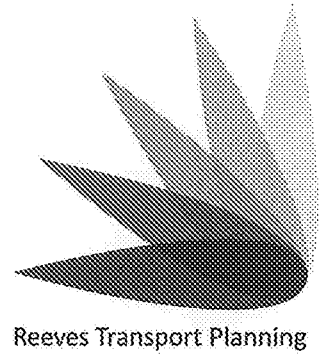


TECHNICAL NOTE

44 Ferringham Lane, Ferring, BN12 5LU

To: Arun District Council

Date: March 2018



Dear Sirs

DISCHARGE CONDITIONS 5 and 6 APPEAL DECISION (Ref: APP/C3810/W/17/3166634)

1. Reeves Transport Planning is an independent consultancy that provides a comprehensive range of transport planning services throughout the south-east. Reeves Transport Planning has been commissioned to provide a Technical Note in support of discharging Conditions 5 and 6, which are attached to the Inspector's Appeal Decision APP/C3810/W/17/3166634. The allowed Appeal related to the refused planning application FG/69/16/OUT, and a copy of the Appeal Decision is attached at Appendix 1.
2. Condition 5 states that *'no development shall take place until the 4 m wide shared surface access has been constructed in accordance with the approved plans'*. Condition 6 continues that *'no development shall take place until details of the traffic light system to control access to and egress from the site have been submitted to and approved in writing by the local planning authority and the details shall include the design, location, operation and maintenance of the traffic light system. No dwelling hereby permitted shall be first occupied until the traffic light system has been installed and is operational in accordance'*.
3. The plans attached, at Appendix 2, demonstrate the configuration, and construction, of the maximum four metres wide access. The land is all within the control of our client. The maximum access width under the control of our client is four metres, however, there is a dispute with the owner of the adjacent property as, we understand, that a boundary fence has been installed on land that is under our clients control. Manual for Streets notes in paragraph 7.2.3 that *'single lane working sections of street, to prevent parking, the width ... should be no more than 3.5m'*. This national design standard can be easily achieved without affecting the existing boundary treatment. To comply with the

minimum distance required by the Condition, our client will serve notice on the adjacent property ahead of construction commencing. It is proposed to resurface the existing herringbone paviour blocks with 80mm porous asphalt. The new section of site access will consist of a geotextile with 250mm crushed concrete (5mm to 40mm) with 80mm porous asphalt. Using porous material will mean that the proposal won't affect surface drainage.

4. The specification details and layout plan are attached at Appendix 3. It sets out the operational details of the signal system. The specification notes state that *'the signals will automatically turn off after a period of inactivity and will illuminate only when triggered by any of the vehicle detectors'*. This is of importance, as concerns were raised during the original planning application regarding the risk of light pollution. The Planning Inspectors noted in paragraph 10 that this system would *'minimise light pollution'* and *'have little visual impact in the street scene'*.

5. In conclusion, the information and plans attached to this Technical Note confirms that the works conform with the specific objectives contained within Conditions 5 and 6 of APP/C3810/W/17/3166634. Accordingly, Condition 5 and 6 can be discharged without delay.

Steve Reeves BEng MBA MCIHT

Director



Reeves Transport Planning

APPENDIX 1:

APPEAL DECISION (REF: APP/C3810/W/17/3166634)



Appeal Decision

Site visit made on 24 April 2017

by Joanna Reid BA(Hons) BArch(Hons) RIBA

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 11 May 2017

Appeal Ref: APP/C3810/W/17/3166634

44 Ferringham Lane, Ferring BN12 5LU

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant outline planning permission.
 - The appeal is made by Mr Alan Cornell against the decision of Arun District Council.
 - The application Ref FG/69/16/OUT, dated 15 April 2016, was refused by notice dated 13 July 2016.
 - The development proposed is 4no. 3 bed bungalows.
-

Decision

1. The appeal is allowed and planning permission is granted for 4no. 3 bed bungalows at 44 Ferringham Lane, Ferring BN12 5LU in accordance with the terms of the application, Ref FG/69/16/OUT, dated 15 April 2016, subject to the conditions set out in Schedule A at the end of this Decision.

Procedural matter

2. The outline planning application was made with access and layout for consideration at this stage and with appearance, landscaping and scale reserved for future consideration.

