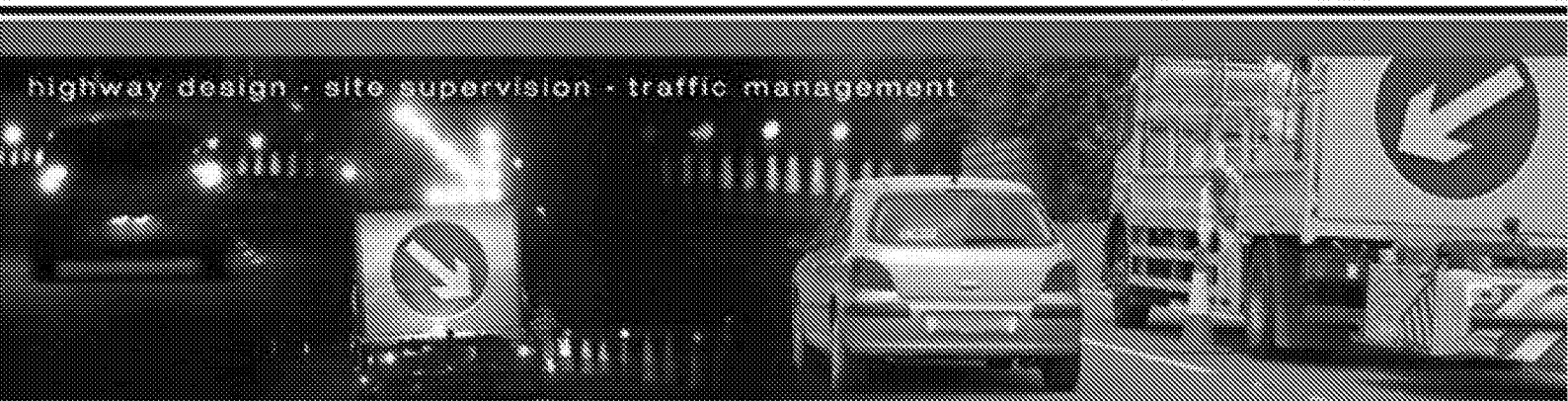
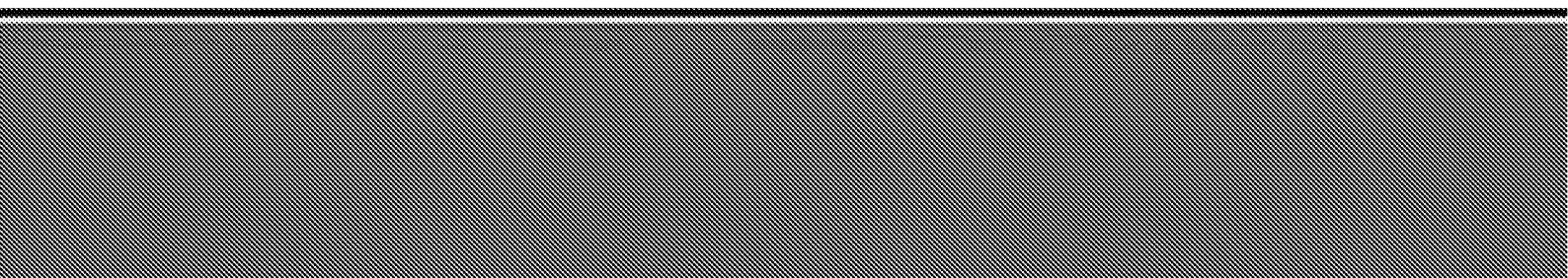




**wilbar associates ltd**  
HIGHWAY CONSULTANTS



**Transport and Highways Review**  
**Application No: P/58/19/PL**  
**Rear of Inglenook Hotel 253-255 Pagham Road**  
**Pagham PO21 3QB - Erection of 9 No. dwellings with**  
**associated access, parking, cycle & refuse storage**  
**& landscape design**



