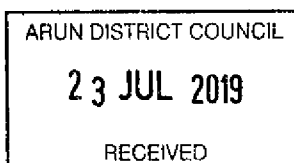


Planning Department
Arun District Council
1 Maltravers Road
Littlehampton
BN17 5LF

12 Laurel Drive
Pagham
PO21 3ND



21st July 2019

Dear Sirs

Re : Planning Application P/53/19/L for Listed Building Consent for the Inglenook Hotel. Deadline for objections 1st August.

I would like to object to the above Listed Building Consent for the demolition of a chair store and realignment of curtilage listed wall. The reason given for the demolition and realignment is to enable a safe access to a proposed development to the rear of the Inglenook.

Potential for harm to the heritage asset

Arun Local Plan Section 16 para 16.2.4 states: "The integrity and authenticity of a Listed Building can be easily undermined by ad hoc or piecemeal alteration. Inappropriate proposals affecting the fabric, character and appearance of Listed Buildings can not only erode the significance and special interest of the Listed Building but could also erode the broader, cohesive character of the locality".

The Listed Consent statement considers demolition and realignment will not be harmful to the heritage asset. There is no evidence of assessment or of expert consultation
NPPF item 189 says that "As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary".

The Listed Building application also refers to a separate planning application but does not provide details. *NPPF item 190 states "Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and necessary expertise. They should take this into account any conflict between the heritage asset's conservation and any aspect of the proposal".*

In light of the development proposal referred to, I urge that this Listed Consent application decision be deferred and read in conjunction with the planning application (Ref. P/58/19/PL on the planning portal) referred to in their document. The outcome of this Listed Building Consent application will have a significant bearing on whether the housing development application proposed for the Paddock behind the Inglenook Hotel is approved or refused.

The consequence of this consent, which if approved, will enable a new development of 9 2.5 storey houses to come forward and will create additional traffic movements in very close proximity to the main building of the hotel, at a rate of 46+ daily traffic journeys daily (Planning application Transport Statement).

An increase in traffic using the access lane will have an adverse effect on the hotel building through increased vibration and pollution from carbon emissions, which could affect the fabric of the whole building in the long term and in particular the setting and appreciation of the listed building section of the hotel. It could also have a cumulative detrimental effect on the 4 Grade II Listed Barns immediately adjacent on Mill Farm Estate.

Traffic and pedestrian access

The limited widening of the access road will significantly increase vehicle movements entering and exiting the site onto the Pagham Road and will have an adverse effect on highway safety and convenience of road users. (The Block Plan 31 does not show the benefit of realignment of the wall or removal of the store with regard to the overall width of access being achieved). This information has been supplied in the proposed planning application which states it will be increased from 3.5m to 5.3m after alignment. An example of vehicle widths: A BMW X5 is 2.4m wide, average car 2m, refuse/commercial vehicle 3m wide. In addition it is proposed that pedestrians will be using a shared surface in the access lane.

Manual for Streets item 6.3.22 states **"that a minimum unobstructed width for pedestrians should generally be 2m"**. Therefore, the width of 5.3m achieved could cause a conflict to arise between traffic and pedestrians.

In addition to those using the access lane there will be residents, in particular from Mill Farm and The Mill retirement complex, many with hidden disabilities i.e. sight or hearing impairments (38% of the village is over 65) passing in front of the access lane on the pavement and who will have to navigate 2 junctions in very close proximity, just to get to the zebra crossing to go to the shops. Finally, cyclists will also be using the access lane, crossing the pavement splay to enter and exit the Pagham Road at its narrowest point, whilst trying to avoid cars and pedestrians.

To the front of the proposed Inglenook access the pavement has a dropped kerb splay jutting out into the Pagham Road which cars exiting and entering the access lane will have to overrun the footway to enter the highway traffic. The splay creates a small parking area immediately to the north which will restrict their view of traffic entering the village from that direction and who will be in the middle of the road due to parked cars opposite the Hotel. Vehicles will have to wait on the footway/splay to enter the Pagham Road at the narrowest section of the highway. There is a serious lack of parking facilities in Pagham, therefore, on street parking is the norm. Vehicles regularly park opposite the splay, thereby creating a pinch point which is reduced drastically when a bus or HGV is travelling through it. Drivers also tend to ignore and park on yellow lines in part of the parking area, on the pavements outside the Hotel and opposite on the yellow lines. The on street parking along the Pagham Road frequently causes a chicane situation all the way through the village. Unfortunately there is no active traffic enforcement presence.

Potential cumulative effect of an additional junction

There is no mention in the Arun Local Plan list of transport constraints for the Pagham Road B2166, which is one of the most dangerous roads in the area.

Residents and visitors are already struggling to move through the village, in either a car or bus, increased in the summer months by Church Farm residents. There is a very serious cumulative effect from all traffic on the Pagham Road, which will have to accept with following:-

- Mill Farm Estate junction 270+ homes,
- Crayferns development junction of 42 homes
- Summer Lane junction planned development for 90 homes,
- Junction for Pagham South development with traffic from 400 homes and 65 from Church Barton development
- Increase in traffic from 2 Hook Lane junctions and Sefton Road junction from planned developments of 750 homes
- Additional commercial traffic i.e. buses, HGV, tractors from Barfoot's
- Delivery lorries using the Tesco's junction and additional delivery lorries to the Pagham Parade Co OP.
- Church Farm visitors
- Residents of Pagham going about their daily lives

Another junction will only exacerbate the existing problems of the Pagham Road for vehicle users and pedestrians. It is already at breaking point!

Adverse effect on the residential amenity of neighbours

The outcome of obtaining Listed Building consent (which appears harmless in isolation) will remove a main obstacle to a proposed development of 9 2 storey dwellings. A development that will have, by virtue of its height and bulk, an adverse effect on the residential amenity of neighbouring dwellings i.e. residents of Mill Farm Estate. The development will be overbearing and visually intrusive and will have a negative impact on their quality of life by reason of noise, disturbance, loss of privacy, overshadowing. There will be a loss of daylight to south facing gardens and to primary habitable rooms whose right has been acquired by residents with uninterrupted use over the past 20+ years without consent and without threat or interruption for over a year.

The development will be a loss of an open aspect in the neighbourhood and although public access is limited to visitors of the Hotel, it is an area which if lost, will have an adverse effect on wildlife, an environmental impact on existing mature trees, many with preservation orders in place, and will result in a loss of one of the few breathing spaces left between the existing buildings and surrounding developments.

Although some of these reasons refer to planning matters I consider there is an intrinsic link to this Listed Building Consent and the proposed planning application **P/58/19/PL** for development of adjacent land behind the Inglenook Hotel which I believe is reliant on this consent to provide safe access.

This application, therefore, should not be considered in isolation but should be read in conjunction with the proposed planning application.

Yours faithfully



Jane Collins