

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Matthew Porter
FROM:	WSCC Highways - Public Rights of Way
DATE:	30 August 2024
LOCATION:	Berkeley Homes Development Site Worthing Road, Southwater RH13 9BT
SUBJECT:	DC/19/2464 Erection of 94 dwellings with associated access, parking and landscaping at Land West of Worthing Road (Phase 5), Southwater (Amended description).
DATE OF SITE VISIT:	n/a
RELEVANT PUBLIC RIGHTS OF WAY NUMBER(S):	Footpath 1652
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	

Thank you for the opportunity to comment on the above numbered planning application. This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSCC map information. In respect to the above planning application, I would provide the following comments.

I note Footpath 1652 is proposed to be surfaced as follows:



Please ensure the PRoW is surfaced as advised under DISC/23/0073, i.e. as follows.

Regrading Surface clearance

To a minimum width of 3m, remove all existing mud, vegetation and organic matter by machine from the paths to enable standing water to drain towards any existing / proposed drainage ditches and to expose and leave intact any hard aggregate surface below.

Mud to be lifted to the side of the paths and positioned so as not to impede the flow of water to the any existing / new ditches.

Create, as far as possible at subgrade level, the crossfalls and cambers specified below ready for placing of foundation stone.

Stone Fill / Path construction Course base material

Supply & lay good quality clean coarse material (suitable for infilling hollows & allowing free drainage beneath the path surface) & create a continuous free draining base for path construction to a 200mm depth, geotextile membrane to base & folded over sides, e.g. Terram 1000 or similar & approved. Grading/size approx. 40mm-200mm, no fines. A comparable clean recycled product (containing no glass/metal/plastic) may be

acceptable but it will be obligatory for it to be put forward for inspection and approved by WSCC prior to being supplied to site.

Surfacing

Surface the re-graded area with the following to a 3.0m width:-

Sub-base course of 175mm depth of a clean material suitable for use as a sub-base and grading/size approx. 75mm - dust. For example, crushed chalk or a similar quarried stone. A comparable clean recycled product (containing no glass/metal/plastic) may be acceptable but it will be obligatory for it to be put forward for inspection and approved by WSCC prior to being supplied to site. The material is to be rolled & fully compacted in 2 layers with a Bowmag 90 roller or equal and approved.

Base course of 100mm depth of Type 1 Limestone compacted and rolled.

Top Dressing of 25mm depth of Limestone Dust to be rolled x4 times.

Surface to be laid to a cross-fall of approximately 1:40 if appropriate. Please note: Contractor will be required to demonstrate how they intend to produce a cross-fall within their method statement.

Surface to be laid to a CAMBER (centre high) of sufficient height to shed water quickly to either side of the path. Please note: Contractor will be required to demonstrate how they intend to produce a camber within their method statement.

General Notes:

Unless a Temporary Closure of the PROW has been approved by West Sussex County Council and is in force:

- Safe and convenient public access is to be available at all times across the full width of the PROW, which may be wider than the available and used route – advice on the legal width can be provided by the WSCC PROW Team
- The path is not to be obstructed by vehicles, plant, scaffolding or the temporary storage of materials and / or chemicals during any works. These will constitute an offence of obstruction under the Highways Act 1980.

No new structures, such as gates and stiles, are to be installed within the width of the PROW without the prior consent of the WSCC PROW Team. These will constitute an offence of obstruction under the Highways Act 1980.

Consented development is often subject to various environmental requirements, which can impact on the availability of PROW. For example, Great Crested Newt fencing has often been known to be laid across a PROW, which is either subject to installation of unauthorised stiles or gates, or unlawfully diverted around the site edge. The applicant must be advised that any environmental licence, such as from Natural England, does not negate the need to provide the legal line of a PROW without additional structures.

It is an offence to damage the surface of a PROW without the prior consent of the WSCC PROW Team. The applicant must supply a specification and secure the approval of the WSCC PROW Team before works affecting the PROW begin, even if the surface is to be improved. Where a PROW surface is damaged and there was no prior consent, the applicant will be liable and required to make good the surface to a standard satisfactory to the WSCC PROW Team.

Any down pipes or soakaways associated with the development should discharge into an existing or new drainage system and away from the surface of the PROW. No drainage system is to be installed through the surface of the path without the prior consent of the WSCC PROW Team.

Where the ground levels adjacent to the PROW are to be raised above existing ground levels, this could increase the potential to flood the path. A suitable drainage system must be installed adjacent to the path to a specification agreed with the WSCC PROW Team prior to development commencing.

Any alteration to or replacement of the existing boundary with the PROW, or the erection of new fence lines, must be done in consultation with the WSCC PROW Team to ensure the legal width of the path is not reduced and there is no unlawful encroachment.

Access along a PROW by contractors' vehicles, deliveries or plant is only lawful if the applicant can prove it has a vehicular right; without this an offence under the Road Traffic Act 1988 section 34(1) is being committed.

The applicant is advised that a public access right has precedence over a private access right. Where a PROW runs along a route also used for private access purposes, usually for private vehicle access, this shared use has the potential for accident or injury – the applicant must consider how access is managed so the public is not endangered or inconvenienced.

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