

WEST SUSSEX COUNTY COUNCIL CONSULTATION

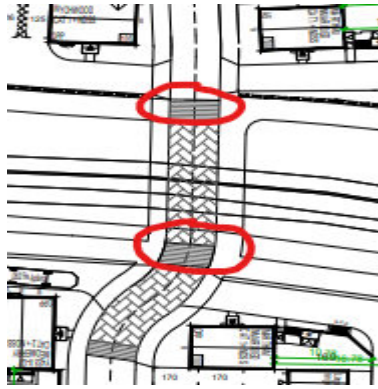
TO:	Arun District Council FAO: Mr. S Davis
FROM:	WSCC – Highway Authority
DATE:	7 May 2026
LOCATION:	Land West of Lidsey Road, (A29) Lidsey, PO22 9RG
SUBJECT:	AL/27/26/RES Approval of reserved matters following outline consent AL/70/23/OUT for the development of 155 No residential dwellings with associated 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.
DATE OF SITE VISIT:	n/a (desktop study undertaken for purposes of this RES application)
RECOMMENDATION:	More Information Required

This is the 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.

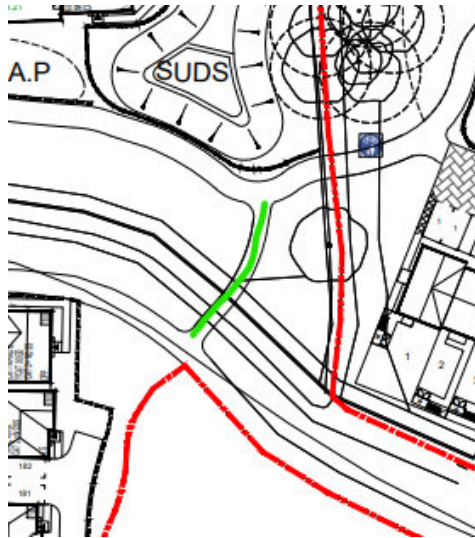
Response.

Following review of the submitted drawings, the Highway Authority requires that the following be attended to:

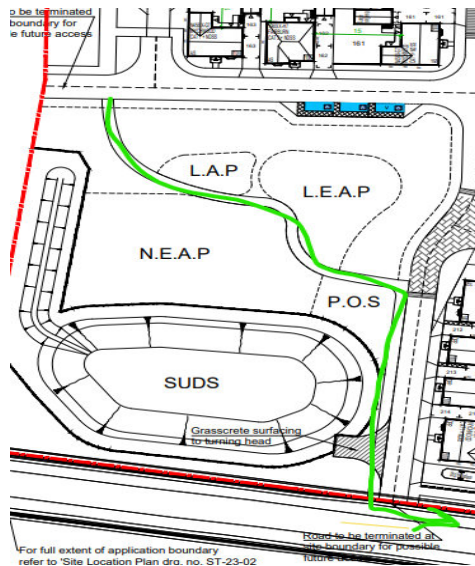
- Shared surface areas should be shown being constructed in contrasting material (blockwork).
- The driveway widths should be shown. For single width, WSCC recommend 3.0m between walls/obstructions – for double – 6.0m.
- Tactile paving isn't shown at junctions and adjacent to crossings. This will need to be picked-up at detailed design and/or S38 stage.
- 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.
- Is pedestrian and cycle prioritisation proposed here across the carriageway?:-



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



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



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



- Turning for occupiers of plot's 166 and 167 looks to be restricted. Swept path analysis required.
- 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.
- 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.
- 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.
- Car parking space dimensions should ideally be 3.0m x 5.0m (applicant to confirm).
- Applicant to confirm that cycle parking for flats will be in secure and overlooked storage areas and supplied with Sheffield-type stands.
- External visitor cycle parking spaces should be provided adjacent to play areas.

Conclusion.

Further information, as set out above, is required. When available, the case officer should re-consult the Highway Authority, at which point it will review the proposal further.

Thank you.

Tim Townsend
West Sussex County Council – Planning Services

Tim Townsend

Please do not reply directly to this email.

Any formal reconsultation on the application should be directed to

██ but the responding officer can be contacted directly via email if there are any questions relating to this response.

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