

## Sandra Edwards

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**From:** Amanda Scholes on behalf of Planning.Responses  
**Sent:** 01 June 2018 09:38  
**To:** Planning Scanning  
**Subject:** FW: FG/64/18/DOC - Compliance with condition 5

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**From:** Anita Gardner  
**Sent:** 31 May 2018 12:15  
**To:** Planning.Responses  
**Subject:** FW: FG/64/18/DOC - Compliance with condition 5

Please treat as a consultee response

Anita Gardner | Principal Planner, Directorate of Place, Arun District Council | Location: First Floor, Arun Civic Centre, Maltravers Road, Littlehampton, BN17 5LF

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**From:** Ian Hayward [<mailto:ian.hayward@westsussex.gov.uk>]  
**Sent:** 31 May 2018 12:12  
**To:** Anita Gardner  
**Subject:** RE: FG/64/18/DOC - Compliance with condition 5

Morning Anita,

With regard to the below I can provide the following comments:

Condition 5 states:

- 5 Prior to the commencement of development details of the proposed traffic light system to control access in and out of the site shall be submitted to and approved by the local planning authority. This should include the:

- design, location and operation of the traffic light system.
- continued maintenance and operation of the traffic light system.

Reason: In the interests of road safety and in the interests of amenity and the environment in accordance with policy GEN7 of the Arun District Local Plan. It is considered necessary for this to be a pre-commencement condition because any works on the site could result in congestion or impede access onto Ferringham Lane which could compromise highway safety in accordance with the NPPF.

After review of the revised Technical Note it is noted that the submitted 'System Signal Configuration Plan' has been amended.

Detailed within the Technical Note are matters pertaining to the design, location and operation of the traffic light system (paragraph 3 & appendix 2). Details are also provided pertaining to the maintenance of the system (paragraph 3).

I note the latest 'Signal Configuration Plan' does not include any sensors/detectors or actuation loops at the Ferringham Lane end of the access way. This should be clarified with the applicant. Does the system not require them here?

Details state that phasing of the lights is 'adjustable'. Previously at the planning stage it was agreed that the lights would give priority to vehicle accessing from Ferringham Lane, over vehicles existing the site. This should be raised with the applicant and an amendment made to reflect this?

In principle it would be considered the system is reasonable for its purpose, however some details have changes since WSCC's last consultation response dated 10/05/2018 and some clarification on these matters would be advised.

With specific regard to some of the objections that have been raised, where appropriate, I would make the following comments:

- A requirement for plans and details for visibility splays in not included within the wording of condition 5, this is included within condition 3.
- I would note that the wording of condition 5 does not retain the traffic light system in perpetuity or ensure the system shall thereafter be maintained in operational order as approved as was the case in the appeal decision of the previous iteration of the scheme, FG/69/16/OUT. Therefore it would be reasonable to include a reference within the details submitted pertaining to condition 5 to state what will happen if the operating company of the traffic light system should cease to exist.
- With regard to parking, as previously discussed, the Local Highways Authority is satisfied that the quantity and layout of garages/hardstanding proposed is adequate to meet the anticipated demand for a development of this size in this location.

**Ian Hayward**  
**Planning Services**

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**From:** Anita Gardner [mailto:[Anita.Gardner@arun.gov.uk](mailto:Anita.Gardner@arun.gov.uk)]  
**Sent:** 29 May 2018 09:01  
**To:** Ian Hayward  
**Subject:** FW: FG/64/18/DOC - Compliance with condition 5

Dear Ian,

I have received the comments below in relation to the proposed traffic light system. An updated Version 2 of the Technical Note for the Transport Statement has also been submitted. Whilst I appreciate that Ferringham Lane is a private Road, please can you advise if the traffic light system proposed would be reasonable and if the design, location and operation of the lights are acceptable.

Regards  
Anita

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**From:** Liz Hutchings [REDACTED]  
**Sent:** 28 May 2018 18:03

**To:** Anita Gardner  
**Subject:** FG/64/18/DOC

FG/ 64/ 18 /DOC  
E. A. Hutchings  
42 Ferringham Lane, Ferring, BN12 5LU

28.05.18

### **Objection to discharge conditions**

SED Associates letter of application dated 5th. April 2018 shows a clear intention, in Condition 1, to commence work within two weeks despite not meeting the Government Inspectorate Appeal conditions of access\* and splay.

