with associated parking, landscaping, open space (including play areas), infrastructure and works. This application is in CIL Zone 3 and is CIL Liable as new dwellings.</p> <p>Revised description & amended plans in response to feedback including a reduction in the scheme from 95 to 93 dwellings.</p> <p>Amended layout in response to WSCC Highways latest comments.</p>
DATE OF SITE VISIT:	n/a (visited at outline stage)
RECOMMENDATION:	Advice

This is the third WSCC Highways response to the above planning application seeking approval of reserved matters following outline consent AL/129/21/OUT for 95 No residential dwellings with associated parking, landscaping, open space (including play areas), infrastructure and works.

Response.

In its previous response dated 3 April 2025, the Highway Authority requested that the following matters in **highlighted red** text, were those matters still requiring further information and/or modification (the **blue text** was the applicant's previous response). Latest WSCC comments in **BOLD GREEN CAPITALS**:

1. The small garage sizes are not in accordance with Manual for Streets (MfS) recommended sizes. Applicant to amend. **Applicant response:** **All garages now meet the 6m x 3m standard. Noted – no further comment.**
2. Tabletop area adjacent to plots 36-44 conflicting with some driveways. Applicant to see if this can be altered to remove the conflicts. **Applicant response:** **The approach to tabletops has been reviewed and amended, with the tabletop removed outside plots 36-44, and the road south of plot 26 now changed to a shared surface – providing a change in surface material providing**

effective speed control. A new tabletop has been added at the junction between plots 49 and 92, to provide a speed control measure along the access road and at this junction. **Noted. However, footways in front of plots 1-15 and 21-26 should, ideally, not be footways given that the access road to which they emerge to is supposed to be a shared surface (comments do not extend to the continuation of the shared foot and cycle path found on the opposite side of the access road opposite plots 25 and 26 – this should remain as shown).** NOW SHOWN.

3. It is recommended that another tabletop be shown adjacent to plots 77-82 to act as a speed control and entry treatment to the adjacent plots. **Applicant response:** This suggestion has been reviewed and the parking and driveway strategy doesn't allow for table top in this location, however a new speed control measure has been added with a change in surface where the northern road crosses the farm track, to provide a visual feature to drivers, which combined with changed in surface into the private drive at plot 75 and entry measures between plots 56 and 68, provides for effective speed control within reasonable distances given the overall road design. **Noted – no further comment.**
4. The shared cycle crossing just north of the proposed pumping station and plot 26 would require users to cross on the ramp to the tabletop. Crossing needs to be adjusted to avoid the ramp. **Applicant response:** The cycle path has been designed so that it returns into the southern road, to avoid any need to cross on the ramp. **Noted – no further comment.**
5. Recommend that path in front of plots 27-29 (and continuing past plots 15 and 16) be widened to provide for shared foot and cycle use. **Applicant response:** This path has been increased in width as suggested. **Noted – no further comment.**
6. Applicant to show what controls/access treatment is/are proposed at the crossing point for existing farm track access. **Applicant response:** The design of the farm track access crossing has been amended, to include bollards to prevent vehicles from being able to turn from the site onto the farm track and also a change in surface material is now shown, to provide a visual signal to motorists. **Noted – no further comment.**
7. The Highway Authority recalls that the connection in the NE corner of the site was supposed to be shared foot and cycle (it is currently shown as a footway only). Applicant to amend this. **Applicant response:** A cycle path extends into the main site access, connecting to improved cycle infrastructure that is being progressed along Lidsey Road as part of S278. This provides a combined foot/cycleway from the site access and extending north of the site along Lidsey Road, allowing for improved accessibility to facilities and services (see plan DS_0707_15/INF/301 B). A footpath connection is provided in the site's north-eastern corner. **Having checked correspondence for the outline planning application, this included provision for a shared foot and cycle path emerging at this point, plus corresponding S278 works on the adjacent highway (A29). Whilst it is noted that the footway leading from the vehicular access to the site now includes a shared-use path running to and from the A29, the Highway Authority considers that the NE shared-use path should be re-instated as-per the outline plans, as this would provide further pedestrian and cycle access to and from the site, thereby further promoting Active Travel for residents of the development.** NOW SHOWN.
8. Recommend in front of plots 6-9, 58 and 59, that a shared surface road be installed instead of tarmac. **Applicant response:** The area adjacent to plot nos. 6-9 has now been shown as shared surface with block paving, as requested. The area on the vicinity of what was plots 58-59 (now 56) does not have the opportunity to include an additional raised table given that any ramp location would clash with drive accesses, but

an additional length of block paving has been added in front of plots 57-58. **Noted – but extra length of block paving has not been shown outside plots 57 and 58. NOW SHOWN.**

9. Appears to a lack of visitor parking throughout – particularly outside plots 34-36, 42-49 and the stretch of access road serving 49-95. Applicant to amend. **Applicant response:** Visitor parking has been reviewed and 16 spaces now provided and with improved distribution within the site, including the provision of 3 disabled visitor parking. *Noted – no further comment.*

