

Planning Department
Arun District Council
Arun Civic Centre
Maltravers Road
Littlehampton
BN17 5LF

7th August 2026

Our Ref:
Your Ref: AL/27/26/RES

F.A.O. Simon Davis, Principal Planning Officer

Dear Simon

Reserved Matters Application AL/27/26/RES
Land West of Lidsey Road (A29), Lidsey

I write further to the submission of the above application and following review of consultation responses to submit amendments to the scheme to positively address the feedback received, on behalf of my client BDW Trading Limited (care of Barratt David Wilson Homes Southampton Division).

I have updated the schedule of submitted plans and documents (dated 7th August 2026), with the updated plans and documents highlighted yellow for ease of reference. The amendments are summarised as follows for your assistance in reviewing the revised proposals:

Planning Officer:

- Condition 6: Tree survey plan requested
Response: Tree Survey drawing 24114-Tree Survey 2026 was submitted by email on 5th June 2026
- Query regarding ecological enhancement plan
Response: Homes for Nature plan ST-23-13 Rev. F showing ecological enhancements and Hedgehog Highway Guidance (ref: DB-SD11-204) and Swift Box details (DB-SD11-201 Rev. A) has been submitted and confirmation was received on 9th June 2026 that the submitted information was acceptable
- Lighting, comment on use of 6m columns and reference to condition to require alternative details
Response: This comment is noted and the applicant would accept conditions as necessary as part of an RM consent relating to lighting
- Levels, comment regarding existing levels information
Response: Topographic survey drawings 36WJ01, Sheets 1-9 were submitted by email on 5th June 2026, which identify existing levels information
- Plan requested to show M4(2) and M4(3) provision
Response: The relevant house types meeting M4(2) and M4(3) standards are identified on the accommodation schedule, included on the planning layout and annotated on drawing ST-23-20 Rev. A
- State 103sqm provided but unclear of the extent of this space
Response: The amenity space for the flat is annotated on the planning layout
- Parking arrangements - Plots 100-109 and 238-243
Response: The parking arrangements for the identified plots have been reviewed and although no changes in the parking arrangements are possible, each property is provided with sufficient space to meet parking

standards and access paths to the host property have provided where possible, although this is not possible in each instance. As these represents a small number of plots on site, we trust that this arrangement is considered acceptable

- Interface standards:

- 108/109R to 110S is 11.3m (should be 14m)

Response: This relationship has been reviewed and although no change has been possible, it is not considered that any significant adverse impacts would result, with any direct overlooking avoided by the arrangement of plots, including the placement of the garage serving Plot 110

- 245/246R to corner of 244 is 13.1m (should be 14m)

Response: This relationship has been reviewed and although no change has been possible, the separation represents a minor deviation from this standard and as the plot relationships are at an oblique angle, any significant overlooking is avoided

Response: The scheme design has ensured substantial compliance with the relevant interface standards, with the minor deviations identified not considered significant in affecting overall residential amenity.

- Market Housing mix:

Response: The proposed market housing mix has been carefully developed following consideration of the site's characteristics, design objectives, current market demand and the need to deliver a sustainable and well-balanced residential development. The mix includes a variety of dwelling types and styles, including 2, 3 and 4 bedroom homes, provided as detached, semi-detached and terraced houses, to be attractive to a broad range of purchasers and to meet a range of housing needs, including those of first-time buyers, young families, professional households and those seeking to move within the area, as well as bungalows that can help meet specialist housing needs.

Whilst the mix differs from the advice set out within Arun District Council's housing mix policy, it is considered that the mix is acceptable, representing an appropriate and justified response to the specific circumstances of the site, to ensure a deliverable development that will help to meet the District's housing land supply shortfall, whilst optimising the site's development potential, providing a varied mix of housing types and styles that responds to market demand and the needs of different household compositions to secure a high-quality residential environment.