## DOCUMENT CONTROL

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| <b>Contents Page</b>                                               | <b>Page No.</b> |
|--------------------------------------------------------------------|-----------------|
| 1 Introduction                                                     | 1               |
| 1.1 Background                                                     | 1               |
| 1.2 Report Structure                                               | 1               |
| 2 Description of Location and Accessibility                        | 2               |
| 2.1 Site Location                                                  | 2               |
| 2.2 Accessibility                                                  | 2               |
| 3 Car and Cycle Parking                                            | 4               |
| 3.1 Car Parking                                                    | 4               |
| 3.2 Cycle Parking                                                  | 4               |
| 4 Traffic Counts and Accident History                              | 5               |
| 4.1 Traffic Counts                                                 | 5               |
| 4.2 Accident History                                               | 5               |
| 5 Access Proposals, Trip Generation and Other Developments         | 6               |
| 5.1 Access Proposals                                               | 6               |
| 5.2 Trip Generation                                                | 9               |
| 5.3 Other Developments                                             | 11              |
| 6 Planning Application Consultation and Committee Summary          | 14              |
| 6.1 Consultation                                                   | 14              |
| 6.2 Development Control Committee                                  | 15              |
| 6.3 Planning Consultation and Committee Consideration<br>in Review | 17              |

|     |                            |    |
|-----|----------------------------|----|
| 7   | Summary and Recommendation | 18 |
| 7.1 | Summary                    | 18 |
| 7.2 | Recommendation             | 19 |

## 1. INTRODUCTION

### 1.1 Background

- 1.1.1 Wilbar Associates have been commissioned by Arun District Council to carry out an independent assessment of the above planning application against current transport planning policy and highway standards.
- 1.1.2 The proposed application will provide 9 residential dwellings including 8 x 3 bedroom houses and 1 x 2 bedroom bungalow (Use Class C3). The existing vehicle access from Pagham Road to the south east corner of the site and alterations are proposed. From the existing access road the site will provide a carriageway to access the dwellings with a turning head. Parking is provided on plot with driveways and garages and visitor parking, footway, associated landscaping and lighting is provide in the communal space.
- 1.1.3 An independent review has been made of the application on transport and highways. The main documents that described how the development meets current transport policy and highway standards is the Transport Statement submitted with the application, other plans and statements have also be reviewed.
- 1.1.4 Comments on the application have been made by West Sussex County Council who are the highway authority for this location and are responsible for the public highway and set relevant standards at a strategic level that the local planning authority adopt as part of their Local Plan to inform development proposals.
- 1.1.5 There are a number of objections with the application from local residents and councillors relating to highway and pedestrian safety that will be taken into account with this review.

### 1.2 Report Structure

- 1.2.1 The report is structured as follows:

- Chapter 2 Description of Location and Accessibility
- Chapter 3 Car and Cycle Parking
- Chapter 4 Traffic Counts and Accident History
- Chapter 5 Access Proposals, Trip Generation and Other Development
- Chapter 6 Planning Application Consultation and Committee Summary
- Chapter 7 Summary and Recommendation

## 2. DESCRIPTION OF LOCATION AND ACCESSIBILITY

### 2.1 Site Location

- 2.1.1 The proposed development site is located to the rear of the Inglenook Hotel, which is on the west side of the Pagham Road, in the settlement of Nyetimber, the civil parish of Pagham and in the Arun District of West Sussex. Pagham Road connects to the B2166 to the north that leads to the A27 7km to the north. The A27 forms part of the strategic road network providing an east-west route along the south coast. The A27 provides access locally to Chichester, Southampton, Portsmouth and Worthing. To the east of the site is the town of Bognor Regis and to the south is the village of Pagham.

### 2.2 Accessibility

- 2.2.1 Pagham Road is a 30mph single carriageway semi rural road 7.3 metres wide with footways on both sides of the road between 1.9 and 1.6 metres wide and street lit. There is a layby directly to the north of the existing site access and opposite cars park along the kerb edge effectively reducing the southbound carriageway width from the centreline from 3.65 metres to 1.85 metres (allowing for a car to be parked). The effective width of Pagham Road is 5.5 metres which is the minimum distance to allow two large vehicles to pass each other at low speed. Vehicles travelling at the speed limit would either give way or reduce speed. Directly to the south of the site is a newly constructed access road serving Spinnaker View and Anchorage Court and a bus stop directly opposite. Further to the south is a zebra crossing across Pagham Road. Photos looking north and south on Pagham Road are shown below in Figure 2.1 and 2.2.
- 2.2.2 The current access road is connected to Pagham Road by a vehicle crossover used for light traffic use. There is no current provision for pedestrians on the access road or crossing the access on the footway. The layby and low wall to the Inglenook Hotel reduces visibility between pedestrians and vehicles. The access road leads to the rear of Inglenook Hotel and tarmacked for the first 50 metres providing access to a gravelled car park. A gravelled road then continues to a static caravan site to the rear of the car park and would give access to the development site.
- 2.2.3 The Institution of Highways and Transportation set guidelines for acceptable walking distances in Guidelines for Providing for Journeys on Foot (2000) and suggests a maximum walking distance of 800 metres to a town centre, 2 kilometres to a school or for commuting and 1.2 kilometre elsewhere. The location is conveniently located to several shops and businesses a short distance to the south, including a Tesco Metro, hairdresser, chiropractor, cafe, pub, Chinese and Indian takeaways, estate agents and upholsterer. There are bus stops in close proximity on the Pagham Road which provide regular services to Bognor Regis and Chichester with a frequency of every 20 minutes. The nearest Infant and Primary school is located 750 metres from the site. For secondary education there is Chichester Free School catering for

