

Rudgwick Neighbourhood Plan Regulation 16 – WSCC Services Officer Level Comments – November 2020

Thank you for consulting WSCC on the Reg 16 Rudgwick Neighbourhood Plan.

In general, the County Council looks for Neighbourhood Plans to be in conformity with the District and Borough Councils' latest draft or adopted development plans. The County Council supports the District and Borough Councils in preparing the evidence base for these plans and aligns its own infrastructure plans with them. The County Council encourages Parish Councils to make use of this information which includes transport studies examining the impacts of proposed development allocations. Where available this information will be published on its website or that of the relevant Local Planning Authority.

In relation to its own statutory functions, the County Council expects all Neighbourhood Plans to take due account of its policy documents and their supporting Sustainability Appraisals, where applicable. These documents include the West Sussex Waste Local Plan, Minerals Local Plan, West Sussex Transport Plan and the West Sussex Lead Local Flood Authority Policy for the Management of Surface Water. It is also recommended that published County Council service plans, for example Planning School Places and West Sussex Rights of Way Improvement Plan, are also taken into account.

Reg 15 Consultation Statement

It is noted that the comments provided by WSCC Services at the Reg 14 consultation do not seem to have been included in Appendix 27 of the Consultation Statement and therefore do not appear to have been considered before submission, however some of our comments have been taken into account in the Reg 16 plan. I attach comments made by WSCC Services at the Reg 14 stage. We are repeating comments made at the Reg 14 stage in this consultation response where it is not clear if they have been considered prior to submission.

Specific Comments

Para 2.23 (page 9)

As per our previous Reg 14 comments, this paragraph is inaccurate as there are a number of Bridleways within the parish PROW network on which cyclists have a right of way, including the Downs Link which is a long-distance route. It is suggested this sentence is reworded.

Para 8.9 (page 25)

As with para 2.23, this statement is inaccurate. There are a number of bridleways within the Parish which can be used as cycle routes. There is no evidence which states that the Downs Link is a 'purely recreational' route. It is suggested this paragraph is reworded.

RNP 9: Street Scene

9.2 b) *paving only the line of wheel tracks*. – WSCC as Local Highway Authority advise that where a parking area abuts public highway no loose material should be used, or a gravel trap should be installed to prevent overspill to ensure safety for other public highway users; this may result in more than just the wheel tracks being paved so it is advised this is re-worded to reflect this (it is noted that the policy has been re-worded to state 'measures could' rather than 'measures should').

9.3 - Depending on the site context, if parking is proposed on the frontage of a property then boundary treatment is advised to be at 0.6m or below where abutting a footway. It is suggested that this policy is reworded to reflect this.

RNP 13: New non-motorised routes

It is suggested that this Policy could refer specifically to the upgrading of routes to Bridleway status to improve the access for cyclists and horse riders in the parish. It is also suggested that further links connecting to the Downs Link could be encouraged to provide greater connectivity to communities in the area.