

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Mr. S. Davis
FROM:	WSCC – Highway Authority
DATE:	10 September 2026
LOCATION:	Land West of Lidsey Road (A29) Lidsey PO22 9RG
SUBJECT:	AL/27/26/RES Approval of reserved matters following outline consent AL/70/23/OUT for the development of 155 No residential dwellings with associated parking, landscaping, open space (including play areas), infrastructure, works and demolition of existing structures, This application is a Departure from the Development Plan and is in CIL Zone 3 and is CIL Liable as new dwellings. Amendments in response to Highway and Landscape Comments - see covering letter.
DATE OF SITE VISIT:	n/a (desktop study undertaken for purposes of this RES planning application)
RECOMMENDATION:	Advice

This is the **updated second** WSCC Highways response to the above planning application seeking approval of reserved matters following outline consent AL/70/23/OUT for the development of 155 No residential dwellings with associated parking, landscaping, open space (including play areas), infrastructure, works and demolition of existing structures.

Latest Highway Authority Response.

Following review of the previously submitted drawings, the Highway Authority requested that that the following be attended to (the black text). Latest comments in **red** text alongside (comments based on 'Coloured Layout' Drawing No. ST-23-10 Revision 'J' dated July 2026 and other information available on the Arun Planning web pages and information contained in email from Robert Collett to the author):

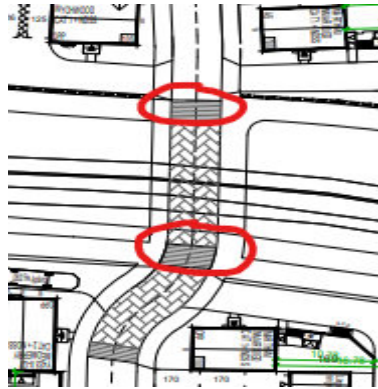
- Shared surface areas should be shown being constructed in contrasting material (blockwork). *This is now shown. However, for the section of shared surface/private access driveway that start adjacent to plots 221, 225 and 236, the footway should be terminated just south of the raised feature that delineates the start of the different road surface. This should be picked up at detailed design stage.*
- The driveway widths should be shown. For single width, WSCC recommend 3.0m between walls/obstructions – for double – 6.0m.
- 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. *A number of junctions are now shown with tactile paving. The Highway Authority recommends that further tactile paving is considered at the following locations (again, can be picked up at detailed design stage):*



And:

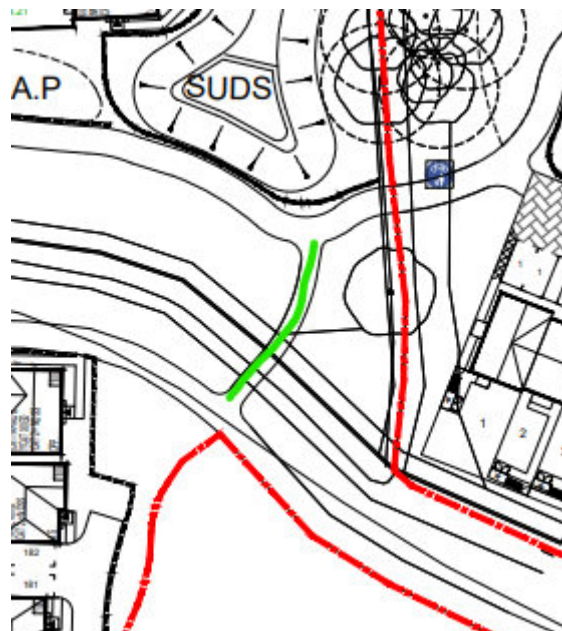


- Service margins will be required around roads where the applicant intends to offer them for adoption through a S38 Agreement. Standard dimension is normally 2.0m - anything less may prevent adoption. *The latest plan shows service margins at various locations and at varying widths. As stated previously, anything less than 2.0m might prevent adoption.*
- Is pedestrian and cycle prioritisation proposed here across the carriageway?:-



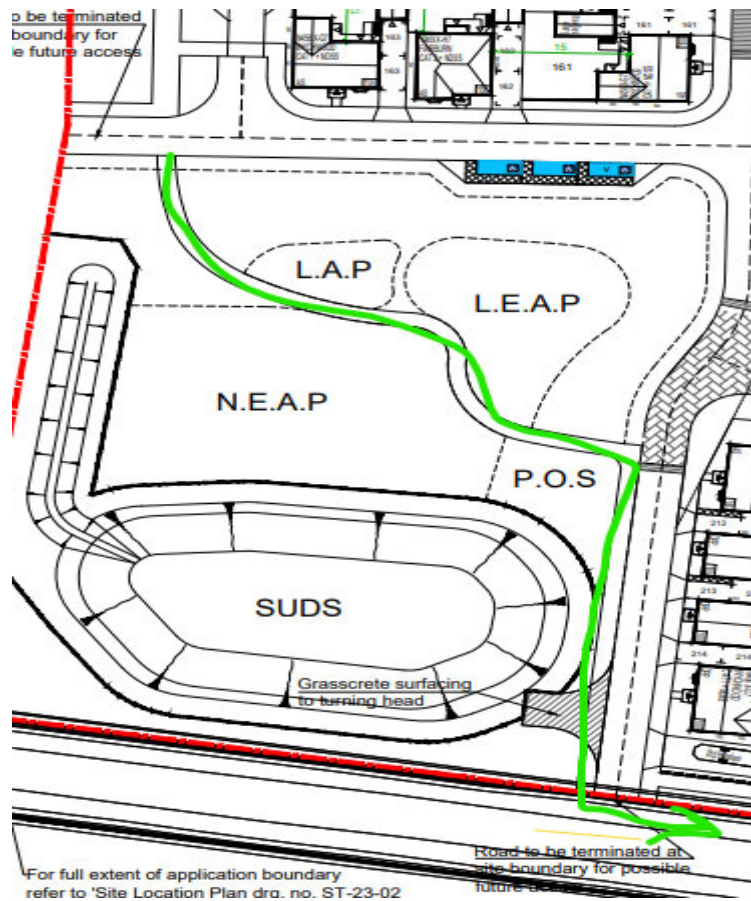
Based on the drawing submitted, priority for non-motorised users is not provided at the above locations, although the raised carriageway at this location has been extended and amended which would highlight that pedestrian and cycle crossings are being provided at this location.

