

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	<u>Arun</u> District Council <u>FAO:</u> Simon Davis
FROM:	<u>WSCC</u> - Highways Authority: Tim Townsend
DATE:	16th July 2019
LOCATION:	Cinders Lane Nursery & works to R/O Cinders Lane <u>Yapton</u> <u>BN18 0JJ</u>
SUBJECT:	<u>Y/4/19/RES</u> Approval of reserved matters following outline consent Y/5/17/OUT for 51 No. dwellings. This application affects a Public Right of Way. <u>More information received.</u>
DATE OF SITE VISIT:	
RECOMMENDATION:	Advice / Modification
<u>S106</u> CONTRIBUTION TOTAL:	£ SEE PREVIOUS S106 AGREEMENT ATTACHED TO OUTLINE CONSENT.

This is the second WSCC County Highways (CHA) response to the planning application for approval of reserved matters following outline consent Y/5/17/OUT for 51 No. dwellings and follows submission of replies to the previous WSCC CHA response of 25th June 2019 from the applicant's planning agent (Matthew Utting to Simon Davis dated 5th July 2019).

All comments below respond to layout as generally shown on Crayfern Homes drawing 19.14.P101_V. If the CHA has misinterpreted this, then the LPA case officer should inform the CHA as soon as possible.

Comments below in black are from the previous CHA response dated 25th June 2019. Those in **blue** are the latest replies from the applicant's agent and those in **red italic** are the CHA's comments to those:

1. Footways – At the junction of Cinders Lane with Bilsham Road, tactile paving will be required on both sides of the altered junction (which can be pick-up at the detailed design/S278 stage). Within the site, the access roads are to be private. However, it is recommended that tactile paving be provided at the points where footways cross access roads (providing connections to other footways) and where the footways emerging from the internal road layout meet the proposed footway shown on Cinders Lane. Finally, although it is noted that the footway proposed for Cinders Lane is shown at approximately 1.2m wide because of the limitations of the lane, it is recommended that where possible, the footways within the site be provided wider than this (1.8m is recommended). Ramps and tactile paving should also be shown on both sides of Cinders Lane (with suitable visibility, including forward visibility) where Public Footpath No. 166 joins the re-configured Cinders Lane to aid crossing of users between the Footpath and new footway.

Symbols have been added to indicate where tactile paving and corresponding dropped kerbs will be located. The site's access onto Bilsham Road will also incorporate tactile paving and dropped kerbs; and detailed arrangements will be agreed and delivered by way of a S278 Highways Agreement with WSCC Highways. *Noted.*

It is not possible to include a formal crossing point where Public Footpath 166 crosses the site's access from Bilsham Lane - the width of the site's access is quite narrow at this point. However, vehicle speeds along the site's access will be low and the point at which Public Footpath 166 crosses the access will be readily visible to those using the access on foot, and by cycle and motorised vehicles. Nevertheless, crossing points including tactile paving and dropped kerbs are shown at all other crossing points, as described above.

All the CHA is recommending is that tactile paving be located either-side of the re-configured Cinders Lane – NOT a formal crossing point on the carriageway itself.

Footpath widths have been revised following feedback received by email on 28 June 2019 and are now shown as 1.5m wide within the main body of the site and 1.8m wide at 'pinch points' along the site's access from Bilsham Road. *Noted.*

2. Parking – The configuration of the garage proposed for plot 32 might, in-use, prove to be difficult to use/access. What will likely happen in practice is the garage won't be used (or only used occasionally) and occupiers will park in the hardstanding area to the front of the property. The hardstanding measures just over 5.0m which would accommodate most cars if parked at 90 degrees (end-on) to the adjacent access road and the house itself. However larger vehicles might overhang the edge of the road. As such, it is recommended that parking for plot 32 be re-visited. Please also confirm all internal garage dimensions meet Manual for Streets (MfS) recommendations. A 1.0m-wide length of hardstanding should be provided to the back of the visitor space adjacent to plot 47. Parking spaces shown at 90 degrees to the access roads in front of plots 21-26, 27 and 39-46 should be lengthened to 5.5m to cater for large vehicles and to reduce the chance of overhanging of roads and footways and to maximise visibility for users including pedestrians emerging between or close to them.

Plot 32 has been moved north to allow for a 5.5m driveway to accommodate two parked cars, thereby removing the need to include the plot's garage within the site's overall parking provision. *Noted.*

The internal dimensions for garages are 6m x 3m, meeting the guidelines in Manual for Streets. *Noted.*

The footpath around the visitor space adjacent to plot 47 has been extended and hard landscaping provided. *Noted.*

Parking spaces to the front of plots 21-26, 27 and 39-46 have been increased to a length of 5.5m. *Noted.*

3. Cycle stores for flats/apartments – Please show how many cycles can be accommodated within the cycle enclosures.

The communal cycle stores for both blocks of apartments can accommodate 4 cycles, meeting WSCC Highways' standard of 0.5 cycles per apartment. *Noted.*

4. Path to rear of plots 5 and 6 not shown coloured.

The path between plots 5 and 6 has been shown to the same specification as the other paths through the site's component of open space. *Noted.*

5. Public Rights of Way (PRoW) – Further comments will be provided separately from the PRoW team.

Tim Townsend
West Sussex County Council – Planning Services