

**WEST SUSSEX COUNTY COUNCIL
PLANNING SERVICES CONSULTATION**

DATE: 25th September 2017

**FROM: Ian Gledhill TO: Arun District Council
FAO: David Innes**

SUBJECT: BE/113/17/RES - Approval of reserved matters following outline consent BE/18/17/PL for appearance, landscaping, layout & scale for a mix of up to 90No. residential units, associated open space, landscaping, access & car parking.

Land West of, New Barn Lane, Bersted, West Sussex

RECOMMENDATION:

Advice	☒	Modification	☒	More Information	☐
Objection	☐	No Objection	☐	Refusal	☐

The covering letter included with the application makes reference to the approval of reserved matters and the discharge of conditions associated with BE/18/17. For the purposes of this consultation response, comments are made only in connection with the approval of reserved matters.

At this time, it's unclear if any of the internal roads, footways, or casual parking areas are to be offered for adoption as public highway. Although matters of adoption are not a material planning consideration and would be subject to a separate review, it would be helpful to understand the developer's intentions regarding highway adoption.

Related to the above, some details of materials and potentially raised features within the site are also shown. The Local Highway Authority will review the acceptability of materials and features within the proposed adoptable highway as part of any application for adoption. The acceptability of these matters has not been considered nor are these being approved by the LHA as part of the current reserved matters approval.

With respects to the plans and details submitted, a range of carriageway widths (5.5 metres to 4.1 metres) are proposed through the development. The widths are considered suitable for the intended function of the road when viewed against the guidance of Manual for Streets. There are also a mix of segregated carriageway and footways along with shared surfaces. Again, the extents of the proposed areas are considered acceptable.

Where footways are provided these are generally 2 metres wide. Narrower 1 metre wide footways are also shown in various locations. 1 metre footways are quite narrow; the DfT's Inclusive Mobility advises that 1.5 metres should be taken as the minimum acceptable width whereas MfS suggests a minimum width of 2 metres. Ideally, the 1 metre wide footways would therefore be widened to 1.5 metres. Where it is not possible to achieve a 1.5 metre width, the footway should be widened as much as possible (ideally to a minimum of 1.2 metres).

Margins would be required to accommodate services along both sides of shared surface areas. Whilst this is not an issue through most of the development, there are areas where service margins are restricted. The provision of service margins would be reviewed as part of any highway adoption agreement.

Car parking is stated as being in accordance with the WSCC Parking Demand Calculator. The development should therefore accommodate sufficient parking to meet all potential demands. Garages are presumed as being counted towards the overall parking provision. Confirmation would be sought that these meet the minimum internal dimensions of 6 by 3 metres to allow these to be counted as spaces.

The Planning Authority should liaise with the waste collection team to ensure that the arrangements for refuse collection are appropriate.

In summary, there are no fundamental issues with the layout as shown. As set out above, there are various matters where confirmation is required from the applicant.

Ian Gledhill
Planning Services