**\*Note: Application (FG/69/16/OUT) was refused permission by ADC 13th. July 2016 because “the proposal fails to adequately demonstrate that a 4m wide access drive is achievable”. This is still the case despite having gained conditional outline approval from the Govmt. Inspectorate.**

#### **Condition 5.**

**The installation of traffic lights, utilities intake and making good the drive would constitute development.**

Moreover it is inconceivable that the planning dept. would discharge this condition without receipt of the following details:-

- 1 A plan of the advised splay conditions for the location (not an example).
2. A plan of the positioning of the entire light assembly on the southern boundary wall including details of height of pole/s to be used, by means of a computer generated scaled illustration of EXACTLY what is proposed at the entrance to the site including signage and advisory notices for motorists entering the driveway.
3. The same as above showing Control boxes etc. to be positioned on the western boundary hedge immediately on the right within the plot, along with further lights and signage for exiting traffic and pedestrians (if any).  
*Is there lightly to be any operational noise from the control units?*
4. A plan to show vehicular waiting bays, queuing and route arrangements both at the road entrance and within the site as has been provided to illustrate the turning circle for lorries. *If a lorry is turning on site where will entering vehicles wait so as not to block the exit of said lorry?*
5. A comprehensive service schedule (rather than one that is dependant on the lifetime of the developer or the software suppliers).

**Note: County Highways have already pointed out several times the impracticality of ensuring a continuous working light system that remains in operation for the lifetime of the development. They have also been responsible for highlighting the necessity of specific visibility splays, along with their ownership, as advised in the Manual for Streets which have also been applied as a conditon to this development.**

#### **Condition 6.**

##### **Inadequate Parking Spaces**

Plans now show an area of lawn eitherside of the new entrance into existing house reducing their parking space.

*Does the client then have control over whether the current hardstanding for 5 vehicles remains as is to accommodate these, or will it indeed be laid to lawn as shown on the landscaping plan?*

*This is a privately owned, five bedroom property with a self contained annexe? Where will their visitors park? Will the mandatory use of garages solely for vehicle parking apply to this house?*

The proposed new development allows two parking spaces per 3-bed house, and ONE visitor space overall for the new houses. The four garages originally made larger to house one car and bicycles are now diminished to three garages with an covered bike store.

**How can this possibly fulfill “adequate and satisfactory provision for the accommodation of vehicles clear of the highways in accordance with policies GEN7 and GEN12 of the Arun District Local Plan.?**

**Parking IS inadequate for this site (regardless of Government guidelines) due to the size of the houses now proposed and not remotely like those bungalows presented by Strutt and Parker for the outline appeal that was granted.**

Concerns regarding this were pointed out by Councillor Elkins in his objection letter of 7th. January 2018. Notably the floor areas of the proposed dwellings had increased by some 70% requiring them to be relocated on the site and limiting the space for parking and turning, where it had clearly previously been adequate, as was the distance between the properties themselves, reduced from 4mts to 1.8metres.

#### **Condition 8.**

##### **Landscaping**

**Planting proposed is minimal due to lack of space.**

*I would particularly note the area at the foot of my garden that has always been previously shown on plans as a green area to be retained where access road enters the plot and curves round to the right now looking like hard standing?*

**Only four medium trees on a site of this size is what one would expect of inner city housing estates.**

These trees are positioned merely to offer some privacy to the existing house, as is much of the other planting.

*It is not clear if the trees and shrubs will be within the garden of 44 or that of plot 1?*

**The landscaping plans do not show any planting to restore privacy to the surrounding neighbours' properties lost by prior removal of virtually every tree on the site, and now substituted with what appears to be two tone hardstanding from north to south bar small rear lawns of the new houses that border their boundaries.**

To preserve the rural atmosphere of the village this expanse of hardstanding should never have been allowed to grow out of proportion at the expense of the planting or parking provisions. It is little wonder that we are losing wildlife species on a grand scale, and, with it , faith in the people who decide these matters.

#### **10/11 Materials**

**The two tone hardstanding denotes pedestrian priority. As a pedestrian I know a proper pavement is the safe option, and one that leaves me in no doubt as to who has priority.**



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