

ADC Planning Dept.

Maltravers Rd.

Littlehampton

25th. February 2020

20 Elbridge Crescent

Bognor Regis

PO21 4JQ

Please note I wish this objection/material consideration to be attached against Planning Application P/58/19/PL, land rear of Inglenook Hotel Pagham Rd., Pagham this document questioning referral and subsequent Wilbar RSA and WSCC lack of objections to the traffic issues as explored in this document.

There may be references to the 2 Wilbar Associates Ltd. traffic documents, the first dated 30/12/19 called Transport and Highways Review, and the second dated 15/1/20 called RSA Stage 1. The references stated would be abbreviated to THR and the para no. or RSA and the para no.

Points.

The THR p 2.2.3 Fig 2.1 clearly shows a representative photo showing the visibility splay if one was to try to exit to the North (left turn) and within reason it appears slightly obstructed but this is not a true representation of reality. That photo, clearly as evidence of visibility splay was taken in winter, during the day and not at peak times. It does not take into account that the traffic through this section of road increases to a very high level at the start of Easter through to September/October as Church Farm Holiday Camp welcomes thousands of visitors, who also then leave Church Farm to visit Chichester etc. and then return creating traffic flows far in excess of those quoted, those figures are totally unrealistic and remember these will not be local people so will be unaware of some of the hazards in this area. They will of course visit the Inglenook Hotel as it has a restaurant and licensed drinking facilities thus heavily utilising the layby and parking opposite. They will do this as the car park at the rear becomes regularly over capacity through the holiday season from morning to night. The TRIP figures given have made no allowance for the additional traffic that enters and exits this car park whilst visiting the Inglenook seeking only to register the to and from traffic movements linked to the proposed development.

To bring the visibility splay into perspective, a vehicle entered the Inglenook car park, and then exited onto the carriageway on 21/02/20. A series of photos were taken by the driver in a Honda Accord through the N/S passenger window, each time with the handbrake applied and engine off for safety until the final 2 pictures show how far out into the road the vehicle had to be before a clear line of sight was enabled. If a Transit van or similar had been parked instead of the white vehicle then it would have accentuated the danger. This was in daylight with no adverse weather conditions like heavy rain etc. Furthermore, a vehicle suddenly requiring a right turn going South into the access road would cause even more safety issues as it would be difficult for the North bound vehicle to turn left into the traffic.

Additionally this report failed to take into account the cumulative impact of the Outline permission in place on the Summer Lane development (90 homes) or the Pagham Rd./Church Barton House development (potentially up to 500 homes). All of these homes could have 2 cars (allowed for by WSCC parking methodology) creating an additional 1200 vehicles and their associated movement patterns. None of these cumulative impacts have been assessed or even considered and therefore this data should be a material consideration.

PHOTO STREAM FOLLOWS

TEXT CONTINUED BEYOND PHOTO STREAM









The THR p 5.1.1 passes comment that a refuse vehicle would not be able to exit on a safe swept path with the present parking arrangements on Pagham Rd. having no restrictions at the splay points.

The THR p 5.1.2 states and I quote ... "Mfs (Manual for streets) does suggest that occasional parking in visibility splays is quite common but defined bays should be provided outside visibility splays. The presence of the lay by to the North will have an significant impact to the safety with the additional flow expected from the development at peak times"

The bold text above is a statement that it appears WSCC chose to ignore as they have raised no objections to this proposal yet this is the document that all should follow with no exception apart from it appears WSCC.

To try and understand WSCC's stance on this I looked at an application in East Preston, namely EP/179/18/PL, at Gladwyn, The Street, East Preston which was deferred on the 9/10/19 due to problems that WSCC had picked up on visibility splays, which was subsequently given planning permission on the 6/11/19 subject to conditions regarding visibility splays, a DCC meeting that I attended. After hearing many arguments and reservations from the Committee on how this was being handled by WSCC I decided to undertake a site visit myself to see if there were any comparisons to the Inglenook strategy being planned. At the end of this document are relevant planning files which show the location and the reasoning behind WSCC's intransigence.

I took photographs of the entrance/exit to the site which only has 3 x 3 bedroom houses exiting onto the Street via an entrance flanked by 2 flint walls, one of which was the cause of the controversy. It appears that the Mfs (Manual for streets) can be manipulated to suit the situation and therefore is not a level playing field as the following photos show. This is a relatively quiet road, on a bus route and close to a school which has 20mph flashing lights 5 metres before the entrance/exit to the development site.