all ages 5 kilometres from the site accessed by bus or car. For further commuting by train Bognor Regis railway station is located 5 kilometres to the west or Chichester 8.6 kilometres to the north accessed by bus or car. In summary the location is accessible to convenience goods but for larger goods and services and for work opportunities it is less accessible resulting in a higher reliance on car use then in a town centre location.

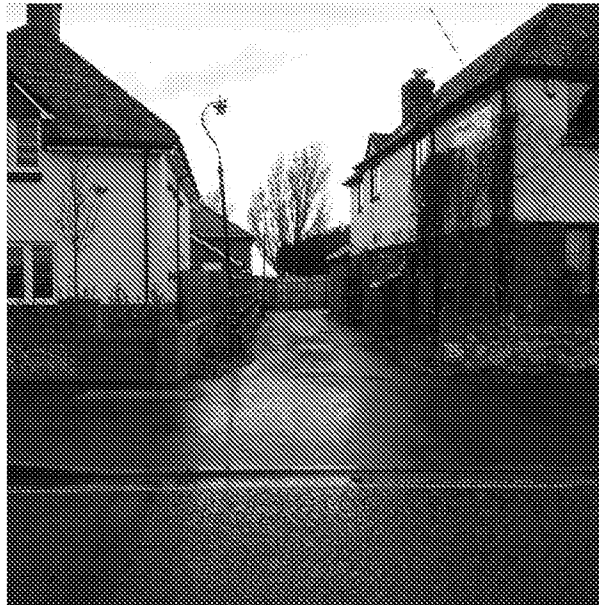
Figure 2.1 Site access looking north on Pagham Road



Figure 2.2 Site access looking south on Pagham Road



Figure 2.3 Site access



### **3. CAR AND CYCLE PARKING**

#### **3.1 Car Parking**

3.1.1 The car parking standards for Arun District Council refer to WSCC Car Parking Demand Tool. In Section 3.7 of the Transport Statement the tool has been used to calculate an allocated parking of 20 spaces and a residual demand of 2 spaces. A slight revision to these standards as stated by WSCC would increase the demand to 24 spaces. For garages these will need to be 6 x 3m where provided can account for 0.5 parking allocation. The parking layout within the report is out of date and requires updating. Units 1-4 are shown to provide 2 parking spaces each on the driveway. Unit 5, 6 and 8 have a long driveway to provide 2 spaces and a garage which can count as 0.5 spaces. Unit 7 is a bungalow where 2 spaces have been provided. Unit 9 provides 1 space on driveway and 0.5 spaces within the garage. Two additional spaces are provided for visitor spaces. The total allocation is 21 spaces with a demand of 24 spaces. This is slightly below the acceptable demand as shown in the guidance document and would have a minor impact on Pagham Road.

#### **3.2 Cycle Parking**

3.2.1 Cycle parking is to be provided in accordance with WSCC: Guidance on Parking at New Developments. For 1 and 2 bedroom dwellings 1 space is to be provided per unit and for 3 bedroom dwellings 2 spaces per unit. The Transport Statement in section 3.7 states that 2 spaces per dwelling are to be provided for 3+bedroom units but doesn't mention anything for the 2 bed dwelling. These spaces are to be provided within the curtilage of the proposed

houses within garages or rear storage sheds. Cycle spaces are shown in rear storage sheds in plans submitted with the Transport Statement.

#### **4. TRAFFIC COUNTS AND ACCIDENT HISTORY**

##### **4.1 Traffic Counts**

- 4.1.1 The Transport Statement submitted with the planning application included an Automated Traffic Count (ATC) between 20<sup>th</sup> and 27<sup>th</sup> February 2018 on Pagham Road. This showed that the 85<sup>th</sup> percentile speed southbound was 30.4mph (48.9 kph) and northbound 27.7 mph (44.6 kph) on Pagham Road
- 4.1.2 Traffic Flows average 5 day weekday on Pagham Road northbound was 281 8-9am peak, 171 5-6pm peak (3,058 daily) and southbound 188 8-9am peak, 408 5-6pm peak (3,569 daily).
- 4.1.3 The characteristics and traffic flow of Pagham Road would suggest that this would be a single carriageway urban all purpose road as described in the Design Manual for Roads and Bridges (DMRB Volume 5 Section 1 Part 3 TA 79/99) with a width of 7.3 metres and capacity of 1,140 an hour in one direction based on 60/40 split. However with on street parking this can reduce capacity to 600 vehicles an hour. The combined flows from the ATC on Pagham Road at 60% would be 281 am peak and 347 pm peak.
- 4.1.4 There was no counts for the existing use of the access to determine the number of vehicles the access is already accommodating for.

