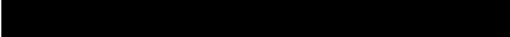
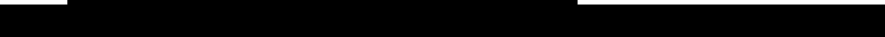




From: Simon Davis

Sent: 23 January 2020 16:06

To: Richard Dollamore | Whaleback 

Cc: 'Gareth Giles | Whaleback' 

Subject: RE: Inglenook P/58/19/PL

Dear Richard,

Sorry, no, it was not possible to get the application back on the agenda. I passed my update report through but the view was that the outcome of the transport review document was such that our members were likely to question why we were still recommending the application for approval and that this would only likely further their previous reservations about the scheme.

I have since had it confirmed that the independent highway consultant does not believe the application should be refused but he states that we should require you to submit details to improve the access in line with the points raised and for this to be the subject of a planning condition.

I am already proposing the following additional/amended conditions which cover some of the points raised:

(11) No development above damp proof course (DPC) level shall take place until there has been submitted to, and approved by, the Local Planning Authority, a scheme to show how the alternative footpath through the grounds of the Inglenook Hotel will be provided, promoted, made safe/appealing to users at all times of the day/night and made available in perpetuity to residents of the new houses. No part of the development shall then be occupied unless and until the alternative footpath and any approved security/access/signage/lighting features have been provided.

(12) No development above damp proof course (DPC) level shall take place until there has been submitted to, and approved by, the Local Planning Authority, a landscaping scheme including all details of hard and soft landscaping (including hard surfacing to any new/upgraded roadways/footpaths or accesses) and details of existing trees and hedgerows to be retained, together with measures for their protection during the course of the development. The approved details of the landscaping shall be carried out in the first planting and seeding season, following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which, within a period of five years from the completion of development, die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

(13) No development above damp proof course (DPC) level shall take place until there has been submitted to, and approved by, the Local Planning Authority, a scheme of signage/visual measures to alert drivers entering the access from Pagham Road of the potential for pedestrians to be in the road. No part of the development shall be occupied unless and until the approved measures have been provided in full. Thereafter, these features shall be permanently retained as fit for purpose.

However (and noting your comment in the other email about a condition to secure the RSA improvements), I would be grateful for your thoughts on such an additional condition or conditions and what it/they would cover so that I can advise our members of how the concerns are being resolved.

For completeness, my report update summarises the main points of the Transport Review as being:

- the location is accessible to convenience goods but for larger goods & services and for work opportunities it is less accessible resulting in a higher reliance on car use than in a town centre location;
- Parking provision is slightly below demand and this will have a minor impact on Pagham Road;
- There were no traffic counts for the existing use of the access to determine the number of vehicles the access is already accommodating for;
- There does seem to be a trend with collisions at junctions within the area that may present further issues with increased levels of traffic;
- The swept path analysis doesn't take account of any parked vehicles on Pagham Road. There are currently no restrictions and 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;
- Manual For Streets (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 (particularly if a high sided vehicle is present in the layby);
- 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;
- A separate access for pedestrian is proposed at the north of Inglenook Hotel. 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;
- The swept path analysis of the narrowest part of the access road is very close to lamp columns and steps with no margin of error;
- The additional trips are unlikely to have a detrimental impact to the transport network in the vicinity of the site; and
- It seems 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.

Kind Regards

Simon J Davis MRTPI | Principal Planning Officer, Planning Department, Directorate of Place, [Arun District Council](#) |
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Please note that I typically work from home on Thursdays when I am unreachable on my work phone



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From: Richard Dollamore | Whaleback [REDACTED]
Sent: 23 January 2020 11:06
To: Simon Davis <Simon.Davis@arun.gov.uk>
Cc: 'Gareth Giles | Whaleback' [REDACTED]
Subject: RE: Inglenook P/58/19/PL

Hi Simon

Are you able to confirm that this application will be considered at the 5th February DC Committee?

Thanks

Richard