WSCC Highways:

- Shared surface areas should be shown being constructed in contrasting material (blockwork)

Response: The shared surfaces are proposed to be block paved, as shown on the hard landscaping plan

- The driveway widths should be shown

Response: The engineering plans have been updated to annotate driveways widths as requested

- Tactile paving isn't shown at junctions and adjacent to crossings. This will need to be picked-up at detailed design and/or S38 stage

Response: Notwithstanding that this detail can be addressed at detailed design/S38 stage, the site layout plan has been updated to show tactile paving at all junction locations

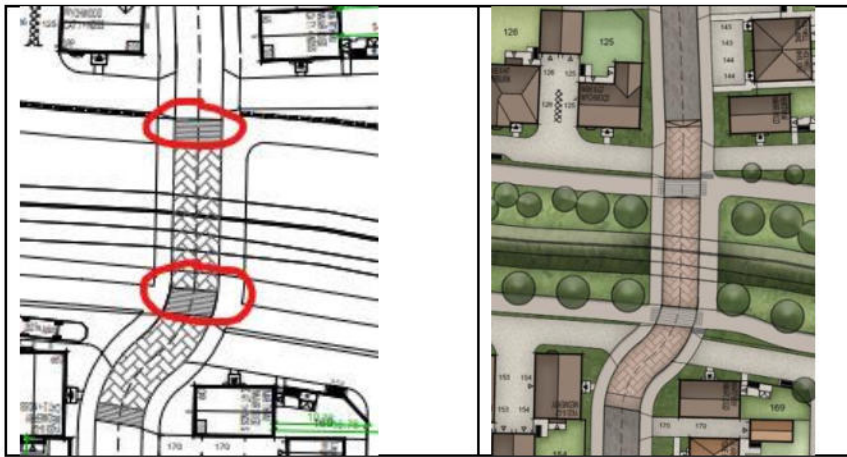
- Service margins will be required around roads where the applicant intends to offer them for adoption through a S38 Agreement

Response: This comment is noted and will be picked up at S38 stage as outlined. Service margins have however been reviewed and are appropriately shown on roads to be offered for adoption, consistent with the approach on phase 1

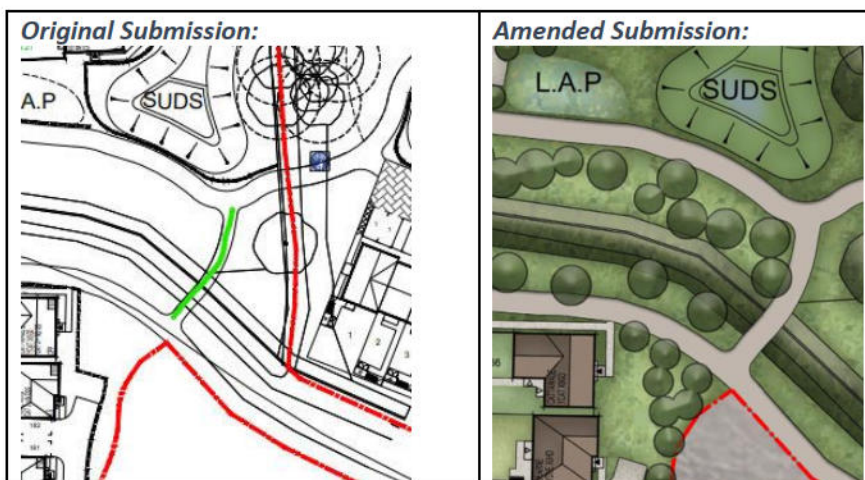
- Is pedestrian and cycle prioritisation proposed here across the carriageway?

Response: The raised table has been extended between plots 125 & 145, to reinforce pedestrian/cycle priority of the central crossing, as follows:

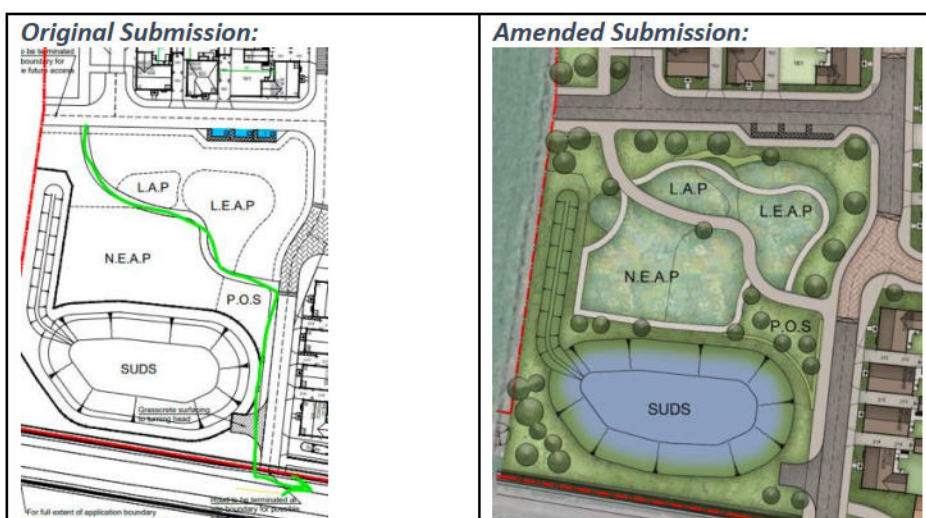
Original Submission:	Amended Submission:
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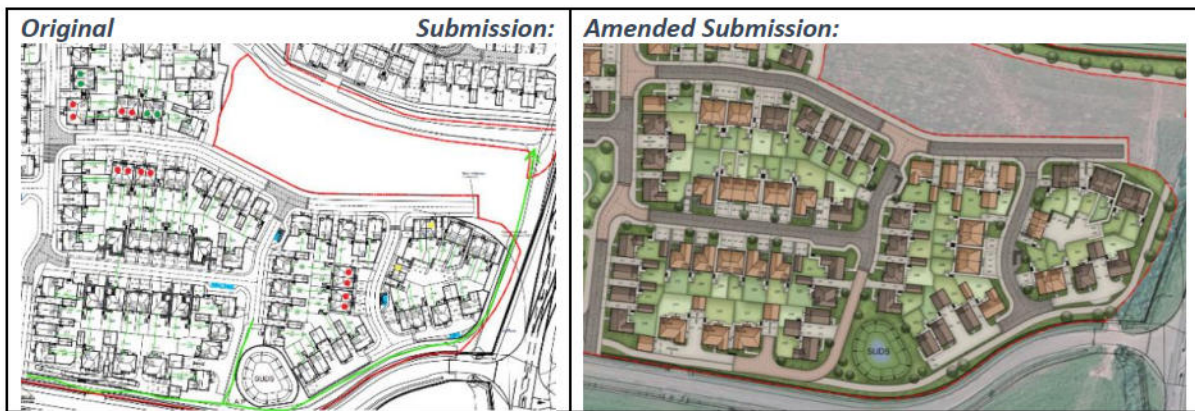
- Recommend that this path be widened to provide shared foot and cycle use
[Response:](#) The path north-east of Plot 166 has been revised to 3m, as follows:



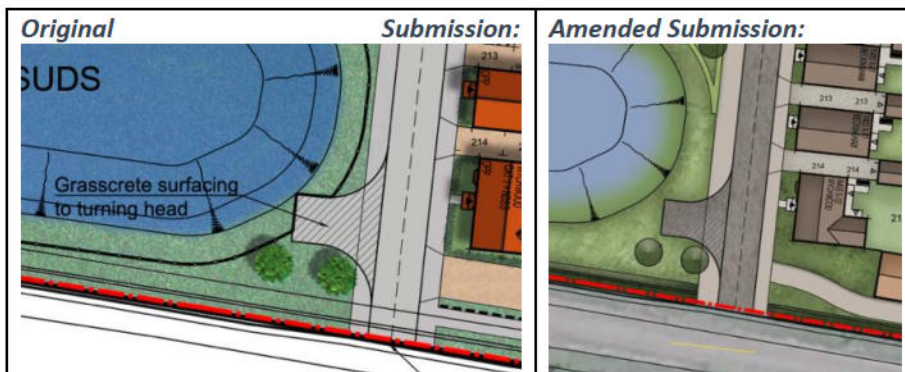
- The following should also be considered for shared foot and cycle use
[Response:](#) The central path through the open space in the south-west of the site has been revised to 3m, as follows:



- As above, this path should be considered for shared foot and cycle use (continuation of the above route):
[Response:](#) A pedestrian/cycle route has been included along the southern boundary, in the form discussed with Highways Officers prior to this submission, as follows:



