

FROM: Ian Gledhill **TO:** Arun District Council
FAO: David Easton

SUBJECT: P/140/16/OUT - Outline application for access only - mixed use development comprising of up to 400 dwellings, a care home with up to 70 beds, a Local Centre comprising up to 2000sqm of A1/A2/A3/D1/sui generis floorspace, provision of land for a 1FE primary school (with sufficient space to ensure that it is expandable to 2FE), provision of land for a scout hut, safeguarding of land to help link the site to the Pagham Harbour Cycle Route & other community uses including public open space & allotments with some matters reserved. This application is a departure from the Development plan.

An amendment received.

Land South of Summer Lane & West of, Pagham Road, Pagham, West Sussex

RECOMMENDATION:

Advice	☐	Modification	☐	More Information	☐
Objection	☐	No Objection	X	Refusal	☐

West Sussex County Council, in their role as Local Highway Authority, has previously issued comments on this proposal. These comments are dated 27th January 2017 and 26th April 2017. Through previous advice reference has been made to the need for a cumulative assessment that accounts for all developments currently under consideration in the Pagham area. Matters relating to the cumulative assessment do not form part of this response; this response deals solely with those outstanding matters for P/140/16.

The principle of the vehicular access has been previously accepted. No additional comments are necessary. Several comments were issued in connection with pedestrian access to the development and more specifically the location of crossing points. The arrangements have been slightly revised with the pedestrian crossing moved from south of the Pagham Parish Council to the north; the main issue with the previous arrangement being the location of the build out on the opposite side of the carriageway potentially conflicting with an existing dropped kerb vehicle access. The revised arrangement removes this potential conflict.

Another matter was in connection with problem 2.3.1 raised within the Stage One Road Safety Audit. This problem raised the potential crossing desire line in the immediate vicinity of the northern vehicle access. The Safety Auditor recommended the upgrading of the proposed traffic island to a pedestrian refuge to deal with these demands. The traffic island has now been altered to a refuge. With this arrangement there is the matter of the southwest bound bus stop being adjacent to the crossing point. This matter has not been raised by the Stage One RSA. In the event that there is a conflict or a safety issue raised as part of any subsequent Stage 2 (detailed design) or 3 (undertaken once the access has been built and is in use) RSAs, it's considered that the bus stop could then be relocated.

The only other matter raised by the Stage One RSA was the dimensions of the amended bus stop lay-by on the north side of the carriageway. The designer has confirmed that the dimensions of the lay-by (shown on drawing number 1616/01 Rev K) match those of the existing. This problem is considered to have been addressed.

All matters in connection with the proposed vehicle and pedestrian access arrangement have now been addressed.

In summary, notwithstanding the cumulative impact of the four Pagham planning applications presently under consideration (these matters are dealt with by way of a separate response), based on the details and supporting information submitted for the current application, WSCC are satisfied with the arrangements as shown. On this basis, no severe impact is anticipated to arise from this proposal when viewed in isolation.

In conclusion, the National Planning Policy Framework states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe. Based upon the information submitted, the LHA are satisfied that the proposed development would not result in severe highway impacts. No highway objection would be raised.

If the Local Planning Authority is minded to approve this application, the following conditions, informatives, and s106 obligations are recommended.

CONDITIONS

Northern Access

No use within the northern phase of the development shall be first occupied until such time as the vehicular and pedestrian accesses and bus stop lay by as indicatively shown on drawing 1616/01 Rev K.

Reason: In the interests of road safety.

Southern Access

No use within the southern phase of the development shall be first occupied until such time as the vehicular and pedestrian accesses as indicatively shown on drawing 1616/02 Rev J has been constructed.

Reason: In the interests of road safety.

Visibility

No part of the development shall be first occupied until visibility splays of 2.4 metres by 49 metres have been provided at the proposed northern and southern site vehicular accesses onto Pagham Road in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,

- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
 - details of public engagement both prior to and during construction works.
- Reason: In the interests of highway safety and the amenities of the area.

Travel Plan

No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority in accordance with the framework of measures set out within the submitted residential travel plan TP/01/A. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport.

INFORMATIVE

Section 278 Agreement of the 1980 Highways Act - Works within the Highway
The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

S106 OBLIGATIONS

- The safeguarding of land as shown on drawing titled 'Potential Cycle Link to Honer Lane' to enable the provision of a cycleway and improved pedestrian route.
- Proposed improvement works to the B2166/B2145 roundabout as shown on drawing number 1616/13 Rev C or any other such scheme as agreed with WSCC*.
- Contribution of £65,000 towards improvements to the surface of public right of way no. 101*.
- Contribution of £152,245 towards improvements to Pagham Road/B2166 Lower Bognor Road junction or any other works that would mitigate the increased traffic arising from the proposed development. This is referred to within the applicants documents as a 'Contribution to WSCC for sustainable transport measures on the wider highway network'*.
- Contribution of £40,816 towards the upgrading of public rights of way 100, 106 and 104 to enable the creation of an off road cycle route*.

*These works are identified within the cumulative assessment with proportionate contributions to be taken to the total cost of the mitigation required.

Ian Gledhill
Planning Services