

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	20 January 2022
LOCATION:	Land East of Drove Lane Yapton BN18 0EB
SUBJECT:	Y/167/21/DOC Approval of details reserved by condition imposed under Y/49/21/RES relating to conditions 5-in curtilage cycle stores; 4-Landscaping Measured Works Schedule, 5-alternative surfacing to those pathways shows as hoggin, 7-proposed location of required fire hydrants, 10-proposed footpath/cycle links between the ends of the cul-de-sacs on perimeter of site are at least 3m wide and feature some form of modal filler, 11-continuous footway outside plot 214 & 12-retention of existing metal estate fencing around sheep field & replacement of damaged sections and removed old sections.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information
S106 CONTRIBUTION TOTAL:	n/a

Introduction

West Sussex County Council (WSCC) as Highway Authority has been consulted on planning application Y/167/21/DOC that seeks approval of various details reserved by condition imposed under planning permission Y/49/21/RES. The conditions that the applicant is seeking approval of include condition 3 details of cycle stores, 4 landscaping works, 5 alternative surfacing to hoggin pathways, 7 location of fire hydrants, 10 details of footpath/cycle links at the ends of cul-de-sacs, 11 details of certain footways and condition 12 retention of existing metal estate fencing. The conditions relevant to the Highway Authority and the Highway Authority's comments on each of these conditions is set out below:

Condition 3 In curtilage cycle stores

Condition 3 requires details of cycle stores for those dwellings which do not benefit from a garage or a communal store. The applicant is proposing Protect A Cycle Store marketed by Trimetals to be located in the rear gardens. This cycle store is deemed acceptable as it provides secure, convenient access and weatherproof storage for cycles. The Highway Authority has no objections to the approval of condition 3.

Condition 5 Hoggin path details

Condition 5 requires details of an alternative surfacing to those pathways shown as hoggin in the reserved matters application. None of these paths are proposed to be adopted by WSCC as Highway Authority and therefore have no formal comments to make. Some of these routes may

form part of the Public Right of Way network and I understand colleagues have been consulted and commented on the proposals.

Condition 10 footpath/cycle links at the end of cul-de-sacs

The applicant has submitted details of the proposed means to allow pedestrian and cycle permeability through the site by providing connections at the end of cul-de-sacs that allow pedestrian and cycles only. The applicant is proposing 3m wide surfaces with a single bollard placed at either end of the route to prevent vehicle access. The proposed design of these modal filters to prevent vehicles is deemed acceptable. However, these modal filters do not appear to be proposed at the end of all cul-de-sacs. The following areas do not have modal filters proposed:

- The route to the south of the open space and play area between plots 170 and 205. This route may only be intended for pedestrians and therefore a modal filter may not be required but the applicant should clarify.
- The route between plots 140 and 141
- The route between 129 and 130

Prior to determination the applicant should clarify if modal filters are to be provided at the above locations. The Highway Authority would look for them to be provided between plots 140-141 and 129-130 but the applicant should clarify the area between plots 170 and 205.

Condition 11 details of continuous footway outside plot 214

The applicant has submitted a revised plan showing details of the amended footway treatment outside plot 214. A footway is provided which allows a pedestrian to leave property 214 and travel onto the footway rather than directly onto the carriageway as was previously proposed. However, the footway is not continuous and on the pedestrian desire line, as a continuous footway is not provided to the rear of the four parking for plots 212/213. The footway deviates away from the desire line and around the parking bays and runs in front of plots 212/213 before re-joining the footway. The Highway Authority would look for the arrangement to be revised and a continuous footway to be provided to the rear of the parking bays so that a continuous footway is provided on the pedestrian desire line. Whilst not a planning matter the current arrangement may not be suitable for adoption by the Highway Authority.

Steven Shaw
West Sussex County Council – Planning Services