PHOTO STREAM FOLLOWS

TEXT CONTINUED BEYOND PHOTO STREAM









There are several points to be considered here in comparison to the Inglenook development

- Lack of parking restrictions, single or double yellow lines.
- No laybys
- No shops or businesses.
- No established pub or restaurant in close proximity (if at all)
- Reasonable width road with no on street parking necessary as properties have drives.
- 30 mph zone but 20mph at restricted times when lights flash.
- Only 1 junction at least 50m. to left of exit when emerging.
- Visibility splay singular i.e. one flint wall and overgrown shrubbery that is an issue.
- No additional developments of large scale planned in the area.
- No parade of shops and associated exits.
- No holiday cards creating excess of traffic flows in season.
- Very low footfall past the exit.
- Low traffic flows even at peak times.

There is absolutely no comparison to the Inglenook site, yet that site was found by WSCC not to have issues that would affect the road network or safety. This inequality has to be addressed in context otherwise the planning system could be construed as inadequate for the functions assigned to it. The Councillors will I am certain remember this site and the arguments that emerged, it is important that they see a refusal as the only option to allow further consultation to take place as to why WSCC had no objections, that decision should be scrutinised in light of this document, otherwise a planning decision will be made that could be unlawful and ADC are ultimately the decision making authority based on correct evidence. It is not just WSCC's decision, ADC have a right to question and it is clear that the Traffic and Highway Report has found flaws that demand re-examination in detail to avoid potential accidents occurring at this point.

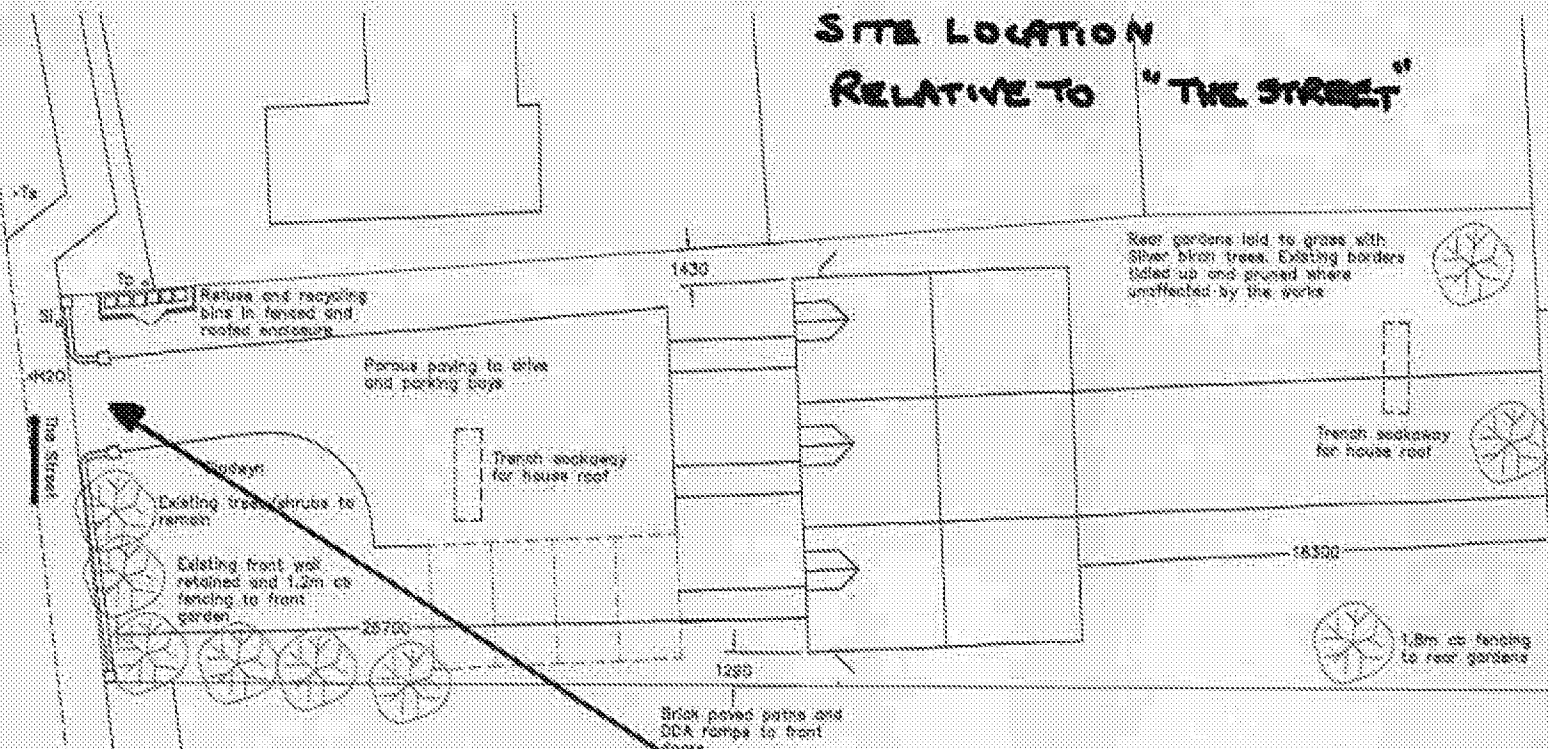
Finally, it is irrational to believe that the TRIP analysis should not include the traffic that uses the rear pub car park as that has an additive impact on the TRIP figures. The car park, even out of season can be full, and continuously fluctuating throughout the day and late evening which has been admitted has not been taken into account.

