

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 05/07/2017

FROM: Alison Meeus

**TO: Arun District Council
FAO: Anita Gardner**

SUBJECT: A/114/17 – Hangleton lane – Highway outside Hangleton Nursery

RECOMMENDATION:

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

Dear Anita,

I have gain advice from our Highway Design Team and Drainage consultants and have the following comments:-

Design

- 1) The designer should consider the risk that the widening will be misused as a parking area, thus making it more difficult for his client to access the land.
- 2) The northern tie-in need not affect the concrete apron serving the crossover to the Cobbins Nursery greenhouses to the west.
- 3) The lane is extremely narrow. Are passing places required? Is this associated with an intensification of use?
- 4) The road makeup will be reviewed as part of the S278 application review process.
- 5) Suitable visibility splays for the site access and for the crossover to the Cobbins Nursery greenhouses to the west shall be shown on the drawing.
- 6) It is not clear from the drawing whether the ditch is highway land or under private control. I have looked at our mapping data and it is still unclear to me. I have asked WSCC Landcharges to look into this.

Drainage Strategy/Existing Watercourse

1. The existing watercourse and culverts appear to flow southerly towards the A259.
2. The existing watercourse cross sectional area would appear to be significantly diminished by the culvert proposal.

Flood Risk

3. The gov.uk flood maps indicate a risk from surface water flooding which appears to reflect the footprint of the existing watercourse.
4. The flood maps indicate there is a high risk of flooding to the southern portion of Hangleton Lane (Public Highway).
5. In accordance with NPPF any flood risk must not be exacerbated.

6. WSCC policy is to ensure no flooding occurs at ground level on an A road.

Catchments/Modelling

7. No evidence is supplied in order to determine the existing upstream catchment.
8. No evidence is supplied in order to determine baseline flows.
9. No evidence is supplied in order to determine the post development increases and downstream impacts.

Water Quality/Siltation/Pollution Control

10. It is evident that the majority of Hangleton Lane appears to drain 'over the edge' either side and there are a few loosely define grips allowing run-off to the watercourse.
11. On review of section AA & BB it is evident that the eastern channel verge is elevated above the highway. These verge and bank areas would naturally attenuate flows and collect silts, and provide a reasonable level of pollutant control.
12. The post development proposals provide no evidence of siltation control or pollution control.

Maintenance

13. The existing watercourse is currently easily maintainable and blockages/issues would be visually identified.
14. The post development solution offers no access points or sumps.

WSCC Expectations

15. WSCC operate an open ditch policy where watercourse can be retained or diverted opposed to culverting.
16. Any works affecting a highway ditch or ordinary watercourse must be first approved under a Land Drainage Consent to enable the shared views of the LPA.
17. WSCC follow the historic EA rule of thumb whereby any culverting shall be a minimum 450mm diameter pipe or larger, unless otherwise constraint.

Summary

18. The loss of watercourse storage and increase in catchment area will need to be considered.
19. Subject to determining the available development land, we consider it preferable to retain the ditch and install a new vertical wall and/or upstand kerb feature.

Alison Meeus
Planner