- Recommend that this path be widened to provide shared foot and cycle use:-



This is now shown.

- The following should also be considered for shared foot and cycle use:-



This is now shown. Path markings, signs and corduroy and/or tactile paving to be shown at detailed design stage.

- Likewise, This path should be considered for shared foot and cycle use (continuation of the above route):-



This is now shown. Path markings, signs and corduroy and/or tactile paving to be shown at detailed design stage.

- Turning for occupiers of plot's 166 and 167 looks to be restricted. Swept path analysis required. **Although plans are shown to exist on the ADC Planning website, the plans themselves do not open. Case officer or applicant to provide, please. Now shown.**
- 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. *The turning head in the south-west corner has been amended to asphalt. However, there is not a service margin shown around it fully which could prevent it being adopted.*
- 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. **This is not shown. One junction is not shown with the splays and another with a splay in one direction only. However, visibility splays at these locations look to be achievable based on the detail shown.**
- 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. **This information is still required. Comment noted about small garages not counting. As ADC use their own parking guidance, they can decide whether the provision is acceptable.**
- Car parking space dimensions should ideally be 3.0m x 5.0m (applicant to confirm). *While this isn't confirmed (although a note is provided to say that dimensions of spaces will match those for previous phases), the distances between buildings/walls either side of parking driveways exceed the 2.4m parking*

bay widths, which would mean that the majority of parking spaces would likely match or even exceed the dimensions requested of 3.0m x 5.0m.

- Applicant to confirm that cycle parking for flats will be in secure and overlooked storage areas and supplied with Sheffield-type stands. **Not confirmed. Again, for the LPA to decide whether provision is acceptable using their parking guidance.**
- External visitor cycle parking spaces should be provided adjacent to play areas. **Noted that the applicant says that this will be shown on detailed landscaping plans. However, from scrutiny of the submitted plans, no cycle parking provision is shown provided. Noted, now supplied.**

Response ends.

**Tim Townsend
West Sussex County Council – Planning Services**

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From: Simon Davis <Simon.Davis@arun.gov.uk>
Sent: 10 September 2026 09:40
To: Planning.Responses <Planning.Responses@arun.gov.uk>
Subject: FW: AL/27/26/RES

WSSC Highways final comments

Kind Regards

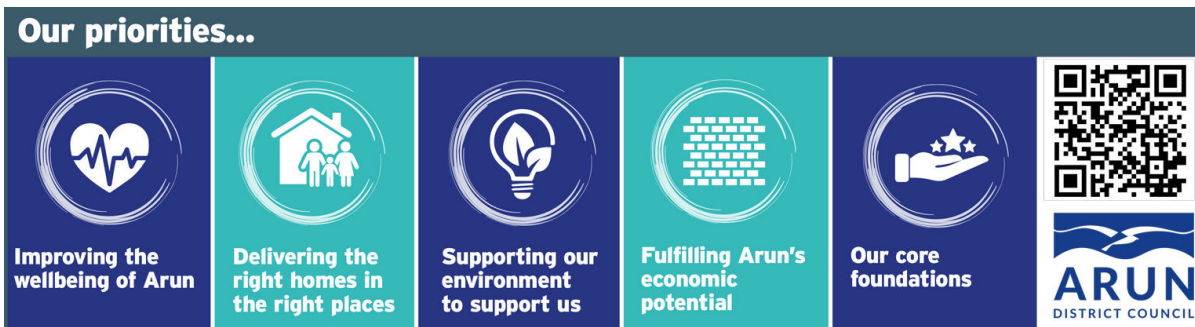
Simon

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From: Tim Townsend [REDACTED]
Sent: 10 September 2026 09:18
To: Robert Collett [REDACTED]
Cc: Simon Davis <Simon.Davis@arun.gov.uk>; Allison, Gregg [REDACTED] Briggs, Sam [REDACTED]
Subject: RE: AL/27/26/RES

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Dear Rob,

Thank you for this information – most helpful.

I have now updated my last response (attached) with new comments in **bold green** text.

This now concludes the WSCC Highways response to this RES planning application.

Regards,

Tim

Tim Townsend, MCIHT

Principal Transport Planner, County Highways Team – Highways, Transport and Planning
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