

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Mr S Davis
FROM:	WSCC - Highways Authority
DATE:	9 September 2019
LOCATION:	Rear of Inglenook Hotel 253-255 <u>Pagham</u> Road <u>Bognor Regis</u> <u>PO21 3QB</u>
SUBJECT:	<u>P/58/19/PL</u> Erection of 9 No. dwellings with associated access, parking, cycle & refuse storage & landscape design. This application is a Departure from the Development Plan & may affect the setting of a listed <u>building</u> . Additional information received.
DATE OF SITE VISIT:	09/09/2019
RECOMMENDATION:	No Objection
S106 CONTRIBUTION TOTAL:	n/a

Background

The Local Highways Authority (LHA) has previously requested additional information with regards to the refuse and recycling servicing arrangements given the narrow access point into the site. Pre-application comments delivered by officers historically advised that refuse arrangements should be agreed with the Arun waste collection team to ensure suitability of use. The Arun cleansing team have issued informal comments at this time stating that the lorry route is considered to be ok.

Summary

The proposal is for the erection of 9 dwellings on land to the rear of the Inglenook hotel with alterations to the existing access. This involves the demolition of a portion of the hotel building to facilitate a wider access route and enables an improved means of access for the development and the hotel use. The proposal also requires alterations to the access onto the publicly maintained highway. The LHA undertook a site visit on 09/09/19 to assess this proposal further. Whilst on site we observed the traffic movements along Pagham Road, the existing access point and the associated visibility.

The Local Highway Authority (LHA) has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There have been no recorded injury accidents at the junction with the public highway, onto Pagham Road. There is no evidence to suggest that the junction is operating unsafely, or that the proposed change of use would exacerbate an existing safety concern.

Access

The access adjoins Pagham Road a C classified road subject to 30mph speed restrictions. The access improvements are to take the form of access widening to the northern side of the access to an improved width of 7.7m. This will impinge slightly on the top of the layby adjacent to the Inglenook Hotel. I have approached the Area Highways Manager to

ascertain the suitability of this proposal and he has advised that this would not be a severe cause for a concern. The access widening will be subject to a license from the Area Highways Manager, a suitably worded informative advising of how to obtain this has been included below.

The swept path diagrams have shown that a priority arrangement will operate within the access route; this enables a single vehicle to proceed along the access route whilst a waiting vehicle is clear of the oncoming vehicles' path. The access arrangements would be considered suitable for the use as this is considered a low impact development. The width of the access route will be 5.3m wide with the narrowest parts measuring 3.5m wide.

As previously advised, the Arun Cleansing team have advised informally that there are no severe concerns with the routing of refuse vehicles for this development. The LHA consider that refuse and recycling collection occurs once a week and therefore is not a regular occurrence within the access route. The diagrams demonstrate that this manoeuvre is possible; it would be the role of the planning authority to assess any amenity impact of this arrangement.

The Area Highways Manager has also advised that the signage outlining pedestrians in carriageway is not required

An ATC Speed Survey has been carried out at the site and records 85th percentile speeds of 30.4mph northbound and 27.7mph southbound. This equates to Stopping Sight Distance (SSD) requirements of 44m northbound and 39m southbound, these splays have been demonstrated within Drawing 2017/3763/002 and fall within the Highway Boundary and not the property boundary.

Visibility along Pagham Road is considered sufficient to serve the development. The LHA does note the presence of the layby along the front of the Inglenook Hotel and there is the possibility that oncoming vehicles may at times be partially obscured by their presence. As outlined in section 10.6.1 of Manual for Streets 2 (MfS2) the absence of wide visibility splays at minor accesses will encourage drivers to emerge more cautiously and similarly to how vehicles emerge onto the highway when visibility along the carriageway is restricted. Section 10.6.2 also states that the frequency of vehicular movements should also be taken into account, as the number of vehicular movements during the peak hours for this proposal is not anticipated to be high the access arrangements as proposed are unlikely to result in detrimental impact. Finally the footway at present is considered to be of sufficient width to allow an oncoming pedestrian to anticipate a car manoeuvring from the access road.

The wall within the applicants' ownership at the point of access should not exceed 0.6m in height, in order to maintain visibility of pedestrians along Pagham Road.

Parking and sustainability

Since the initial application was submitted, WSCC has updated their Parking Demand Calculator (PDC) the standards therefore required by this site have changed since the initial submission. The PDC now indicates that a total of 24 parking spaces would be required to serve a development of this size.

The application form states that 20 allocated parking spaces are provided with an additional 2 visitor parking spaces to serve the development.

Although there is a shortfall of 2 spaces within the site, the LHA does not anticipate that this would generate a severe highways safety concern. The site is located in an area well connected to regular bus routes and benefits from being connected via linked and lit footways to shops and amenities. The nearest convenience store is located a short walk

from the site making this a viable trip on foot. Secure and covered cycle storage can be achieved within those properties with garages, for those which do not have garages, an alternative provision will be secured by means of a cycle shed. A suitably worded condition has been included below to ensure this provision.

Capacity

The applicant has provided a TRICS report which outlines the likely trips generated by a development such as this. The analysis has outlined that an additional 43 two way vehicular movements would be anticipated per day as a result of the proposal. This would be expected to generate 4-5 movements in the am peak of 8.00-9.00am and 4-5 movements in the pm peak of 17.00-18.00pm.

Pagham Road is a main route for vehicles entering Pagham and Nyetimber from the A27, considering the number of vehicles currently operating along the network at this point, it would not be considered that an additional 4-5 vehicles in the am and pm peaks would be cause for a severe highways safety concern.

Construction

Matters relating to access during the construction of the proposed would need to be agreed prior to any works commencing. Vehicular access to the site is possible only from Pagham Road. A comprehensive construction management plan would be sought through condition should permission be granted. The construction management plan should amongst other things set out how deliveries are to be managed along Pagham Road in light of the carriageway width and presence of other vulnerable road users.

Conclusion

The LHA does not consider that the proposal would have a 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 109), and that there are no transport grounds to resist the proposal. Should the LPA be minded to approve this proposal, the following should be sealed via condition.

Conditions

Access (Access to be provided prior to first occupation)

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 details shown on approved drawings.

Reason: In the interests of road safety.

Car parking space (details approved)

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.

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.

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.

Informative

Vehicle Crossover – Minor Highway Works

The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover license shall be granted. Additional information about the licence application process can be found at the following web page:

<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/>

Online applications can be made at the link below, alternatively please call [REDACTED]

<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/vehicle-crossover-dropped-kerb-construction-application-form/>

Jodie Wilkes

West Sussex County Council – Planning Services