##### **4.2 Accident History**

- 4.2.1 Collision history was presented in the Transport Statement from January 2012 to December 2016 and identified 1 serious collision and 2 slight collisions along Pagham Road. From looking at the locations one slight collision occurred at the junction of Hook Lane and one slight collision at the junction with Newtimber Lane. The serious collision was on Pagham Road north of the junction with Newtimber Lane. There were no collisions shown associated with the site access instigating further analysis.
- 4.2.2 To update the accident analysis further data has been collected from the crash map database and one slight collision was reported on 8<sup>th</sup> February 2018 at the junction with Hook Lane. The approach to Hook Lane on Pagham Road from the north is on the outskirts of the built up area and could encourage higher speeds. Some features are present with red surfacing to encourage drivers to slow down. There does seem to be a trend with collisions at junctions within the area that may present further issues with increase levels of traffic.



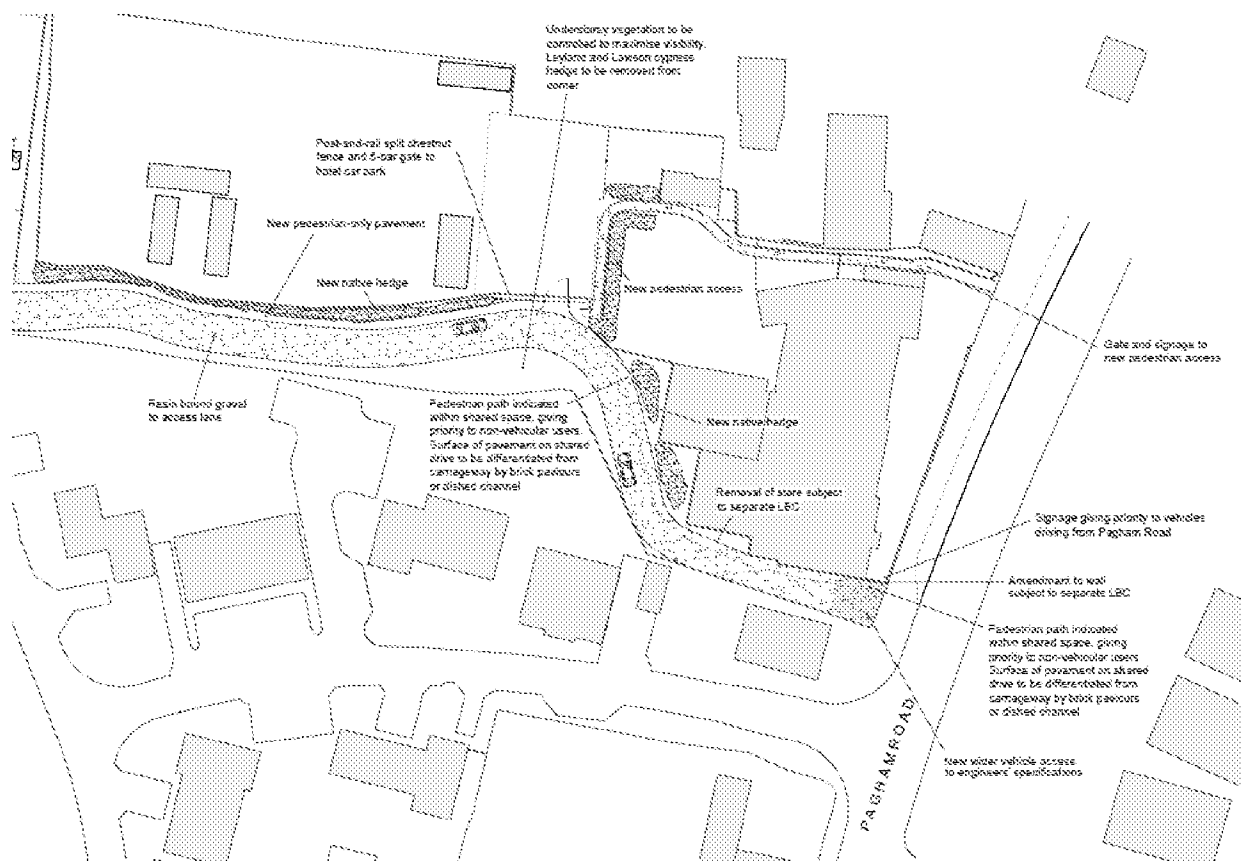
## 5. ACCESS PROPOSALS, TRIP GENERATION AND OTHER DEVELOPMENT