Main issue

3. The main issue is the effect that the proposal would have on highway safety in Ferringham Lane.

Reasons

4. The appeal site includes an existing dwelling, which would be retained, on a good-sized plot within the built-up area boundary of Ferring. The site is reached by a drive from Ferringham Lane, which is a private road. The Council has not raised concerns about the layout. I agree.
5. There is an advisory 20 mph speed limit within the nearby part of the roughly 6 m wide Ferringham Lane, which has a footpath beyond a grass verge on the opposite side of the lane to the site. The appellant's transport consultant (the consultant)'s traffic data shows that 85th percentile vehicle speeds were about 30 mph northbound and about 28 mph southbound on this fairly straight section of the lane. Vehicle volumes in a 24 hour period were about 838 northbound and 726 southbound. The proposed 4 m wide roughly 60 m long access to the main part of the site would not be wide enough for 2 vehicles to pass one another safely, so a shared surface pedestrian and vehicle access with an access control system is proposed.

6. The consultant's evidence includes the appellant's land registry plan in support of the appellant's view that the access is 4 m wide for its whole length. Whilst the current width is stated to be about 3.3 m between boundary fences, private rights and ownership of land are subject to other legislation, so they are not directly relevant in this appeal. However, national guidance in *Manual for Streets* advises that street widths of less than 3.25 m should be avoided, since they could result in drivers trying to squeeze past cyclists, so the existing access would satisfy the minimum standard.
7. Swept path analysis in the consultant's evidence shows that refuse vehicles would be able to enter and leave the site in forward gear. The consultant's evidence also explains that access routes for fire service vehicles could be reduced to 2.75 m over short distances and it explains the circumstances where sprinkler systems in dwellings would satisfy Building Regulations requirements. Moreover, the proposed access would comfortably accommodate a large goods vehicle and a pedestrian pushing a buggy or wheelchair user or cyclist.
8. As the shared surface access would be in keeping with similar developments in the area including the recent development at 22 and 24 Ferring Lane, and as the highway authority has not raised concerns about the access, its width could reasonably be controlled by a pre-commencement planning condition. This would also ensure suitable access during construction.
9. Turning to the access control system, due to the close relationship of the access to drives on either side, drivers would reasonably take care when approaching the site. The consultant's evidence explains that vehicles entering the site would have priority over those leaving to minimise the risk of vehicles reversing in Ferringham Lane, and has given a detailed explanation of the way that the proposed traffic light system would operate. As a vehicle would be unlikely to wait in the lane for the lights to change for more than 22 seconds in a worst case situation during the busiest hour, the traffic signal system would ensure that the access would be used safely, and with almost no effect on traffic flow in the lane. Its details could reasonably be controlled by condition.
10. The modest traffic lights would be fitted to posts or other features within the site, so there would be no need for land outside the appellant's control. Because the signals would only be lit when actuated to minimise light pollution, the system would have little visual impact in the street scene in the lane.
11. Therefore, I consider that the proposed development would not be likely to endanger highway safety in Ferringham Lane. It would satisfy Policy GEN7 of the *Arun District Local Plan* which aims to permit development that allows for the safe movement of pedestrians and vehicles, giving priority to pedestrians, and the *National Planning Policy Framework* (Framework) which aims for safe and suitable access to the site to be achieved for all people and for development to only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
12. The other matters that have been raised by interested parties, including character and appearance, parking and drainage, were not concerns of the Council in its reasons for refusal. From the representations made and from what I saw, I see no reason to disagree. As the proposal would be acceptable outline planning permission should be granted subject to the imposition of appropriate planning conditions.

Conditions

13. The Council's suggested conditions have been considered and re-worded as necessary in the light of Framework paragraph 206 and Planning Practice Guidance (PPG). The condition identifying the approved plans is necessary for certainty. The conditions to control the access, traffic light system, visibility splays, and garages, parking and turning spaces including one unallocated visitors' parking space, are reasonable and necessary in the interests of highway safety. The pre-commencement conditions for the access and traffic light system are necessary because they are of prime importance to the acceptability of the development. These conditions have been imposed.
14. The advice in the PPG is that permitted development rights should not be withdrawn save in exceptional circumstances. As no exceptional circumstances have been put to me the Council's suggested condition would not be reasonable, so it has not been imposed.

Conclusion

15. For the reasons given above and having regard to all other matters raised, the appeal succeeds.

Joanna Reid

INSPECTOR

Schedule A

- 1) Details of the appearance, landscaping and scale (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development takes place and the development shall be carried out as approved.
- 2) Application for approval of the reserved matters shall be made to the local planning authority not later than three years from the date of this permission.
- 3) The development hereby permitted shall take place not later than two years from the date of approval of the last of the reserved matters to be approved.
- 4) The development hereby permitted shall be carried out in accordance with the following approved plans: Location Plan and Illustrative Site Layout – Dwg 10.
- 5) No development shall take place until the 4 m wide shared surface access has been constructed in accordance with the approved plans.
- 6) No development shall take place until details of the traffic light system to control access to and egress from the site have been submitted to and approved in writing by the local planning authority and the details shall include the design, location, operation and maintenance of the traffic light system. No dwelling hereby permitted shall be first occupied until the traffic light system has been installed and is operational in accordance

with the approved details, and the approved traffic light system shall thereafter be maintained in operational order as approved.

