

## 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.