### 5.1 Access Proposals

- 5.1.1 The proposed revised access layout is shown on Figure 5.1 below and includes some widening to the existing access to the engineers specification. A more detailed plan although superseded is provided in the Transport Statement Drg. No. 2017-3763-002 Rev A. This shows that the existing access is to be widened to 5.1 metres to allow for a refuse vehicle to exit and turn into Pagham Road although the text in the Transport Statement refers to widening from 3.5 metres to 5.3 metres. This results in the loss of a hedge and demolition of part of the boundary wall and widening of the existing vehicle crossover as shown on the plan. A swept path movement was shown on Drg. No. 2017-3763-003 Rev A included in the Transport Statement. The swept path doesn't take account of any parked vehicles on Pagham Road, there are currently no restrictions, a refuse vehicle would not be able to make a turn with the present arrangements without parking restrictions reducing the existing availability for residents and visitors on-street.
- 5.1.2 Visibility splays are shown for 30 mph with x dimension of 2.4m and y dimension of 43m. The visibility distance should be measured based on the stopping sight distance (SSD) of the 85<sup>th</sup> percentile speed as set out in Manual for Streets table 7.1 as extracted on Figure 5.2 below. From the recent speed surveys the 85<sup>th</sup> percentile speed is 30.4 mph (48.9 kph) and a SSD of 43 metres would compare to MfS. However Figure 5.3 and 5.4 show the visibility splay looking north and south from the access on Pagham Road that shows that the immediate visibility splay is blocked by parked vehicles to the north and the occasionally from the newly created access to the development to the south. MfS does suggest that occasional parking in visibility splays is quite common but defined bays should be provided outside visibility splays. The presence of the layby to the north will have a significant impact to the safety with the additional flow expected from the development at peak times.
- 5.1.3 It is recommended that a road safety audit is carried out for the access proposals to show that there is no detriment to highway safety or recommend options to make improvements. Although WSCC do not require a road safety audit for developments under 10 units this doesn't take account of the existing use of the site access.
- 5.1.4 The vehicle crossover doesn't give priority to vehicles over pedestrians and vehicles will need to see pedestrians approaching. Figure 5.5 and 5.6 shows the pedestrian/vehicle intervisibility is blocked by low walls. MfS states that vertical visibility splay should be between 0.6 and 2 metres. Splays are generally 2 metres by 2 metres in the vertical plane.
- 5.1.5 The pedestrian access arrangements submitted with the application was for a shared access with vehicles. Following consultation and objections made a separate access for pedestrian is proposed at the north of Inglenook Hotel.

This is shown on Figure 5.1. This is better provision than previous however this is not overlooked and may be vulnerable by users at night who will not feel secure. Further details will be required to review.

**Figure 5.1 Proposed access layout**



**Figure 5.2 Manual for Streets SDD**

**Table 7.1 Derived SSDs for streets (figures rounded).**

| Speed                                                    | Kilometres per hour | 16 | 20 | 24 | 25 | 30 | 32 | 40 | 45 | 48 | 50 | 60 |
|----------------------------------------------------------|---------------------|----|----|----|----|----|----|----|----|----|----|----|
|                                                          | Miles per hour      | 10 | 12 | 15 | 16 | 19 | 20 | 25 | 28 | 30 | 31 | 37 |
| SSD (metres)                                             |                     | 9  | 12 | 15 | 16 | 20 | 22 | 31 | 36 | 40 | 43 | 56 |
| SSD adjusted for bonnet length. See 7.5.4                |                     | 11 | 14 | 17 | 18 | 23 | 25 | 33 | 38 | 43 | 45 | 59 |
| Additional features will be needed to achieve low speeds |                     |    |    |    |    |    |    |    |    |    |    |    |



Figure 5.3 Northbound visibility splay existing access



Figure 5.4 Southbound visibility splay existing access



Figure 5.5 Northbound pedestrian/vehicle visibility splay



Figure 5.6 Southbound pedestrian/vehicle visibility splay



- 5.1.5 The existing access road requires modifications to enable access for refuse vehicles, emergency vehicles and increase in the number of cars. The Transport Statement states that there is a pinch point of 3.8 metres 10 metres within the access road that will be widened to 4.8 metres with the loss of an outbuilding as shown on Drg. No. 2017-3763-001 Rev A in the Transport Statement. Figure 5.7 below shows the location on the access road, looking further the swept path if very close to lamp columns and steps with no margin

of error. There is further widen along the access road to maintain a constant width of 4.8 metres and impacts on the static caravan site, paths and buildings relating to the Inglenook Hotel.