- 7) No dwelling hereby permitted shall be first occupied until visibility splays of 2 m x 43 m to the south and 2 m x 39 m to the north have been provided at the access to Ferringham Lane and the visibility splays shall thereafter be maintained and kept free of all obstructions more than 0.6 m above the level of the adjoining carriageway.
- 8) No dwelling hereby permitted shall be occupied until the parking spaces, turning facilities and garages shown on the approved plans and one unallocated visitors' parking space, the details of which shall have been submitted to and approved in writing by the local planning authority, have been constructed as approved, and the parking spaces, turning facilities, garages and visitors' parking space shall not thereafter be used for any purpose other than the parking, turning and garaging of vehicles.

End of Schedule A

APPENDIX 2:

ACCESS CONFIGURATION & CONSTRUCTION SPECIFICATION

(CONDITION 5)

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 PRELIMINARY. THIS DOCUMENT IS NOT TO BE USED FOR CONSTRUCTION. IT IS FOR INFORMATION ONLY.

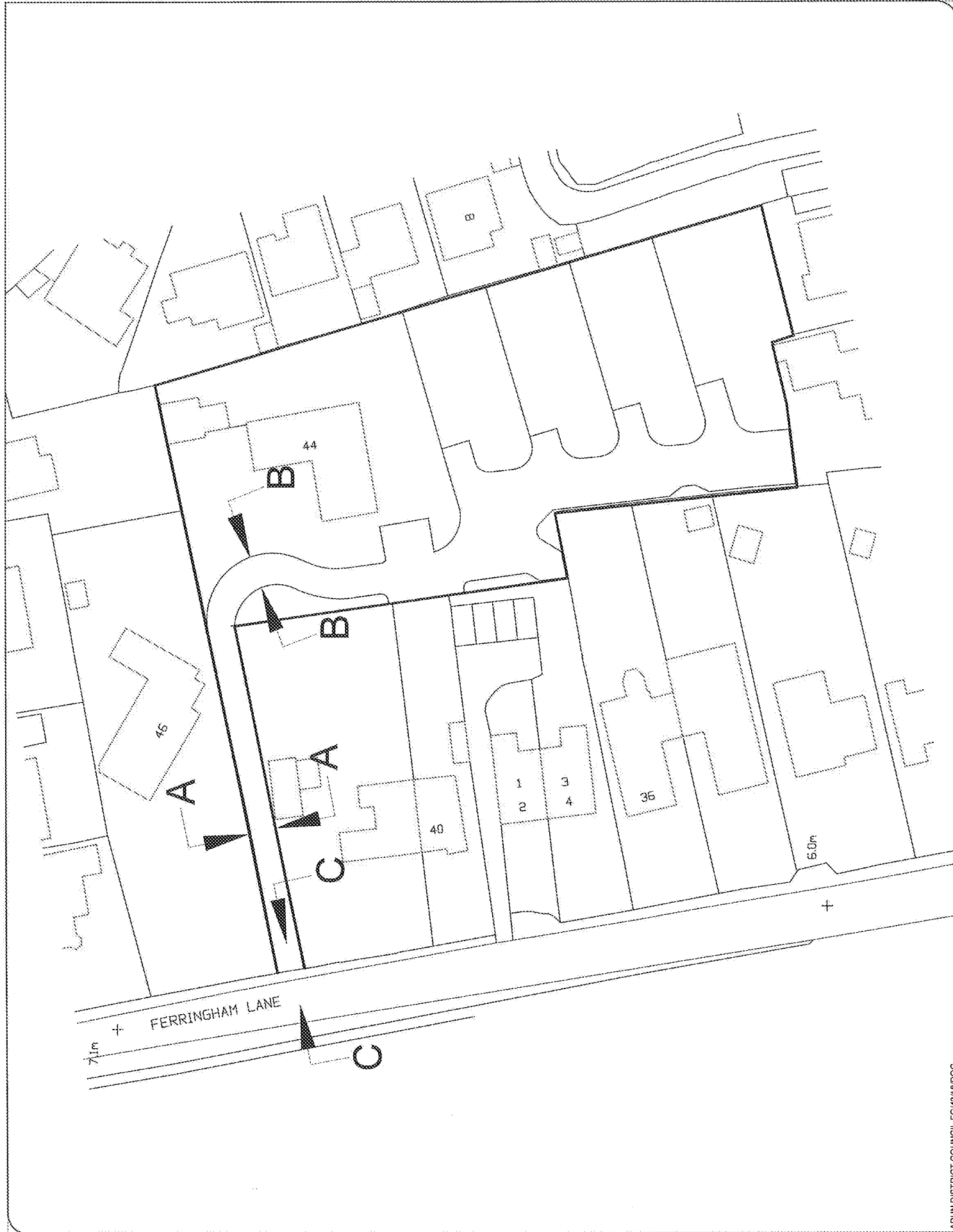


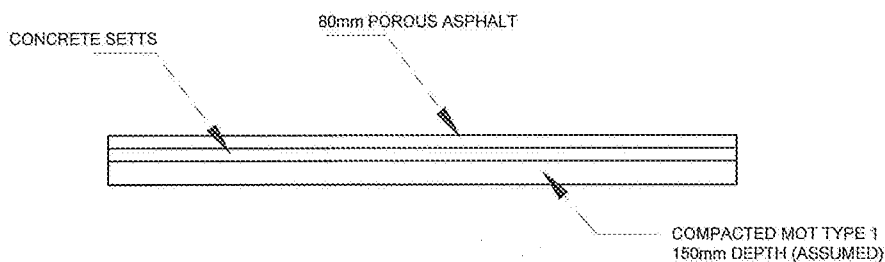
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Project: 44 Ferringham Lane
 New Road Design

