

Please upload the below to the above application.



Visit Arun's web site at www.arun.gov.uk



Save the environment - think before you print.

Hi Matthew

Thanks for your email. I have just heard your voicemail also, I am working from home today and I have issues phoning out so am not able to call you back.

No worries about the confusion with the parking layout, I appreciate your comment that it is likely people have parked in this area previously. From a highway safety point of view, if the parking is to be retained then we would have no issue with this provided the dropped kerb is extended, as noted on your plan. I also think we could not object on a nil parking provision basis but which option you choose is up to you and dependent on the legal position, which I am afraid I can't comment on.

I have copied Sally in in case she wishes to add anything from the ownership of forecourt side of things. In summary from a highway safety point of view I believe we couldn't resist the application with nil parking although retaining some parking will obviously have an amenity benefit.

Please don't hesitate to call next week if you have any further questions, I'll be on leave Monday and Tuesday but available from Wednesday.

Miss Katie Kurek | BA (Hons) MCIHT | Assistant Planner

County Highways Team – Planning Services - Economy, Planning and Place Directorate
West Sussex County Council

Pronouns: She/Her



BE IN YOUR COLLEAGUE'S CORNER

1 in 4 of us will experience mental health problems this year.
If a team mate is acting differently, step in.



time to c
let's end mental health



Hi Katie,

Thank you for your email .

Firstly I'd like to apologise for my misunderstanding of what you said previously; it honestly wasn't my intention to misinterpret your earlier comments.

I have been looking again at the parking issues and trying to establish a way forward which would be acceptable to you. It is apparent that this site has, for the best part of 70/80 years, been operated by the Coop as a foodstore. Very recently, after it was sold by the Coop, it was let out for the sale of antiques and bric-a-brac. As such, the front forecourt has frequently been used by customers for parking. Additionally, deliveries to the store were by HGVs which were taken down the side of the store.

You will probably be aware from the title deeds that the County Council granted covenants for the future use of this land until such times that it formed part of the road widening scheme. The covenants authorised the Portsea Island Mutual Cooperative Society (and successors in title) and all persons authorised by the Society 'a right of way for all purposes to and from the adjoining property...' The society agreed to maintain the land 'in a condition fit and suitable for the use of the general public...' I suppose it is down to legal interpretation as to whether the use of the land as a right of way for customer parking is in compliance with these covenants.

What I would say is that the forecourt has been used for customer parking for many years – as have the forecourts of the adjacent fish and chip shop and the Coop Funeral directors, which are next door to the east and west (see photos below). None of the adjacent shops provide space for vehicles entering the site to turn and exit in a forward gear. Vehicles enter each forecourt in forward gear and then reverse out on to Felpham Way. I would suggest that local road users would be familiar with this type of forecourt parking. This is the established character of parking along the frontages in this parade of local shops.

I think you are right that it would be difficult to provide adequate turning for two 4.8m x 2.4m spaces which are oriented to run parallel to the road. In this case my client has two options.

1. The first would be to provide three spaces within the forecourt arranged as shown on the attached drawing 1B. The spaces have been resized to 2.4m x 4.8m. Vehicles entering and leaving the site would park in the same way as those using the other shops and services in this parade.
2. The second is to remove all reference to parking spaces being marked out on the forecourt and simply annotate the forecourt "Forecourt to be retained as existing". With this second option there would be nothing to stop vehicle users parking on the forecourt as they have done for many years.

In your email reply of 17th February you didn't comment on Option 1A (now attached as 1B). Please can I ask if the HA would object to the provision of parking arranged like this? If the HA does object to this layout I think that my client would have no other option than to annotate the site plan "Forecourt to be retained as existing". Future site users would then probably chose to park on the nearby roads – parking surveys show that circa.81 spaces are available within a convenient walking distance of the site.

Please could you let me know which of the two options you prefer? I will then ask our architect to revise the site plan drawing.

Many thanks for your help.

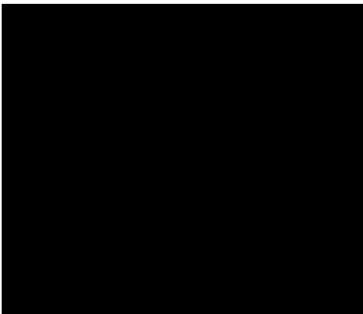
Kind Regards,

Matthew



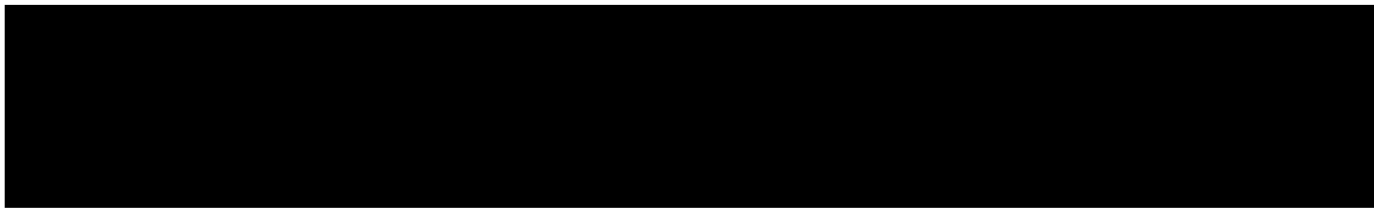
The character of parking within the forecourt has always