Figure 5.7 Existing access road from Pagham Road



## 5.2 Trip Generation

- 5.2.1 The applicant has carried out a trip assessment using the TRICS database for similar sites. The Transport Statement provides a trip rate for the am peak 8-9am and the pm peak 5-6pm. Table 5(a) below summarises the peak and daily trip rates and the site trip numbers are shown on Table 5(b).

**Table 5(a)  
Trip Rates**

| Time Period | Trip Rate / Unit |       |         |
|-------------|------------------|-------|---------|
|             | In               | Out   | Two-way |
| 0800 - 0900 | 0.160            | 0.357 | 0.517   |
| 1700 -1800  | 0.319            | 0.122 | 0.441   |
| 24 hr       | 2.338            | 2.460 | 4.798   |

- 5.2.2 The TRICS assessment which is a trip estimating tool using a database of surveys of different development locations by land users over the UK and is a

best practice tool in establishing trip generation from development sites. The TRICS assessment used two sites that were considered by the applicant to be comparable to the site. In order to assess comparable sites the users will select parameters on the location and certain development characteristics such a size, number of units and car parking. Twelve sites were selected.

**Table 5(b)**  
**Trip Numbers**

| Time Period | Trip Rate / Unit |     |         |
|-------------|------------------|-----|---------|
|             | In               | Out | Two-way |
| 0800 - 0900 | 1                | 3   | 5       |
| 1700 -1800  | 3                | 1   | 4       |
| 24 hr       | 21               | 22  | 43      |

5.2.3 The additional trips are unlikely to have a detrimental impact to the transport network in the vicinity of the site.

### 5.3 Other Developments

5.3.1 There are a number of other developments planned in the area that would add to the existing traffic including:

- P/125/14/PL: Demolition of existing dwelling & ancillary buildings & erection of 40 no. dwellings with associated access, car parking, cycle & refuse storage, hard & soft landscaping & amenity space. This application is a Departure from the development plan. Approved – 30 June 2016.
- 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. Approved – 30 September 2016.

5.3.2 If applying a typical car generation in the peak hour of 0.35/unit then 130 additional dwellings would generate a further 46 peak hour trips to the network. The additional trips should be taken into account with this application.

5.3.3 The development to the south of the site for 40 dwellings has already been constructed and will be separated by a boundary fence. It does seem poor planning to construct two separate access roads adjacent to each other when one could serve the same purpose and reduce the impact on Pagham Road and the safety concerns raised.

## 6. PLANNING APPLICATION CONSULTATION AND COMMITTEE SUMMARY

### 6.1 Consultation

6.1.1 The planning application for the development was received by Arun District Council on 21<sup>st</sup> June 2019 and validated on 8<sup>th</sup> July 2019. The application was advertised for the required 21 days from which representation can be made to approve or object to the application or further information may be required in order for the case officer to make a decision on the application under delegated authority or the Development Control Committee. If further information is required then the application may need to be re-consulted.

6.1.2 The planning application received 55 public representations and 16 statutory consultee responses and these were reviewed and taken account in a decision by the planning case officer to recommend the development for approval to the Development Control Committee.

6.1.3 A summary of the public consultation points on highway and transport is shown below.

(1) Unsafe access;

(2) Access is adjacent to Crayfern Homes site entrance and opposite an access to shops;

(3) Lack of visibility at the access for cars traveling North;

(4) The access driveway is too narrow and not wide enough for larger vehicles;

(5) The access driveway is not a suitable shared space;

(6) No plans to show how existing exits from the hotel onto the access driveway are dealt with;

(7) Safety of pedestrians including blind people using the driveway;

(8) A footpath or alternative pedestrian access should be included;

(9) Traffic Light system will cause traffic to back up to Pagham Road;

(10) No detailed drawings of the width of the access driveway or the significant trees;

(11) Pagham Road needs upgrading;

(12) Applicant road surveys should be undertaken again now that the Crayfern site is complete;

(13) Impact of employees vehicles during site construction;

(14) Land should remain as a car park for the hotel;

(15) Impact on servicing arrangements to the hotel;

(28) Risk of damage to 2 Spinnaker View's northern boundary;

(40) WSCC Highways do not take account of the additional traffic resulting from the 3 large scale applications in the Pagham area.

