

For Attention of: Amber Ward, Arun District Council

Your Reference: LY/9/25/PL - Crossbush Services, McDonalds Restaurant Lyminster Road Lyminster BN17 7QQ

Proposal: Refurbishment of restaurant to include a 5.6 sqm extension, replacement entrance door and the formation of an additional entrance with new glazing, refreshment of patio areas with new furniture and associated works. This application is in CIL Zone 3 (Zero Rated) as other development.

Our Reference: NH/25/13203

Dear Amber,

Thank you for your email of 8 October 2025 consulting National Highways regarding the above referenced application.

We are concerned about the safety, reliability, and operational efficiency of the Strategic Road Network (SRN), in this case the A27 in the vicinity of the site.

We have reviewed the application and submitted documents.

Please find attached our formal National Highways' Planning Response (NHPR) of **no objection** to the application.

Should you or any others have any queries regarding our response, please contact us via [REDACTED].

Kind regards,

Nigel De Wit MRTPI, Spatial Planner
South East Region, Operations Directorate
National Highways

[REDACTED]
[REDACTED]
Web: www.nationalhighways.co.uk

For information about our engagement with the planning system please visit <https://nationalhighways.co.uk/our-roads/planning-and-the-strategic-road-network-in-england/>

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National Highways Planning Response (NHPR 25-01) Formal Recommendation to an Application for Planning Permission

From: Michelle Berrington (Head of Planning & Development)
Operations Directorate
South East Region
National Highways
[REDACTED]

To: Arun District Council (FAO Amber Willard)
amber.willard@arun.gov.uk

CC: [REDACTED]
[REDACTED]

Council's Reference: LY/9/25/PL

Location: Crossbush Services, Mcdonalds Restaurant Lyminster Road Lyminster
BN17 7QQ

Proposal: Refurbishment of restaurant to include a 5.6 sqm extension, replacement entrance door and the formation of an additional entrance with new glazing, refreshment of patio areas with new furniture and associated works. This application is in CIL Zone 3 (Zero Rated) as other development.

National Highways Ref: NH/25/13203

Referring to the consultation on a planning application dated 8 October 2025 referenced above, in the vicinity of the A27 Trunk Road that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- a) **offer no objection (see reasons at Annex A);**
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- ~~c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority propose not to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via [REDACTED] and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to [REDACTED]

This response and all comments outlined herein are made in respect of planning matters only in National Highways' position as a statutory planning consultee, and does not confer any proprietary rights nor amount to the giving or refusal of consent, assent, approval, or awareness of or by National Highways in or of any other aspects or matters (including, but not limited to, the use of property belonging to National Highways). If anyone wishes for National Highways to consider any aspects which do not relate to planning submissions, they should call our contact centre on 0300 123 5000.

Signature: [REDACTED]

Date: 16 October 2025

Name: Nigel De Wit

Position: Spatial Planner

National Highways

Bridge House, 1 Walnut Tree Close, Guildford, Surrey, GU1 4LZ

¹ Where relevant, further information will be provided within Annex A.

Annex A National Highways' assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

No Objection: Reasons

We will be concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN, in this case, particularly within the vicinity of the A27.

Given the scale and location of this proposal, we are satisfied that this development, if permitted, would not have an unacceptable impact on the safety, reliability, and/or operational efficiency of the SRN in the vicinity of the site. **No objection.**

Standing advice to the local planning authority

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 77 and 110 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 109 and 115 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up as part of a vision-led approach.

Moreover, the carbon reduction hierarchy (avoid-switch-improve) as set out in clause 4.3 of PAS2080:2023 promotes approaches and measures to minimise resource consumption and thereby reduce carbon emissions.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.