Yours Sincerely



TRAORE W/ans
3)

SITE LOCATION RELATIVE TO "THE STREET"



EXIT TO THE STREET

WALL HT MAX 0.6m

Slabs 2.4 m back from converging.

to give 4.3m.

South visibility obstructed by wall & vegetation

Wise letter on 15/10/2019.

North vis ok.

Site area 975m² house floor area 127.8m² terrace footprint 198.5m²

Line Tree Close

Amendments:-

BRYCESON SHAW ASSOCIATES Surveyors and Designers 2 Welbeck Court, Preston Road, Littlehampton, West Sussex BN17 5JN	
Project: Proposed new homes; Gladwyn, The Street, East Preston BN16 1HT	
Drawing: Block plan	
For: Mrs. J. Simmonds & Mr. P. Beamish	
Date: PKS	Date: November 2018
Scale: 1:200	No: 2385/01/03
To scale when printed on A3	

From: PETER SHAW [REDACTED]
Sent: 15 October 2019 14:55
To: Juan Baeza; Nicola Fry
Cc: Jamie Brown; Judie Simmonds; Paul Beamish
Subject: Re: Gladwyn - East Preston

EXTRACT FROM PLANNING
APP. EP/179/18/PL

Dear Ail

Thank you for the meeting today and for your help. Please see the attached revised drawing showing the garden wall rebuilt some 500mm into the garden.

I would like to retain the Southern most brick pier as it defines the 2 boundaries of the plot and should not affect visibility. The final decision on this can be made once we start site clearance and can properly set things out.

I have plotted the drawing on A2 paper so the extent of the visibility splays is clear.

Regards,

Peter Shaw.

On Tuesday, 15 October 2019, 12:01:42 BST, Nicola Fry [REDACTED] wrote:

Dear Juan,

It was nice to meet you on site today.

RELEVANT PARAGRAPHS

Further to this morning's meeting at Gladwyn, The Street, East Preston, I can confirm that I am satisfied with the proposed parking provision of 9 spaces as per revised plan provided by Mr Shaw on Friday (11th October).

I can confirm that 9 spaces meets the minimum requirements for allocated parking provision, i.e. 2 spaces allocated per dwelling and 3 overspill/visitor parking spaces. I understood from Mr Shaw that he intends to retain unallocated provision, in which case, the proposed provision exceeds the minimum requirement of 7 unallocated spaces.

With regards to the boundary wall, we measured visibility on site at a distance of 2.4m back from the carriageway edge. In the leading direction (to the north of the access) 43m visibility is achievable in accordance with Manual for Streets (MfS) standards, without any alterations to the existing wall required. In the trailing direction (to the south), visibility is obstructed by the wall and overgrown hedges.

The current height of the boundary wall is 1.2m. We discussed two options on site, firstly the reduction in height of the wall, and secondly relocating the wall within the site. In its current position, due to the proximity to the school, we would require the wall to be reduced in height to 600mm to allow visibility of small children. However, we did agree on site that a compromise could be reached and we would support the wall being reduced in height to 800mm. This option would still result in some loss of the wall. We then discussed the option of repositioning the wall to a set-back of 0.5m from its current position. It was agreed by all that this would be the favoured option as it is anticipated to provide a full unobstructed visibility splay of 43m to the south and would not result in any loss of the flint wall.

Subject to a revised plan confirming that a 0.5m set-back would provide the required 43m splay to the south, I would not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 109), and that there are no transport grounds to resist the proposal.

To

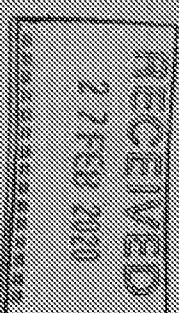
AIDC

PLANNING DEPT.

MALTRAVERS RD.

LITTLEHAMPTON

12 APR 2020
12 APR 2020



OBJECTION FOR ABSTAIN AGAINT

P/58/19/A

BY HAND