

Bronte Welham

From: Amanda Scholes on behalf of Planning.Responses
Sent: 04 May 2017 11:36
To: Planning Scanning
Subject: FW: Planning Consultation on: Y/22/17/PL
Attachments: image001.emz

Sent: 03 May 2017 17:01
To: Planning.Responses
Cc: Joan Phillips
Subject: RE: Planning Consultation on: Y/22/17/PL

WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION

DATE: 03/05/2017

FROM: Katie Kurek
TO: Arun District Council
FAO: Richard Temple

SUBJECT: Y/22/17/PL - 1 No. dwelling.

Land rear of 2,4 & 6, Gladstone Road, Mill View Road, Yapton, West Sussex, BN18 0JP

RECOMMENDATION:



Advice

S106 contribution total (see below for breakdown): £N/A

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals which include up to 5 residential units or extensions to single units accessed from roads that do not form part of the Strategic Road Network (SRN). As such the comments provided by Strategic Planning should be considered to be advice only, with respect to this planning application.

This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSCC map information. A site visit can be arranged on request.

The proposal is for new 4-bedroom dwelling with new vehicle crossover (VCO) access from Mill View Road, unclassified highway subject to a 30 mph speed restriction in this location. West Sussex County Council, as the Local Highway Authority (LHA), was consulted previously on Highway Matters for this location under planning application Y/20/14 to which no objections were raised.

Access & Visibility

From inspection of the plans and local mapping, there appears to be no apparent visibility issue at the point of access onto Mill View Road. Visibility splays suitable to the posted speed limit (43 metre as per advice set out in Manual for Streets) is achievable entirely within the maintainable highway.

I have also checked the most recently available verified accident records, which reveals there have been no personal injury accidents in the vicinity of the within the past 5 years. There is no evidence to suggest that similar

neighbouring accesses are operating unsafely or that the proposed access would exacerbate an existing safety concern.

The VCO must be constructed to a specification agreed with the local area engineer and a licence obtained for these works on to the public highway. The hardstanding should be constructed of a hard bound material to prevent gravel overspill on to the public highway.

Parking & Turning

The integral garage is insufficient dimensions to be counted toward parking provision; we would advise that this be enlarged to 3m by 6m to accommodate a single car. Nevertheless, if the applicant does not wish to do this one space is still to be provided off street fronting the garage that can be counted as allocated parking provision. On this basis WSCC guidance recommends that two off street parking spaces be provided. Local mapping shows that occasional on-street parking occurs in the vicinity with no evidence of highway safety concern. We could therefore not object to the proposed level of parking provision from a highway safety or capacity point of view.

A turn on site would be preferred, clearly though there is insufficient space to achieve this. However other properties have similar arrangements and balanced against this is the benefit of providing an opportunity to remove a vehicle that would otherwise be parked on the highway in a location where the existing practice is on-street parking by residents of adjoining properties which results in a noticeable narrowing of the existing available carriageway space.

Conclusion

The LHA does not consider that the proposal would have 'severe' impact on the operation of the Highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 32), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application the following conditions should be secured:

Access

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the approved drawing.

Reason: In the interests of road safety.

Car parking space

No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

INFORMATIVE

The applicant is advised to contact the Highway Licensing team [REDACTED] to obtain formal approval from the highway authority to carry out the site access works on the public highway.

Katie Kurek
Strategic Planning

Sent: 18 April 2017 15:49
To: SU Local Development
Subject: Planning Consultation on: Y/22/17/PL

To: WSCC(ROW/Strategic/Highways)

NOTIFICATION FROM ARUN DISTRICT COUNCIL
Town & Country Planning Act 1990 (as amended)
Town and Country Planning (Development Management Procedure) (England) Order

**2015 - Articles 16 & 18 Consultation before the grant of permission
Planning Permission**

APPLICATION NO: Y/22/17/PL

Registered: 27th March
2017

Site Address: Land rear of 2,4 & 6 Gladstone Road Mill View Road Yapton
BN18 0JP

Grid Reference: 497763 102677

Description of Works: 1 No. dwelling

The Council have received the above application. I shall be pleased to receive any observations you may wish to make.

[Click here to view the application details](#)

Should you have any comments to make, these should be sent by replying to this email by 18-MAY-17.

You can also monitor the progress of this application through the Council web site:
www.arun.gov.uk/planning

Please be aware that any comments you may make will be available on our website so please do not insert personal details or signatures on your reply.

In the absence of a reply within the period stated, I shall assume that you have no observations to make.

The officer dealing with this application is Richard Temple who can be contacted on telephone number [REDACTED]

Regards
Planning Officer

consultee_email

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

NLPG UPRN 100062237016

DX 57406 Littlehampton

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