

FROM: Ian Gledhill TO: Arun District Council
FAO: Simon Davis

SUBJECT: P/58/15/OUT - Outline application with some matters reserved for the erection of 90 No. dwellings with associated access & open space. This is a Departure from the Development Plan.

Land at, Summer Lane, Pagham, PO21 4NG

RECOMMENDATION:

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

The Local Highway Authority has previously provided comments on this application. A number of matters were raised, primarily relating to vehicular access, which required the applicant's further action. The applicant has now submitted additional information. For ease of reference, this report is structured to address these previously identified matters.

Development Access Width and Visibility Splays

The applicant has confirmed that the eastern development access from Summer Lane will be widened to 4.8 metres. Visibility splays of 2.4 by 25 metres are shown at both junctions. The 25 metre element of the splays is based upon a design speed of 20mph. Given the constrained nature of the local highway network, this design speed and consequently the splays are considered appropriate.

Works to Summer Lane

A number of points were raised relating to Summer Lane. The proposed works have been revised. The revised scheme slightly widens the carriageway width (to 4.5 metres from the 4.1 metres previously shown) in the vicinity of the eastern access. This widening is at the expense of the proposed footway width, although this still retains a width of 1.5 metres. Even with the additional development, Summer Lane will be lightly trafficked and low speed. The proposed carriageway and footway widths at this location reflect only a pinch point where a consistent 4.8 metre carriageway and 1.8 metre footway are provided. In light of the constraints in this location, the widths are considered appropriate.

Again at the eastern development access, swept paths have been provided for a refuse vehicle entering and exiting. These show that a refuse vehicle would occupy Summer Lane when turning in or out. This situation is not uncommon at many existing junctions due to the onerous swept path of a refuse vehicle. However the swept paths clearly show that no waiting at any-time restrictions will need to be installed to prevent obstructive parking from taking place. To ensure the restrictions are enforceable these will require a Traffic Regulation Order. The LHA within their initial comments highlighted that due to the requirement for public consultation no guarantee can be offered that the TRO will be made. There is consequently an element of risk.

Given that the eastern access is dependent upon the TRO, this process would need to be completed prior to development commencing. In the event that the TRO failed, alternate measures may then need to be considered.

The implications on visibility from existing driveways on the south side of Summer Lane as a result of relocating and widening of the footway to the northern side has been considered in greater detail. The results of this indicate that visibility will be worsened although at most of the accesses visibility is already substandard. The visibility splays for each of the properties has also been drawn within the extent of the public highway and the curtilage of the respective dwelling. All of the dwellings in question presently have open frontages, permitting visibility over the adjoining land. Whilst occupiers of these dwellings may erect fencing or seek to enclose their front gardens, in practice this is perhaps unlikely given that it would then severely constrain visibility from their own respective access.

The views of an independent road safety auditor have been sought in respects of the matter of reduced visibility. They have confirmed that on balance they consider the overall road safety impact to be neutral given the benefits of other works proposed. It is also noteworthy that the Stage One Road Safety Audit provided with the application raised no problems or concerns regarding reduced visibility at the existing southern accesses caused by the proposed highway works.

The potential reduced visibility from the existing southern access points is acknowledged. Conversely though, visibility at the accesses on the northern side of Summer Lane will be improved. Taking the evidence available and the overall benefit from the highway improvements, on balance these are considered to be acceptable.

With regards to the proposed northern footway, the potential ability to tie in with existing driveway and carriageway levels has been checked. Whilst such matters will be considered in greater detail as part of any s278 agreement, in principle there appear to be no fundamental matters with the ability to construct the footway.

Stage One Road Safety Audit

An additional response was sought from the applicant towards two problems raised within the Stage One RSA. These problems related to the lack of a margin between the southern carriageway edge and third party boundary treatments. The scheme has been revised so as to include a minimum 300mm margin along the southern carriageway edge following the relocation of the footway.

The other problem was in respects of pedestrian visibility at the realigned Summer Lane/Pagham Road junction. A 2 by 2 metre pedestrian visibility splay has been demonstrated on the submitted drawings, although visibility for crossing pedestrians will in practice be greater and not significantly different to that which is available at present. This matter is considered to be addressed.

Conclusion

The National Planning Policy Framework states that development should only be prevented or refused on transport grounds where the residual cumulative impacts are severe. Taking account of the mitigation proposed as part of the development, the LHA are satisfied that no severe impact would result from this proposal. No highway objection would be raised.

If minded to permit this application, the following conditions and informatives are recommended.

Access

No part of the development shall be first occupied until such time as the vehicular accesses onto Summer Lane have been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

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 25 metres have been provided at the proposed site vehicular accesses onto Summer Lane 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.

Off-site Highway Works

No part of the development shall be first occupied until a footway has been constructed along the north side of Summer Lane, the Summer Lane/Pagham Road junction has been realigned, and the other works as indicatively shown on drawing number 120843/A11 Revision C have been provided in accordance with plans and details submitted to and approved in writing by the Local Planning Authority, in consultation with the Local Highway Authority.

Reason: In the interests of highway safety.

Access Road

No part of the development shall be first occupied until the road(s), footways, and casual parking areas serving the development have been constructed, surfaced, and drained in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To secure satisfactory standards of access for the proposed development.

Car parking space

No dwelling shall be first occupied until the car parking space associated with the dwelling have been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. These spaces shall thereafter be retained at all times for their designated use.

Reason: To provide car-parking space for the use.

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

Upon the first occupation/commencement of use, the Applicant shall implement the measures incorporated within the approved travel plan. The Applicant shall thereafter monitor, report and subsequently revise the travel plan as specified within the approved document.

Reason: To encourage and promote sustainable transport.

Traffic Regulation Order

No development shall be undertaken until a Traffic Regulation Order (or revisions to existing orders) to provide no waiting restrictions in the vicinity of the proposed eastern access onto Summer Lane required to enable the development to be implemented, have been approved by the County Council and written confirmation of this approval is made available to the Local Planning Authority.

Reason: In the interests of amenity and road safety

INFORMATIVES

Section 59 of the 1980 Highways Act - Extra-ordinary Traffic

The applicant is advised to enter into a Section 59 Agreement under the 1980 Highways Act, to cover the increase in extraordinary traffic that would result from construction vehicles and to enable the recovery of costs of any potential damage that may result to the public highway as a direct consequence of the construction traffic. The Applicant is advised to contact the Highway Officer (01243 642105) in order to commence this process.

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.

Ian Gledhill
Strategic Planning