

FROM: Ian Gledhill TO: Arun District Council
FAO: David Easton

SUBJECT: P/6/17/OUT - Outline application with some matters reserved for construction of up to 300 No. new homes, Care home of up to 80 No. beds, D1 uses of up to 4000 sqm including a 2 form entry Primary School, formation of new means of access onto Hook Lane & Pagham Road, new pedestrian & cycle links, the laying out of open space, new strategic landscaping, habitat creation, drainage features & associated ground works & infrastructure. This application is a Departure from the development plan.

Land North of, Hook Lane, Pagham, West Sussex

RECOMMENDATION:

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

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1. West Sussex County Council, in their role as Local Highway Authority, has previously issued comments on this proposal. These comments are dated 14th February 2017. A number of matters were identified by the LHA that needed to be addressed. Additional information has now been submitted by the applicant in the form of a Supplementary Transport Assessment (STA), dated the 13th July 2017. The following comments are made against this.
 2. Through previous advice reference has been made to the need for a cumulative assessment that accounts for all developments currently under consideration in the Pagham area. Matters relating to the cumulative assessment do not form part of this response; this response deals solely with those outstanding matters for P/6/17.

Access

3. Several matters were raised by the LHA in terms of access. These included the number of accesses proposed onto Hook Lane and the design of the Pagham Road access, as well as certain matters that related to this.
4. Plans initially submitted indicated the provision of two vehicular accesses onto Hook Lane on the proviso that a school site was provided as part of the development. As there was uncertainty as to whether this site would be required to provide a school, it was unclear whether the 2nd Hook Lane access was to form part of this development; clearly as the current application seeks outline approval with matters of access to be approved, this matter would need to be determined now. This matter has been addressed with the 2nd and more southerly Hook Lane access being omitted (this is shown on the Development Framework Plan, revision E).
5. A number of points were made in connection with the proposed Pagham Road access, namely whether the form of junction shown (a priority junction with right turning lane) was necessary in safety or capacity terms given the extremely low number of right turning movements. The design (as shown on drawing number JNY8840-12 Rev A) has been altered with the right turning lane removed.

6. As required by the LHA, the revised design has been passed to the Safety Auditor who reviewed the original highway works designs. They have raised no safety problems with the revised scheme. The removal of the right turning lane also satisfies and overcomes a problem raised within the initial Stage One RSA (this being that the right turning lane may be used for overtaking). There are still other detailed matters raised by the Auditor that should be accounted for as part of the detailed design.
7. Two other matters were raised by the LHA in connection with the design of this access; the presence of a pedestrian refuge and the proposed bus stop lay-by. As the right turning lane has been removed, the pedestrian refuge has also been taken out of the design. This matter is consequently addressed.
8. The bus stop lay-by remains part of the scheme design. This is located so as to be outside the visibility splay for the proposed junction. Vehicles stopped within this would consequently not obstruct visibility for emerging vehicles. Vehicles within the lay-by may affect visibility northwards from the Hook Lane junction. However as the bus stop is existing, vehicles stopped at this already have the potential to impact on visibility. The presence of a lay-by if anything would if anything offer a betterment by ensuring that the stationary vehicle is located to the back of the visibility splay, thus lessen the overall impact.
9. In summary, the revised vehicular access arrangements are considered acceptable. There are outstanding matters relating to accesses for non-motorised road users. These should be secured via condition. These details should also specifically account for potential access across to the proposed development on the north side of Sefton Road if this is also permitted. It would be expected for details of these arrangements to be included as part of any reserved matters submissions.
10. Related to the above, there are also two proposed schemes of mitigation included within the initial assessment. These are the funding of the 30mph speed limit extension and the provision of traffic management measures on Hook Lane. These matters will need to be the subject of further consideration as appropriate. With respects to the traffic management measures, the applicant should make note of the processes and procedures to be followed as set out within the WSCC developer led traffic management guidance note. This sets out in detail the consultation process to be followed by the applicant through the design of these works. Trigger points covering these works are suggested within the list of s106 obligations included at the foot of this response.

