

The external site is still our preferred choice to ensure a regular collection.'

Following on from this, a further meeting was held between Officers and The Waste Strategic Manager. The Waste Strategy Manager has continued to express a strong preference for the alternative arrangement of waste and recycling storage relocated from the converted barn to the access lane by the existing bin storage area historically used by the Service for both The Bowls Club and residents of Church House.

The Waste Strategy Manager advises that in this option the truck would continue to reverse up the access lane to collect the waste/recycling. Reversing for a short distance is considered by them to be safer due to the extensive visibility from the cab and the use of two banksmen.

In any scenario a larger truck (10.2 ms long and 2.55 ms wide) would be used to service what is a greater generator of waste/recycling than the previous bedsit use and this arrangement aligns with the programme for replacing all trucks with this larger size of vehicle for financial /operational reasons.

The experience of the Waste Strategy Manager is that after a few months, residents of new developments, typically, become less respectful of parking/turning areas and their vehicles begin to encroach onto manoeuvring areas.

Such encroachments can not only prevent servicing by the waste trucks but also risk damage to residents' vehicles and, possibly, harm to people if reversing over a longer distance is required to exit the conflict. If such incidents were to occur and safety thereby threatened, they would seek alternative arrangements.

Further to this the Waste Strategy Manager has advised:

'For the size of the development the allocation of bins would be 2 x 1100 litre bins for refuse and 3 x 1100 litre for recycling. These could be situated in a wooden compound in the area that we identified. Although the vehicle that currently services that area is narrower and shorter, due to its age and reliability it is often off the road so we have to use the larger vehicle on a regular basis. Plus the recycling vehicle that would be servicing that development is the larger type.'

Also not only have we concerns about the residents potential poor parking but various deliveries that people have during the day would also cause issues in being able to correctly service the area.

By having the bins in the separate compound would also speed up the process as the crew would be in and out of the site quicker and cause less disruption to others trying to enter or exit the area.'

Planning Assessment

In favour of retaining the proposed servicing arrangements is the fact that tracking has manifestly demonstrated that the large refuse truck to be used can manoeuvre

on the site and the Highway Authority has accepted this plan. This arrangement is convenient for future residents and makes best use of the site. In such circumstances it would be extremely difficult to justify refusal on transport grounds.

That said, the tracking shows no room for error: any errant residents' parking (or parking larger vehicles in the bays, eg one used by the residents for their work) could prevent servicing by the refuse trucks. This is underlined by the Waste Strategy Manager's experience of new development.

Doubts have been raised over Worthing Homes' practical ability to manage the development to prevent residents from such inconsiderate parking.

The alternative option of using the established bin storage area just off the access lane is possible. There is a small hardstanding here, reasonably screened by vegetation where a small enclosure could be located. In heritage and amenity terms, it is less desirable but if sensitively designed and kept to the minimum size, this may be acceptable. Certainly, for residents of the scheme, this arrangement would be much less convenient and the practicality of such has been questioned. Whilst such a site might be susceptible to fly tipping, effective management should be able to address this though.

On balance, the applicant's proposed arrangement is accepted but if experience proves this to be impracticable, then there is workable alternative.

Recommendation

Approve subject to recommended conditions