6.1.4 WSCC Highways provided a response to the application but did not considered that the increase in vehicles will adversely effect the highway network and that visibility is provided in accordance with current guidelines on the access road.

## 6.2 Development Control Committee

6.2.1 The planning application was presented to the Development Control Committee on 6<sup>th</sup> November 2019. A summary of the highway matters raised in shown below.

6.2.2 Pagham Parish Council Planning Committee spoke at the committee in regard to the access from the development on to Pagham Road in that it would have been more sensible and safer to access the development from Spinnaker View and requested that this is explored before a decision is made on the development. They appreciated that there were two ransom strips would need to be crossed. They stated that the access is narrow and two vehicles would not be able to pass and vehicles could back up waiting for vehicle to leave the site. There was no room for a pedestrian pavement who would have to use the narrow access with other vehicles. Consideration needs to be given to the very busy vehicles movements to the shops opposite the site and delivery lorries who park on Pagham Road adding to congestion. A bus stop opposite and Inglenook Hotel is very busy with functions and weddings will have to park on Pagham Road that would be difficult. Signage should be in place the alert drivers of the presence of pedestrians and WSCC Highways have said this is not required.

6.2.3 Jane Collins spoke against the application. 48 journeys per day on to the highway network and within 30 metres of a junction used by 42 homes a bus stop directly opposite and 14 other junctions on this section of road. Manual for Streets and the NPPF states that development should consider the needs of pedestrian first. The access being 3.5 metres wide is only wide enough for one vehicle to pass and will be shared with pedestrians, it has a bend and a loss of sight lines due to its constraints. WSCC Highways have said that a pedestrian warning sign is not required. Drivers have not been taught how to

see round corners. Priority has not been given to pedestrians who use or cross the access particularly those with disabilities. Near misses in the past have not been reported. The proposed access does not create a safe and secure layout to cope with the increased vehicle movements from the site and combined with the cumulative effect of strategic developments coming forward it will play a part in severe impact on the local highway network. it is therefore contrary to policy TSP1 and NPPF para. 109 and 110. Preventing serious injury or loss of life should not be a desktop study and I therefore ask that a road safety audit is carried out by experts visiting the site this development will increase the impact on highway safety and doesn't take into account all road users particularly pedestrians, the questions we must ask is who can be hurt and why. The speaker asked that the committee refused the application due to its close proximity to neighbouring dwellings and that the proposed access junction would be unsuitable, unsafe and unviable.

6.2.4 William Lazille spoke against the application. The access is not fit for purpose, its too narrow, it means vehicles are unable to pass or have a clear view of approaching traffic even with removal of the storage building once a driver is committed in the access road coming from Pagham Road there is nowhere to wait safely this means if there was a vehicle coming out from the proposed development the driver would have to reverse across the footway into Pagham Road this will not only obstruct Pagham Road but more importantly the pedestrian footway, this is a very dangerous manoeuvre. It was mentioned that consider doing this manoeuvre in the dark, raining and with poor visibility, it is the most dangerous manoeuvre a driver could make. When a bus is at the stop opposite vehicles will need to overtake on the wrong side of the road, this is across the front of the access road causing even more danger this must be considered with the fact that vehicles are exceeding the 30mph speed limit and personally that it has been seen the drivers travel far in excess of the speed limit to which no one in authority seems to notice or even care to address. Potential danger when the bus is stationary and a vehicle tries to enter the development access while someone is trying to get out absolute chaos therefore potential danger. There are also articulated vehicles delivery to Tesco's which cause considerable disruption on Pagham Road, traffic stops in both directions to allow the delivery vehicle to reverse in that causes a tailback of traffic to the development access road. The access road is not wide enough for a designated footway and will be a shared space with restricted width and visibility, it is a recipe of a very serious accident. Vehicles waiting in the access road will cause more pollution not less.

6.2.5 Michael Bish spoke in favour of the development. During the application process they consulted with the Parish Council and residents and sought to address any concerns and that they had made several amendments to the design to try and meet common ground with the neighbouring residents. The access already serves as vehicle and pedestrian access for customers and staff especially during large weddings and funerals etc. In the 40 years since the owners have occupied the premises there have been no accidents. The application proposes to widen and surface the access and as now it will be recognised as a drive and the vehicle speeds will be low. Highway officers and

transport consultants have very regularly attended and visited this site and the access to Pagham Road, they have comprehensively assessed the application on safety and traffic flow with absolutely no reasons for concern. The access and site layout have been tracked for a refuse and emergency vehicles, development should only be prevented on highway grounds if there is a danger to highway safety, clearly this is not the case and the scheme is supported by Highways, any concerns on highway grounds would not be sustained at an appeal. The connection into Spinnaker View is not viable due to ransom strips.