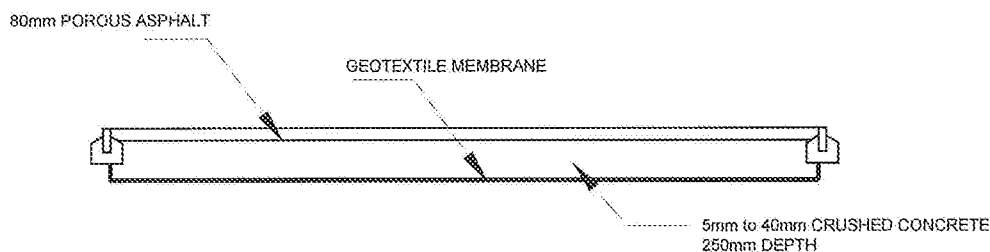
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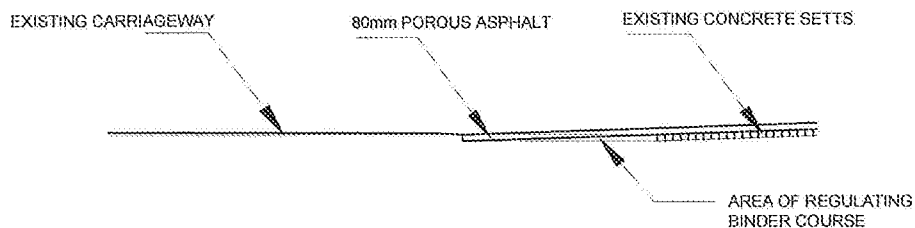
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Scale 1:50



Access Road Section B-B

Scale 1:50



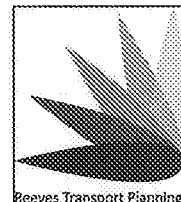
Access Road Section C-C

Scale 1:100

NOTES:

Rev	Date	Details Of Issue	Issued By

Status



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Project

44 Ferringham Lane

Title

Build Specifications

Drawn

TE

Date:

26/02/2018

Scale (at A4)

As Shown

Doc no.

44FL2018/SR/105

Revision No.

E

APPENDIX 3:

SIGNAL SYSTEM SPECIFICATION AND LAYOUT PLAN

(CONDITION 6)

Unit 7B Petre Court, Petre road, Clayton le moors, Accrington,
BB5 5HY



CUSTOMER : Steve Reeves - Reeves Transport Planning

CONTACT :

PROJECT : Traffic control system - Ferringham Lane, Worthing

REFERENCE : 802-59MC Reeves Transport Worthing

DATE : 27th February 2018

The following specification & quotation is for the supply and installation of a traffic control scheme. We are main distributors of RIB automation equipment and all our drive units are assembled to ISO 9001 to ensure maximum reliability. All our engineers are highly trained and certified/approved installers of the equipment used.