Matthew R. Pickup MRTPI
Chartered Town Planner



www.pickup.co.uk

This Email and files transmitted with it are confidential and are intended for the sole use of the individual or organisation to whom they are addressed. If you have received this Email in error please notify the sender immediately and delete it without using, copying, storing, forwarding or disclosing its contents to any other person. Pickup Town Planning has endeavoured to scan this Email message and attachments for computer viruses and will not be liable for any losses incurred by the recipient.



Hi Matthew

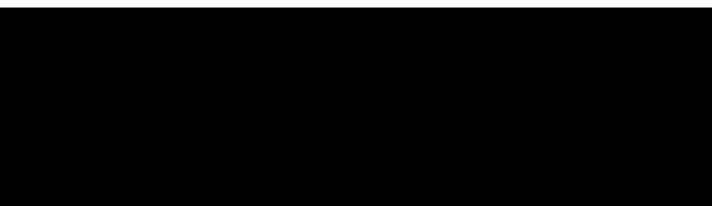
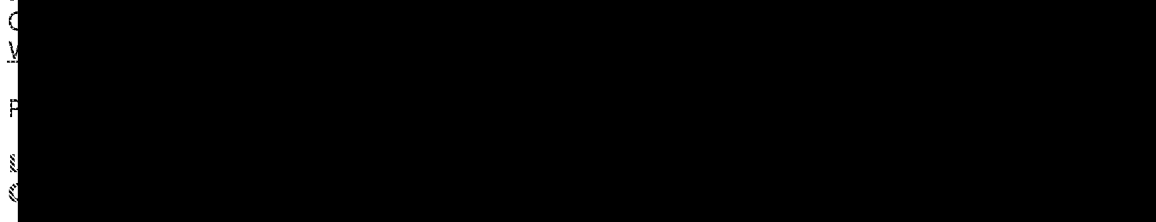
I think perhaps you have misunderstood my comments from 17/02. The two spaces at parallel arrangement were commented on as:

it could be challenging to manoeuvre into the parallel spaces entirely within red edge and may require use of neighbouring land

So as per these comments the spaces would probably not be accessible without using neighbouring land and neighbouring vehicle crossover and this was not stated as a preferred option. Therefore, if this is the design you wish to put forward you should demonstrate that they are accessible through swept path tracking or the LPA should be satisfied that manoeuvrability in and out of these spaces may cross third party land and that they are happy with these arrangements.

Regards,

Miss Katie Kurek I BA (Hons) MCITHT I Assistant Planner



Hi Maria,

I write further to receipt of your email last week regarding the proposed redevelopment of No.107 Felpham Way. In your email you refer to several issues which you considered required further thought.

One of the matters raised related to the proposed use of the existing front forecourt for vehicle parking and the fact that a large part of the forecourt had been purchased by WSCC in 1938 for a road widening scheme (that didn't actually take place). You will be aware from email correspondence that I have been in discussions with Katie Kurek from the Highway Authority to try and establish a way forward. We discussed the two possible options I had proposed and, particularly, which of them would be preferred by the HA. Katie's preference was for the two existing spaces which are accessed from the existing dropped kerb. In effect, the preferred parking layout would be for the front forecourt to be retained as it currently exists. As such, the attached revised drawing shows the front forecourt to be retained as existing (i.e. retention of the existing dropped kerb, security bollards, disability access and

pedestrian steps to the front door of the shop as well as the open forecourt area where two vehicle parking spaces have been shown for indicative purposes).

You will be aware from the Transport Statement submitted with the application that there is an average of 81 vehicle parking spaces within a convenient walking distance of the site. Consequently, if future occupiers of the site own a car they would be able to find an on-street parking space within an easy walking distance of the application site.

The attached drawing also shows several other revisions.

