

## Becca Stokes

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**Sent:** 07 October 2015 15:24  
**To:** Neighbourhood Planning  
**Cc:** Louise Goldsmith; Darryl Hemmings; Dan Sanders; Tracey Webb; Glen Westmore  
**Subject:** Publication of the Bosham Neighbourhood Plan  
**Attachments:** Development Management guidance.doc

Dear all

Thank you for the opportunity to comment upon the Parish Council's Consultation Submission Neighbourhood Plan for Bosham.

### General

In general, the County Council looks for Neighbourhood Plans to be in conformity with the District and Borough Councils' latest draft or adopted development plans. The County Council supports the District and Borough Councils in preparing the evidence base for these plans and aligns its own infrastructure plans with them. The County Council encourages Parish Councils to make use of this information which includes transport studies examining the impacts of proposed development allocations. Where available this information will be published on its website or that of the relevant Local Planning Authority. In relation to its own statutory functions, the County Council expects all Neighbourhood Plans to take due account of its policy documents and their supporting Sustainability Appraisals. These documents include the West Sussex Waste Local Plan, Minerals Local Plan and West Sussex Transport Plan. It is also recommended that published County Council service plans, for example Planning School Places and West Sussex Rights of Way Improvement Plan, are also taken into account.

### Housing & employment allocations

Given that the Submission Neighbourhood Plan for Bosham includes the proposed allocation of small scale housing and employment sites, it should be noted that site specific principles in the Neighbourhood Plan will need to be tested and refined through the Development Management process (through the provision of pre-application advice or at the planning application stage) or as part of a consultation for a Community Right to Build Order. Whilst the County Council supports the proactive approach undertaken to allocate sites in the Neighbourhood Plan, we are unable to comment on site specific principles at this stage. In considering site specific principles, please refer to the attached Development Management guidance.

The County Council currently operates a scheme of charging for highways and transport pre-application advice to enable this service to be provided to a consistent and high standard. Please find further information on our charging procedure through the following link:

[http://www.westsussex.gov.uk/leisure/getting\\_around\\_west\\_sussex/roads\\_and\\_pathways/plans\\_and\\_projects/development\\_control\\_for\\_roads/pre-application\\_charging\\_guide.aspx](http://www.westsussex.gov.uk/leisure/getting_around_west_sussex/roads_and_pathways/plans_and_projects/development_control_for_roads/pre-application_charging_guide.aspx)

### Policies

Policy 9(B): Please remove reference to 'West Sussex County Council (as the SuDS Approving Body)' and replace with the relevant Local Planning Authority (Chichester District Council).

### Infrastructure

6.12: This section identifies aspirations and priorities for infrastructure provision. Please note, the County Council is working with Chichester District Council to establish appropriate

governance arrangements to oversee the prioritisation of infrastructure across different services. This will be important to secure delivery of priority projects.

Kind Regards  
Lucy

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## Development Management Guidance

There are two sets of guidance that govern road design: Manual for Streets (MFS) for lightly trafficked residential streets and Design Manual for Roads and Bridges (DMRB) for all other roads, including rural roads. These can be accessed through the following link under 'resources':

[http://www.westsussex.gov.uk/leisure/getting\\_around\\_west\\_sussex/roads\\_and\\_pathways/plans\\_and\\_projects/development\\_control\\_for\\_roads/pre-application\\_charging\\_guide.aspx](http://www.westsussex.gov.uk/leisure/getting_around_west_sussex/roads_and_pathways/plans_and_projects/development_control_for_roads/pre-application_charging_guide.aspx)

The County Council supports the approach set out in MFS, which has been adopted guidance for residential street design since its introduction in 2007. Within this document there are some very useful references to visibility splays, turning circles and car parking layouts. The document does not however provide specific measurements for visibility splays, so:

"X "Distances from the (kerb back) are typically:

- 2.0 metres -domestic single accesses
- 2.4 metres- for shared or busy crossovers
- 4.5 metres- for busy junctions
- 9.0 metres-major junctions

"Y "Distances are based on vehicle speed, and for lightly trafficked residential streets MFS would be applied:

- 20 mph- 25 metres
- 25 mph- 33 metres
- 30 mph- 43 metres

For a road where the 85<sup>th</sup> percentile speed is in excess of 37 mph and for roads where MFS does not apply, TD/93 distances from DMRB would be applied:

- 40 mph-120 metres
- 50 mph-160 metres
- 60 mph-215 metres

The Local Design Guide provides further advice on how MfS is to be interpreted and applied within West Sussex. It can also be accessed via the link above under 'resources'.

The WSCC parking standards were adopted in 2003 as Supplementary Planning Guidance (SPG). The SPG sets out parking standards for development in West Sussex. However, in September 2010 a new approach to parking in residential developments was adopted and changes to the original SPG that are affected by the September 2010 changes have been

highlighted in the 'Guidance on Car Parking in Residential Development' document provided in the link above. This also contains recommended levels of cycle provision.