

[REDACTED]

From: Nicola Moore on behalf of Planning.Responses
Sent: 22 October 2019 12:14
To: Planning Scanning
Subject: FW: Response To Application Number BE/103/19/RES at Land west of New Barn Lane Bersted PO21 5DN
Attachments: Response_BE-103-19-RES.pdf

[REDACTED]

Nicky Moore | Technical Support Assistant, Planning Department, Arun District Council | Location: First floor, Arun Civic Centre, Maltravers Road, Littlehampton, BN17 5LF

[REDACTED] Visit Arun's web site
at www.arun.gov.uk. . . Save the environment - think before you print.

-----Original Message-----

From: planninghighways [REDACTED]
Sent: 22 October 2019 11:55
To: Planning.Responses <Planning.Responses@arun.gov.uk>
Cc: Alison.meeus@westsussex.gov.uk
Subject: Response To Application Number BE/103/19/RES at Land west of New Barn Lane Bersted PO21 5DN

Please could the attached response be distributed to the relevant case officer.

Regards

Alison Meeus

If you wish to reply to this email, please contact the officer directly.

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO:Raymond Cole
FROM:	WSCC - Highways Authority
DATE:	22 October 2019
LOCATION:	Land west of New Barn Lane Bersted PO21 5DN
SUBJECT:	BE/103/19/RES Approval of reserved matters following the grant of BE/77/16/OUT and BE40/18/PL for 50 No. residential units with associated roads, drainage & other related infrastructure.
DATE OF SITE VISIT:	n/a /
RECOMMENDATION:	More Information
S106 CONTRIBUTION TOTAL:	n/a / £ See below for breakdown.

WSCC as the County Highway Authority has reviewed the above reserved matters application. Comments are made in respects of;

- Swept Path Analysis DR-0151Rev P01
- Design and Access Statement PG 1-38
- Location Plan S101
- Refuse Strategy Layout P107
- Car Parking Layout P106
- Surface Materials Layout P105
- Proposed Site Layout P101
- Coloured Layout 18256/C101

- 1) The main estate road running through the site will provide a width of 5.5m which will allow two cars, or car and large vehicle, such as a removal van or refuse lorry, to pass each other. A 2m wide footway will also be provided on either side of the spine road however; it is unclear if these will be raised with kerbs, and how the surface of this will be treated. It is noticed the footway crosses over the access points leading into the shared surface lanes. No dropped kerbs are provided which suggests a level surface. The shared surface lanes are narrower in width at 4.8m however;

this still allows two cars to pass. WSCC find the road and footway widths to be acceptable.

- 2) Details of materials and street furniture specs are not approved at this stage and will be checked at the detailed design stage forming part of any s38 agreement. The general principles can be considered and the following comments are made.

The materials proposed for the footway and road, are both identified in the Surface Materials Layout P105 as tarmac. Generally; contrasting materials would be used between roads and footways and it is expected these will be different in the final design.

A different use of material is also proposed within parts of the shared surface lanes; which is accepted. This is common when differentiating between shared surface areas and standard road layouts.

The only areas of concern that are not understood are:-

- Is the main access road a kerbed road and footway layout with dropped kerbs or a completely shared surface layout?
- Based on the surface materials layout plan how will the two materials (gravel and tarmac) tie into each other?
- Type of gravel would need to be compacted due to issues with overspill into main access road.
- Lines on the plans provided are not within the Key Table, what are they? Do they define the extent of adoptable highway?

- 3) The site has a good footway layout which allows for permeability within the site. Footpath links will be provided in the bottom southern corner nearest to plot 31, and will provide a link into Winston Crescent. This would allow access directly from the site into the wider footway network and also access to the Jubilee Recreation Ground.

- 4) Links into the PROW to the north east of the site will also be provided details have not been shown in any submitted plans.
- 5) Footways within the site appear rather narrow. Whilst it is appreciated these may not be drawn to scale these should be a minimum of 1.5m, ideally 2m if recommended for shared use by pedestrians and cyclists.
- 6) Refuse Vehicle tracking for a Phoenix 2-17n has been submitted within the Swept Path Analysis DR-0151Rev P01.drawing. Changes to the proposed layout includes some minor modifications to include kerb realignment within the turning head opposite the apartment block, and the re-location of trees opposite plot 13 in the north west corner of the development; to provide a larger road area within the turning head. The LPA should check with the refuse collection team in respects of surfacing requirements in this location.
- 7) Car Parking has been assessed against the WSCC Car Parking Demand Calculator. The amount of car parking provided within the development is in line with WSCC maximum standards. As per the WSCC guidance on parking at new developments 2019, 20% of all parking spaces should be provided with electric vehicle charging points with ducting provided at all remaining spaces where appropriate. This equates to 23 spaces as a minimum.

All car parking spaces are provided slightly larger than the recommended standard at 2.4m x 5m, this allows for a large family car. Garages are counted as useable spaces and are dimensioned with the specified limits of 3m x 6m for a single garage and 6m x 6m for a double garage.

- 8) 9 visitor spaces and 4 unallocated spaces are provided on-site although the majority of these spaces (8) are located in the northern section of the development, in one block. It would be more beneficial to have these evenly distributed around the site if space will allow. Notwithstanding; the

access road and lanes are wide enough to accommodate on-street parking should this occur.

9) Cycle parking is provided for and spaces are in sheds in gardens or designated cycle parks in the apartment blocks.

10) It is noticed the footway continuity is unclear next to plot 17. What provision has been provided for pedestrians, especially persons who are mobility impaired? How will this be defined?

Please can the applicant provide more details as follows:-

- A plan providing details of the location and width of footpath links to the north, and to the south.
- An updated surface materials plan indicating, gravel type (ideally compacted), including what the lines are on the plan, extent of adoptable highway shown.
- Clarity over footway/road definition and treatment for mobility impaired especially where the footway ends by plot 17.
- Car parking layout showing provision and location of EVC charging points.

Alison Meeus
West Sussex County Council – Planning Services