Highway Capacity

11. Two matters were raised regarding the capacity impacts on the local highway network. The first point related to the background traffic growth rate applied to the modelling of junctions within the Chichester District area; the completed modelling having made use only of traffic growth forecast within the Arun area for all junctions. This matter has been covered within the cumulative modelling work. Overall it is accepted that this development in isolation will not result in any severe highway capacity impacts.
12. The second matter was in relation to trip distribution. Whilst the applicant's response is noted, the issue raised was in terms of traffic generated by the development and how these trips had been assigned to the proposed junctions dependent on likely destinations. This in turn may then influence the modelling of these junctions. The STA instead gives consideration to the potential for non-development westbound traffic to re-route from Sefton Road through the

development before emerging back on to Pagham Road to then continue north. The reasoning for this being the forecast capacity issues at the Pagham Road/Sefter Road junction. These capacity issues are acknowledged. However the diversion through the development site, which will be designed to be low speed and require northbound traffic to head in the wrong direction, is quite significant. It's considered highly unlikely that traffic would divert through the site for such a purpose.

13. In terms of the original issue, although this is unaddressed, it is apparent that both site accesses are forecast to operate well within theoretical capacity. Even if some development traffic re-routes, the overall impact will be very low.

14. In conclusion, the LHA are satisfied that this development viewed alone would not result in any severe capacity impacts.

Other Matters

15. Several points were raised in terms of passenger transport. These have been addressed. A planning condition is suggested to cover those improvements proposed.

16. The applicant should still note that if it is their intention to provide bus shelters, these should be agreed with either the District or Parish Councils. WSCC will accept no responsibility for the future maintenance of these.

Conclusion

17. If the Local Planning Authority is minded to approve this application, the following conditions, informatives, and s106 obligations are recommended.

CONDITIONS

Pagham Road Access

No use within that phase of the development served from the Pagham Road access shall be first occupied until such time as the vehicular, pedestrian accesses and bus stop lay by have been constructed in accordance with the details shown on drawing number JNY8840-12 Revision A and provided with visibility splays of 4.5 by 149 metres to the north and 152 metres to the south. 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.

Hook Lane Access

No use within that phase of the development served from the Hook Lane access shall be first occupied until such time as the vehicular and pedestrian accesses have been constructed in accordance with the details shown on drawing number JNY8840-09 Revision A and provided with visibility splays of 2.4 by 74 metres to the north and 77 metres to the south. 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.

Pedestrian Accesses

No part of the development shall be first occupied until plans and details of the proposed pedestrian and cyclist access points have been submitted to and approved in writing by the Local Planning Authority. The approved access points shall thereafter be constructed in accordance with a phasing plan or timetable as may be agreed with the Local Planning Authority.

Reason: In the interests of road safety.

Access closure

No part of the development shall be first occupied until such time as the existing vehicular accesses onto Sefton Road and Pagham Road have been physically closed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety.

Passenger Transport Improvements

No dwelling shall be first occupied until plans and details and a timetable for their installation showing the provision of real time information screens at the north and south bound bus stops on Pagham Road to the north of the Hook Lane junction have been agreed in writing by the Local Planning Authority. The real time information screens once approved shall thereafter be implemented in accordance with the agreed details and timetable.

Reason – To promote and encourage sustainable transport to the proposed dwellings.

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

No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport.

INFORMATIVE

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.

S106 OBLIGATIONS

- A contribution of £7,400 to enable the potential extension of the 30mph speed limit northwards on Pagham Road. The inclusion of this is to be confirmed with applicant (TBC). This should be payable on the occupation of the 1st dwelling.
- The provision of a scheme of traffic management measures on Hook Lane, the details of which are to be agreed with the LHA. The inclusion of this is to be confirmed with applicant (TBC). Due to the consultation and design process associated with these works, it is recommended that these works are completed by the occupation of the 299th dwelling.
- Proposed improvement works to the B2166/Vinnetrow Road roundabout as shown on drawing number 1616/14 or any other such scheme as agreed with WSCC*. These works should be completed by the occupation of the 100th dwelling.
- Contribution of £114,184 towards improvements to Pagham Road/B2166 Lower Bognor Road junction or any other works that would mitigate the increased traffic arising from the proposed development. This is referred to within the applicants documents as a 'Contribution to WSCC for sustainable transport measures on the wider highway network'*. This should be paid in full by the occupation on the occupation of the 150th dwelling.
- Contribution of £30,612 towards the upgrading of public rights of way 100, 106 and 104 to enable the creation of an off road cycle route*. This should be paid in full by the occupation on the occupation of the 150th dwelling.

*These works are identified within the cumulative assessment with proportionate contributions to be taken to the total cost of the mitigation required.

Ian Gledhill
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