

Planning Statement

Description of proposed development

Request for approval for installation of traffic calming measures to ensure adequate health and safety measures for Amberley Road

1. An automated gate
2. Two speed humps

Description of site

We have been advised by Mr Neil Crowther, ADC – Group Head of Planning, in his letter Ref PAA/49/19 dated 24/07/2019 that Amberley Road is classified as a Non-Adopted Highway.

Amberley Road has 38 detached bungalows on either side of the road with no pavements.

Amberley Road has a manual gate at the south end of the road.

Description of locality

Amberley Road is set within an area of Rustington that is primarily residential and features several private roads. The area features a variety of property styles the immediate area comprising mainly of detached bungalows.

Principle

The site lies within the Built-up Area Boundary where development is acceptable in principle in accordance with Arun Local Plan Policy SD SP2 and provided it is in accordance with other policies of the Local Plan covering such issues as visual amenity / character, residential amenity, and highway safety.

Development Plan

The key adopted Arun Development Plan 2011-2031 Policies take into consideration in the determination of this application are S DSP2, D DM1 and D SP1.

Also, it has been necessary to consider the policies of the Rustington Neighbourhood Development Plan.

Mr Neil Crowther in his Pre-Application Advice confirms that there are no relevant policies regarding this proposed development.

Design

Arun Local Plan Policy D DM1 requires that due regard to certain aspects which have to be considered including.

1. Character

The gate will reflect the local environment of having private roads and will improve the health and safety issues affecting the local population that frequent this road.

2. Appearance / attractiveness

The gate will show a high standard of construction and materials matching those of the Knightscroft Avenue gate and be recognisable as a quality construction.

3. Scale

The size of the gate will be 4m. This is 0.5m longer than the minimum recommended to accommodate any vehicle that needs access to the road.

With the gate centralised the aesthetics will look naturally correct and give access on both sides for non-vehicle traffic to pass without opening the gate.

Neighbourhood Amenity

It was the opinion of Mr Neil Crowther that it is not considered that any traffic calming measures would have an impact on neighbour amenity in his Pre-Application Advice date 24/07/2019 (Ref PAA/49/19).

Highways Transport and Parking

The proposed traffic calming measures would not have an adverse health and safety impact on the junction leading to Glenville Road, an adopted highway, as the distance from the gate to Glenville is 9m the same as two average car lengths.