10. Recommend that a path, suitable for walking and cycling, be constructed to the internal foot and cycle link adjacent to plot 1. **Applicant response:** A footpath is now shown to the front of plots 1-8, with a connection provided to the footway/cycleway to the west. A footpath rather than foot and cycleway is shown to avoid duplication with the provision to the north of the SuDS basin, which provides good quality connectivity and sustainable connections. **Noted.** *However, see WSCC comments for bullet point two (i.e. that footway adjacent to shared surface should not be a footway. The connection to the shared foot and cycle path need only join the access road adjacent to plot 1). NOW SHOWN.*

11. Parking for plots 9, 10, 12-16, 27 and 28 and 56 looks overly generous/too high. Applicant to re-visit to see if this can be reduced. **Applicant response:** The shared drive to plot nos. 9 and 10 has been defined by the fact that both plots are CAT2/NDSS types which require an additional 800mm to the width of their parking spaces. Given these are in a wedge-shaped drive means these are artificially set further back to accommodate this extra width. Regarding the remaining plots, the drives are defined again by CAT2/NDSS parking widths, and the length of the drives are dictated by the fact that where a garage is provided these need to be located a min. of 1.5m from the rear elevation of the house to ensure there is no clash when opening the garage door. Drive lengths without garages are defined by standard dimensions such as 10.5m. *Noted – no further comment.*

12. Parking space widths with obstructions either-side – should ideally measure 2.7m wide **Applicant response:** The scheme complies with this recommendation. *Noted – no further comment.*

13. Parking space lengths (for tandem parking arrangements – should ideally measure 6.0m long per vehicle) **Applicant response:** The starting point for parallel parking spaces will be 5m long, provided an adequate maneuvering spaces such as a 45-degree splay is allowed for at the front and/or rear of the space. Where a parking space sits between two other spaces then a distance of 6m is allowed for. *Noted.*

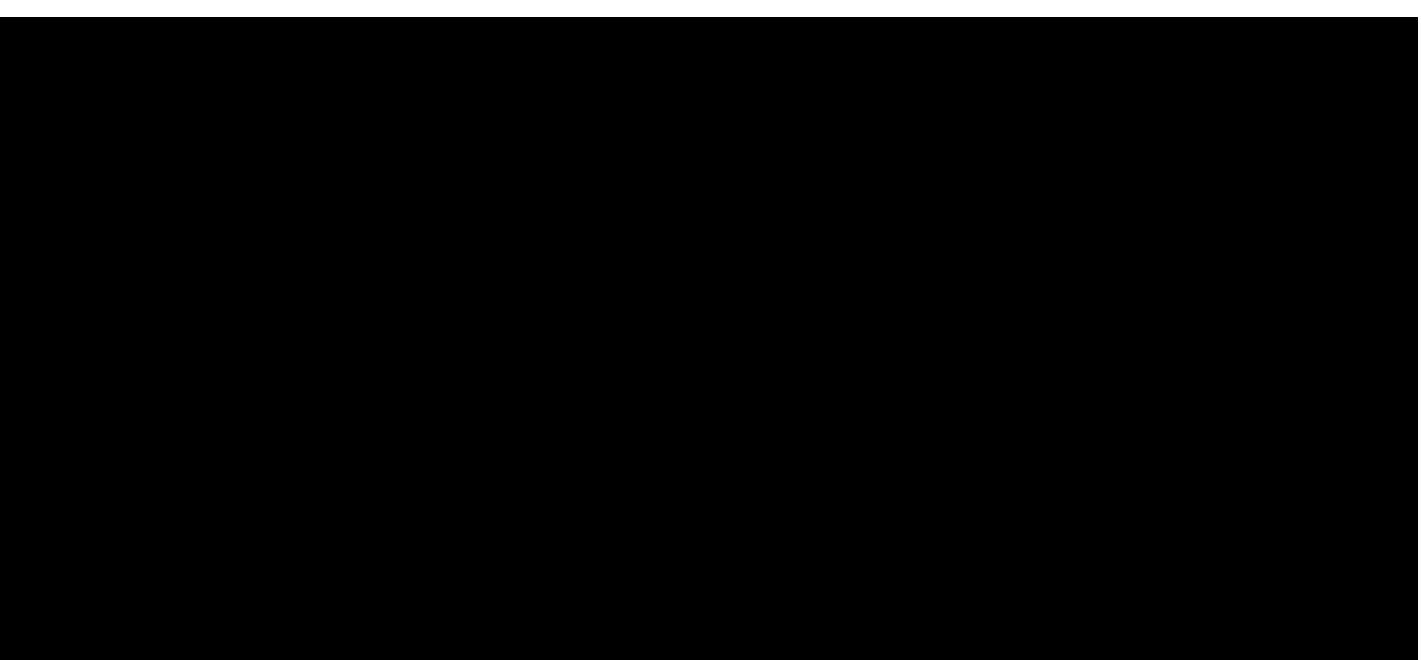
14. It is recommended that some external cycle storage (Sheffield Stands or similar) be provided throughout the layout, particularly adjacent to the LEAP and LAP. **Response still required.** **NOT SHOWN.**

15. NOTE - Width of some parts of the service margin would preclude adoption under S38. *No further comment.*

Conclusion.

Subject to confirmation that cycle stands will be implemented in or around the LEAP and LAP areas (see item 15 above), then the Highway Authority would be satisfied that all highway matters relating to this reserved matters application would be satisfied.

Tim Townsend
West Sussex County Council – Planning Services



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Regards

Tim Townsend

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