

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davies
FROM:	WSCC - Highways Authority
DATE:	22 January 2020
LOCATION:	The Cottage Shripney Road Bognor Regis PO22 9PA
SUBJECT:	BE/137/19/RES Application for approval of phase 2 reserved matters following outline permission BE/63/17/OUT (as amended by BE/131/18/PL) for 20 No. dwellings.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information
S106 CONTRIBUTION TOTAL:	n/a

The site is recognised as benefitting from outline planning approval with matters of access having been permitted as part of this. As the access is permitted, no further comments are made in respects of this. The current application relates to those outstanding reserved matters for phase 2 (20 dwellings).

It's not apparent at this stage whether the on-site road is to be offered for adoption as public highway. It is perhaps unlikely that WSCC Highways would adopt the road given the absence of a service margin along the northern road edge. Nevertheless, it is acknowledged that highway adoption is not a material planning consideration, as such the layout has been reviewed against current design guidance (namely Manual for Streets) and planning policy.

The layout includes a 4.8metre wide carriageway that narrows to 4.5 metres at the turning head. A continuous 1.8 metre wide footway is proposed on the southern side of the access road. A section of footway is proposed on the north side of the access road but this extends only a short distance into the site as far as plots 1-6. Areas of shared surface are proposed but only within the parking courts. These areas will be lightly trafficked and low speed. Other than the absence of service margin along the northern edge of the road (which is more a requirement for adoption), the layout is generally acceptable when viewed against MfS.

Tracking is demonstrated for a 9.86 metre refuse vehicle. Although no over-running is indicated, the tracking is very tight to the kerb with very little margin for error. This aside, it must be confirmed with the Arun DC waste

collection team that the correct vehicle dimensions have been applied and that the collection arrangements are acceptable. In practice and based on the tracking as shown, there would be logic in increasing the road width (currently at 4.5 metres) into the adjoining parking courts. In the event a refuse vehicle cannot turn on-site, this would inevitably then result in reversing manoeuvres onto or off of the A29. Such a manoeuvre would not be supported by WSCC Highways.

The developer should confirm that the parking provision complies with the recently adopted Arun DC Parking Supplementary Planning Guidance. Although this is referenced in the Planning Statement, mentioned is made only of the draft SPG as opposed to the adopted version.

In terms of the more parking layout, the Planning Statement (4.5.1) indicates that only car barns rather than garages are proposed. The provision of car barns therefore would count as whole parking spaces rather than 0.5 of a space as would be applied for a garage.

Whilst a consequence of the design, the visitor parking spaces north of 20 will potentially be more convenient for those residents of plots 17-20 as opposed to using the allocated spaces to the rear of these plots. Should this occur, the availability of visitor parking would be greatly reduced with only two spaces (both of which are within the car park for plots 1-6) then available. Measures (e.g. timed restrictions) should be shown to control the use of these spaces as well as lighting on the footpath leading from the car parking area.

No mention is made of EV charging within the vehicle parking areas. The applicant should review and outline the proposed EV charging viewed against the ADC Parking SPG.

In summary, further information would be required.

Ian Gledhill
West Sussex County Council – Planning Services