- Turning for occupiers of plot's 166 and 167 looks to be restricted. Swept path analysis required
[Response:](#) The turning for private cars for these plots is shown on submitted tracking drawing DS_0707_15/INF/284 Rev. D
- The 'Grasscrete' turning head adjacent to the SUDS area in the south-western part of the site would not be suitable for adoption in that form of construction. If the intention is to adopt it and the adjoining road it is shown connecting to, it would need to be traditional asphalt construction.
[Response:](#) The specified turning head has been amended to asphalt, as follows:



- A plan should be provided showing visibility splays at junctions and shared access points (taken from 2.4m 'x' distance) and appropriate for speed limit on internal roads
[Response:](#) A visibility splay plan has been submitted, as requested
- Applicant to indicate where 'small' double garages are to be provided and to explain why the larger ones aren't proposed at those locations, as paragraph 3.3 in the accompanying Transport Note/Statement, says that as a minimum, the smaller garages would be provided with internal dimensions of 3.0m wide x 6.0m long, whereas plans provided show dimensions less than this
[Response:](#) The small garages are not counted as parking spaces within the site's parking space calculations
- Car parking space dimensions should ideally be 3.0m x 5.0m (applicant to confirm)
[Response:](#) The parking space dimensions plotted meet the Council's parking space size policy, in accordance with the space dimensions approved on Phase 1
- Applicant to confirm that cycle parking for flats will be in secure and overlooked storage areas and supplied with Sheffield-type stands
[Response:](#) The cycle parking for flats is well located and overlooked from within the parking area and from windows serving habitable rooms, to ensure good quality levels of natural surveillance. The cycle storage is sufficiently size to meet parking requirements, consistent with the cycle parking approved for Phase 1. The applicant would be willing to accept a condition attached to a reserved matters consent that requires the submission of any further details, if this is considered necessary
- External visitor cycle parking spaces should be provided adjacent to play areas
[Response:](#) Cycle parking has been included on the revised landscaping plans for the play areas, as requested.

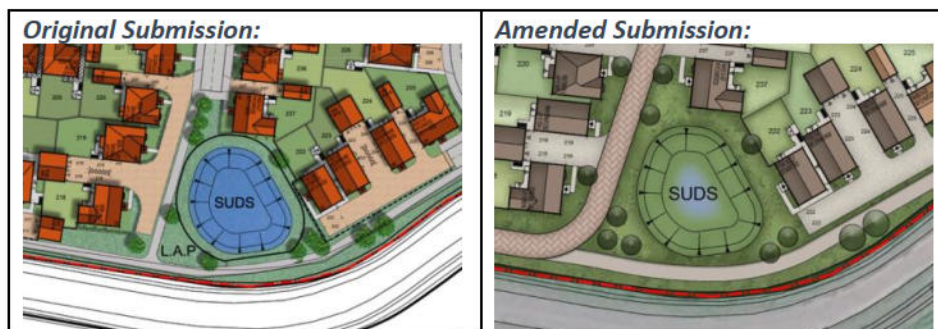
Landscape Officer:

- LEAP - inclusion of a bespoke/high impact feature

[Response:](#) The play area details have been reviewed, to provide the requested features

- Suggestion to remove the southern LAP

[Response:](#) As requested, the southern LAP has been removed from the proposals, as follows:



- North and central LAP - timber knee rail needs to allow for access (rather than stepping over it)

[Response:](#) The landscaping plans include appropriate access to the LAPs

- Hard landscape plan - no details included of gates on railing detail

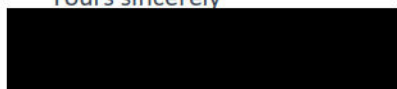
[Response:](#) The landscaping plans include these details, as requested

- Surface within LEAP to be changed from hoggin to tarmac

[Response:](#) The surfacing materials have been updated as requested

I trust that the above satisfactorily address all of the relevant comments received in relation to this application, to allow you to recommend approval. If however there are any queries or you wish to discuss this further then please do not hesitate to contact me.

Yours sincerely



Robert Collett BA(Hons) MTP MRTPI PISEP
Director