Equipment detail

- 2 200mm Diameter LED red/green traffic light signal head complete with LED optics, wall mounting brackets and sun visors
- 1 AGD radar detectors to detect vehicles approaching the signal to exit
- 2 A/B logic directional photocells installed at the site entrance (wall mounted)
- 2 Signal mounting poles coated grey

Entry signal pole to be wall mounted due to the narrow access roadway

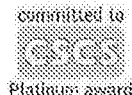
- 1 AMS-M3 Traffic signal controller mounted inside a lockable steel enclosure with outputs to each signal and inputs from the vehicle detectors
- 1 FBD software for the controller to carry out the traffic light phases as per the required operation
All phase times are adjustable from the front panel of the controller

The signals will automatically turn off after a period of inactivity and will illuminate only when triggered by any of the vehicle detectors.

The following works are included in this quotation:

Installation of detailed equipment.

Commissioning of detailed equipment



The following works are NOT included in this quotation

Foundations for the equipment as required

Power supply at the location of the signal controller

Control cables as required – between controller and signal heads

Line markings and signage as required

Traffic control equipment or staff while the work is in progress

DELIVERY

Our normal installation / delivery time is 4 - 6 weeks from receipt of your official order, however this may be subject to variation due to results from a site survey and production schedules at the time the order is received. We take delivery dates very seriously and our Projects Manager will contact you to confirm your requirements and agree a schedule for the installation of the required equipment. Auto Mate Systems Ltd cannot accept any liabilities due to late delivery of any equipment no matter how excessive the delay may be.

COSTS - All excluding VAT

The cost for supply and installation of the equipment as detailed above will be:



PAYMENT TERMS

50 % deposit with order and balance due for payment 30 days from invoice for account holders within agreed terms otherwise proforma invoice.

Companies without an account Initial transaction Strictly pro-forma there after an account can be opened only following receipt of satisfactory references. The account facility can be withdrawn without notice should the payment terms be breached.

WARRANTY.

All new equipment supplied and installed by Auto mate Systems Ltd is covered by our comprehensive 12-month guarantee from the date of system commissioning. As part of our commitment to quality, we are able to offer various levels of service contract once the standard warranty has expired. Further details are available on request.

This warranty guarantee will be invalidated if:

- Personnel not authorised by Auto Mate Systems Ltd carry out installation or maintenance.
- Personnel not qualified by Auto Mate Systems Ltd carry out repairs.
- Repairs are performed without prior consent of Auto Mate Systems Ltd.
- The equipment is not maintained in accordance with the recommended Maintenance Schedules / periods.
- The equipment is subject to misuse and malicious or accidental damage.

TERMS.

In accordance with Auto Mate Systems Ltd standard terms and conditions

The proposal is based on the understanding that all work will be carried out during the Company's normal working hours and does not include overtime, weekend or Bank Holiday working. Requests for our staff to work these times will incur additional costs.

Our proposal assumes that the Company's engineers will have free access to all relevant areas and are afforded continuous and uninterrupted working. We try to ascertain that any work being performed by others is ready prior to our attending site, however, should we have to return to site due to incomplete items then we reserve the right to make additional charges at the appropriate rates.

The Company asks that you advise our engineers of the location of any concealed water, gas, electricity, telephone or other services, wiring or pipes, prior to installation commencing. Auto Mate Systems Ltd cannot be held responsible in the absence of such advice for damage caused to unseen services or consequential damages.

The proposal assumes that both installation and commissioning work will be undertaken as a single continuous operation.

Auto mate Systems Ltd have not allowed for any change in the present rate of VAT and all prices shown in this quotation are excluding VAT at the current rate at this time.

Also our proposal price does not include for extra expenses incurred should the site not be ready for us to install on the agreed date. Should the delay be protracted we reserve the right to apply storage and protection costs and to invoice any costs incurred prior to installation.

The Company accept no liability for any loss of earnings due to equipment failure.

Terms are strictly net monthly for approved accounts.

VALIDATION

This quotation is valid for 60 days from the date of issue; our standard terms and conditions apply.

RISK ASSESSMENT

It is advised that the customer must carry out their own risk assessment on the safe operation of Automatic vehicle barriers. Auto Mate systems Ltd will provide any information or advice with the risk assessment upon request.

DISCLAIMER

It is the end users responsibility to ensure that all staff, visitors or any other users of the system are fully aware of the correct control procedures. Written instructions or clear warning / advisory notices at the entrance or exit to the site will help in avoiding any confusion.

Signal System Configuration