- 6.2.6 The planning officer speaking at the committee in response to the objections that highway safety had been considered as being acceptable as detailed in the report. On debate by council members there was concerns with access for disabled, width too narrow, vehicles cannot pass, not a suitable shared space, dangerous location opposite a bus stop that is well used and delivery lorries to the Tesco, accident waiting to happen, unsafe for children. Priority signage should be in place, pedestrian access through Spinnaker View. Pedestrians using the Inglenook pub go through the back access and not use the access road. Existing usage has not been taken into account using the pub car park. Conditions should be attached to make sight lines better and remove pinch points. If vehicles park in the layby on Pagham Road this will obstruct sight lines from the access. Planning officer's further mentioned that in planning terms the existing use compared to the proposed would need to be considered and that the additional number of vehicles would not impact on highway safety. It was asked to defer the decision until an independent highway review is carried out of the application and for a separate footpath to be investigated not using the access road.

### 6.3 Planning Consultation and Committee Consideration in Review

- 6.3.1 This review has been an independent assessment of the application on highway and transport grounds. However it has been asked that consideration has been made on the above.
- 6.3.2 Following the Committee the applicant submitted a proposal to provide a separate pedestrian access to the north of Inglenook and has been commented in Section 5.1.5 that requires further clarification on the points raised. This would mitigate some of the concerns raised by residents and council members.
- 6.3.3 The review has considered the increase in trips from the development but this needs to take account of other proposed developments.
- 6.3.4 This review has raised concerns in regard to the width and visibility of the access that requires further review and assessment.

## 7. SUMMARY AND RECOMMENDATION

### 7.1 Summary

- 7.1.1 An independent review has been carried out on transport and highway proposals for the proposed development at the rear of Inglenook Hotel, Pagham Road, Pagham. The development application will provide 9 residential dwellings including 8 x 3 bedroom houses and 1 x 2 bedroom bungalow (Use Class C3).
- 7.1.2 The site is located on Pagham Road to the north of the village of Pagham. Pagham Road is a 30mph single carriageway semi rural road with a footway on both sides and street lit. Bus stops are located in the vicinity of the site.
- 7.1.3 The review has assessed the anticipated parking requirements using the WSCC Car Parking Demand Tool requiring 24 spaces for the development with 21 provided. There would be a slight impact with vehicles occasionally parking on Pagham Road.
- 7.1.4 A recent ATC recorded current traffic conditions on Pagham Road in February 2018. This showed that the 85<sup>th</sup> percentile speed southbound was 30.4mph (48.9 kph) and northbound 27.7 mph (44.6 kph) on Pagham Road. Traffic Flows average 5 day weekday on Pagham Road northbound was 281 8-9am peak, 171 5-6pm peak (3,058 daily) and southbound 188 8-9am peak, 408 5-6pm peak (3,569 daily).
- 7.1.5 A review of accident history showed 1 serious collision and 2 slight collisions along Pagham Road from January 2012 to December 2016. To update the accident analysis further data has been collected from the crash map database and one slight collision was reported on 8<sup>th</sup> February 2018 at the junction with Hook Lane.
- 7.1.6 The applicant is proposing to use the existing access to the site on Pagham Road and widen to 5.3 metres to allow two-way flow. Visibility splays have been provided for a 30mph road for 43 metres. Swept path movements for the largest vehicle entering the site show that the access is restricted and parking on Pagham Road was not taken account of with tracking. The presence of the layby to the north will have a significant impact to the safety with the additional flow expected from the development at peak times and a further review and a road safety audit is recommended to identify further improvements.
- 7.1.7 The trip generation has been reviewed and the additional traffic is not considered to be detrimental to traffic on Pagham Road.
- 7.1.8 A review should be made to provide access from the development site to the south to reduce the impact on Pagham Road.

7.1.9 The matters raised through consultation and Development Control Committee have been accessed and reviewed as part of this report.

## 7.2 Recommendation

7.2.1 The review has identified issues on transport and highways in respect to visibility on Pagham Road that would require further improvements.

7.2.2 The local planning authority and planning committee should consider this review and the recommendations to reduce the development impact to the local residents.