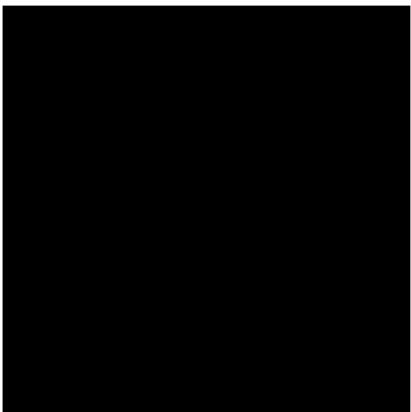
- 1. Commercial Unit The drawing has been revised to show a 2.2m high boundary fence which would run down the boundary between 105 and 107 Felpham Way. This would prevent any opportunity for overlooking of the door of 105A from the side door and windows within the commercial unit. Given that the replacement building would be constructed 1.0m from the common boundary at this point I would expect the door and yard area of 105A to receive more natural light than is currently the case.
- 2. Unit 1 The floor layout has been revised so that the two bedrooms are now on the east side of the flat. One bedroom has a window facing the garden; the second bedroom has a window with an outlook over the vehicular access running down the east side of the site. The light and outlook from the second bedroom would be similar to that of the bedroom window within the ground floor flat approved under FP/208/08/ which also look out over this access.
- 3. Unit 2 The layout of this flat remains unchanged. However, I would like to clarify that the rooflights serving this flat would have a cill height set at approximately 1.1m above internal finished floor level which would allow future occupiers an outlook over the top of the adjacent single storey building to the west.
- 4. Unit 3 Planning permission was granted for FP/208/08/ for the provision of 4 flats at No.109A Felpham Way. One of the bedroom windows in the west facing first floor flat was separated by a similar gap from the current application property. This relationship is not very different and has been considered to be acceptable by the LPA in the past. With regards to the potential overlooking of the rear of 109 Felpham Way I can advise you that the rear of No.109A has planning permission for use as a parking area (FP/208/08/) and is not a garden.

I would be grateful if you could update the current application with this revised drawing.

I trust that this is acceptable to you. Should you have any further queries please do not hesitate to contact me.

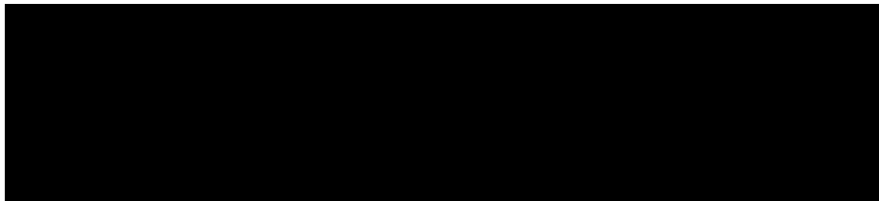
Kind Regards,

Matthew



www.ptplan.co.uk

This Email and files transmitted with it are confidential and are intended for the sole use of the individual or organisation to whom they are addressed. If you have received this Email in error please notify the sender immediately and delete it without using, copying, storing, forwarding or disclosing its contents to any other person. Pickup Town Planning has endeavoured to scan this Email message and attachments for computer viruses and will not be liable for any losses incurred by the recipient.



Dear Mr Pickup,

I believe you are aware of the below.

I have checked your proposal and there are some issues:

In your proposal you are opening proposed Commercial Unit to the west showing windows and door

to 1m deep 'yard' facing to the entrance of 15A with no access?

It would violate the privacy of the occupiers of that flat.

The proposed unit 1(ground floor would have a poor outlook from bedroom with a window facing to the wall

within a distance 1m what is not acceptable.

Unit 3 (first floor) habitable room windows on the eastern elevation (within a distance of approximately 3m from the flank wall of No 109

With habitable window at the first floor level; not acceptable. The proposed bedroom shows low level roof light with a possibility of overlooking the private garden of 109.

In addition the proposed bedrooms (Unit 2) would have only rooflights with no outlook.

I would wish to reiterate to the applicant that the easement reserved by a Conveyance dated 22 October 1938 for land in ownership of West Sussex County Council grants only a right of way over this land. It is noted that the submitted application extends beyond the applicant's own title and includes a proposal to create 3 parking spaces and bike store on the land in West Sussex County Council's ownership. The applicant should therefore be directed to contact West Sussex County Council's Valuations & Estates team on email Valuations.Estates@westsussex.gov.uk to formally request permission from the County Council to use the County Council's land in this way, and that, furthermore, consent cannot be assumed to be forthcoming.

Kind regards

Maria



Visit Arun's web site at www.arun.gov.uk  Save the environment - think before you print.

<http://www.arun.gov.uk>

DX 57406 Littlehampton

You can view Arun District Council's Privacy Policy from <https://www.arun.gov.uk/privacy-policy>

Important Notice This e-mail is intended exclusively for the addressee and may contain information that is confidential and/or privileged. If you are not the intended recipient (or authorised to receive it for the addressee), please notify the sender and delete the e-mail immediately; using, copying, or disclosing it to anyone else, is strictly prohibited and may be unlawful. Any views, opinions or options presented are solely those of the author and do not necessarily represent those of Arun District Council. The information in this e-mail may be subject to public disclosure under the Freedom of Information Act 2000, therefore we cannot guarantee that we will not provide the whole or part of this e-mail to a third party. The Council reserves the right to monitor e-mails in accordance with relevant legislation. Whilst outgoing e-mails are checked for viruses, we cannot guarantee this e-mail is virus-free or has not been intercepted or changed and we do not accept liability for any damage caused. Any reference to "e-mail" in this disclaimer includes any attachments.

LEGAL DISCLAIMER

This email and any attachments are confidential and intended solely for the persons addressed. If it has come to you in error please reply to advise us but you should not read it, copy it, show it to anyone else nor make any other use of its content. West Sussex County Council takes steps to ensure emails and attachments are virus-free but you should carry out your own checks before opening any attachment.
