

99 Westminster Drive Aldwick Bognor Regis PO21 3RG

tel/fax 01243 264928

email: david@brookwellgolfclub.net

DJB/VB

8 October 2012

Mrs S Leeson
Planning Services
Arun District Council
Civic Centre
Littlehampton
West Sussex
BN17 5LF

Dear Mrs Leeson

new access Beach Road Pagham
old ref ~~P30/12~~ P184/12

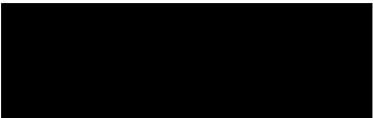
After the receipt of the decision I met Dominic Smith on site and he requested a 'speed check survey' over 1 week, hourly and in both directions.

I attach a copy of his e-mail response for your information.

In view of Pagham Beach Holdings objection letter on the application, I attach a copy of a plan from West Sussex showing their freehold interest and a copy of their plan showing their maintenance obligation. You will see on both that they both cover to the back of the footpath.

A copy of my clients Land Registry plan is also attached from which it is clear my clients own the land east of the back of the footpath. This is why I sent a certificate 'B' to West Sussex. I cannot think how Pagham Beach Holdings can insinuate that my presentation is wrong by claiming that they own land which would warrant a further notice no 1.

Yours sincerely


David J Brookwell

David Brookwell

From: <Dominic.Smith@westsussex.gov.uk>
 To: "David Brookwell" <david@brookwell.co.uk>
 Sent: 14 September 2012 11:12
 Attach: Beach Road Pagham.jpg
 Subject: Re: Emailing Beach Road Pagham

Hello David,

I've given this one some serious consideration, it's quite a unique situation and it's caused a bit of a headache, but I think I've got to the bottom of matters.

In terms of guidance it's a bit of both. MfS does provide guidance on how new junctions should interact with existing roads, but at the same time we have to give consideration to the arrangement as it currently stands and how the new proposal differs. I've set out my thoughts below in full.

Access is currently via Sandy Lane, which provides access to the existing residential properties and the car park. Permission has already been granted for the provision of 9 residential dwellings on the car park site. Whilst I'm not certain of the activity of the car park, I imagine that it receives movements in bursts and is likely to be busier during the summer months. The traffic generation associated with 9 dwellings is likely to be less than that of the car park use.

It is proposed that the Sandy Lane access will be closed and that all access to residential properties will be via the new junction. It is noted that there have been no recorded injury accidents at the Sandy Lane junction.

The appearance of the existing junction doesn't have the 'look' of a planned junction and appears to be something that might have evolved over time. Any new junction will have the benefit of being designed to account with current highway design guidance and given technical approval via a Highway Works Licence.

Manual for Streets indicates that there is no evidence to suggest that the spacing of junctions is detrimental to highway safety and that the operation of the junctions should be considered on the whole.

The positioning of the existing access forms a cross road with Sea Lane and exits directly onto a give way line on The Parade. Movement into the access from both Sea Lane and The Parade could be confusing to other users of the Highway given its position, and movements from Sea Lane could do so at higher speeds than desirable given the alignment and unusual road layout. The positioning of a vehicle as a result of exiting Sandy Lane and stopping at The Parade give way might make it difficult to observe traffic travelling north along Beach Road towards Sea Lane. There will be significant intersection between Sea Lane, The Parade and Sandy Lane. A majority of movements will either be directly across from Sea Lane, left or right out of Sandy Lane into the Parade and left in from The Parade, with some limited movement from a right in from The Parade.

Whilst the 'New Access' is opposite what appears to be a makeshift arrangement, it is noted that give way lines onto Beach Road results in the arrangement operating as a priority junction. It is noted that visibility to the south is very good although to the north it is limited by the proximity to the junction. Although speed counts to the south of the point of access have indicated an 80th percentile speed of approx 25mph, it is considered that at the give way point of the junctions to the north that vehicle speeds will be much slower and/or stationary. Visibility can be achieved across both The Parade and Sea Lane give ways. There is unlikely to be interaction between the 'New Access' and the access opposite the junction, as well as very limited movement on a northerly direction from Beach Road. The majority of movements in and out of the junction are likely to be either left in or right out.

On balance, it is considered that the closing of Sandy Lane with movements routed via New Access will provide an improvement to the current situation and would accord with guidance set out in Manual for Streets.

My apologies for the 'rambling' nature of my email, but hopefully the above makes sense. If there is anything you want me to expand on or clarify then just let me know.

Kind regards,

Dominic

Dominic Smith | Planner, Strategic Planning, www.brighton.gov.uk | Location: 2nd Floor, Northlands, County Hall, Chichester, PO19 1SR
 Internal: 53597 | External: +44 (0) 1243 752597 | E-mail: dominic.smith@brighton.gov.uk

Work sustainably. Do you have to print? Can you double side? Do you need copy?

David Brookwell <david@brookwell.co.uk>

To: <Dominic.Smith@westsussex.gov.uk>

on

06/09/2012 14:36

Subject: Emailing Beach Road Pagham

Greetings Dominic

Many thanks for your e-mail.

14/09/2012

I write in response to our subsequent conversation.

I can provide, within my clients ownership, the southbound splay. To the north I can provide 15m which co-incides with the back of the public footpath. Beyond that is the confluence of four other roads.

I wasn't sure whether the Manual for Streets would be the sole basis for assessment here as it strictly speaking was not just a new street.

I had rather viewed it as an improvement over the existing arrangement, and therefore a benefit to road users.

I send my 1:500 plan showing the splay but based on a 3m set back which is the position of the existing steel fence.

If the scanned copy hasn't worked I will send a hard copy.

I look forward to your decision in due course.

Regards

David

The message is ready to be sent with the following file or link attachments:
Beach Road, Pagham

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

..

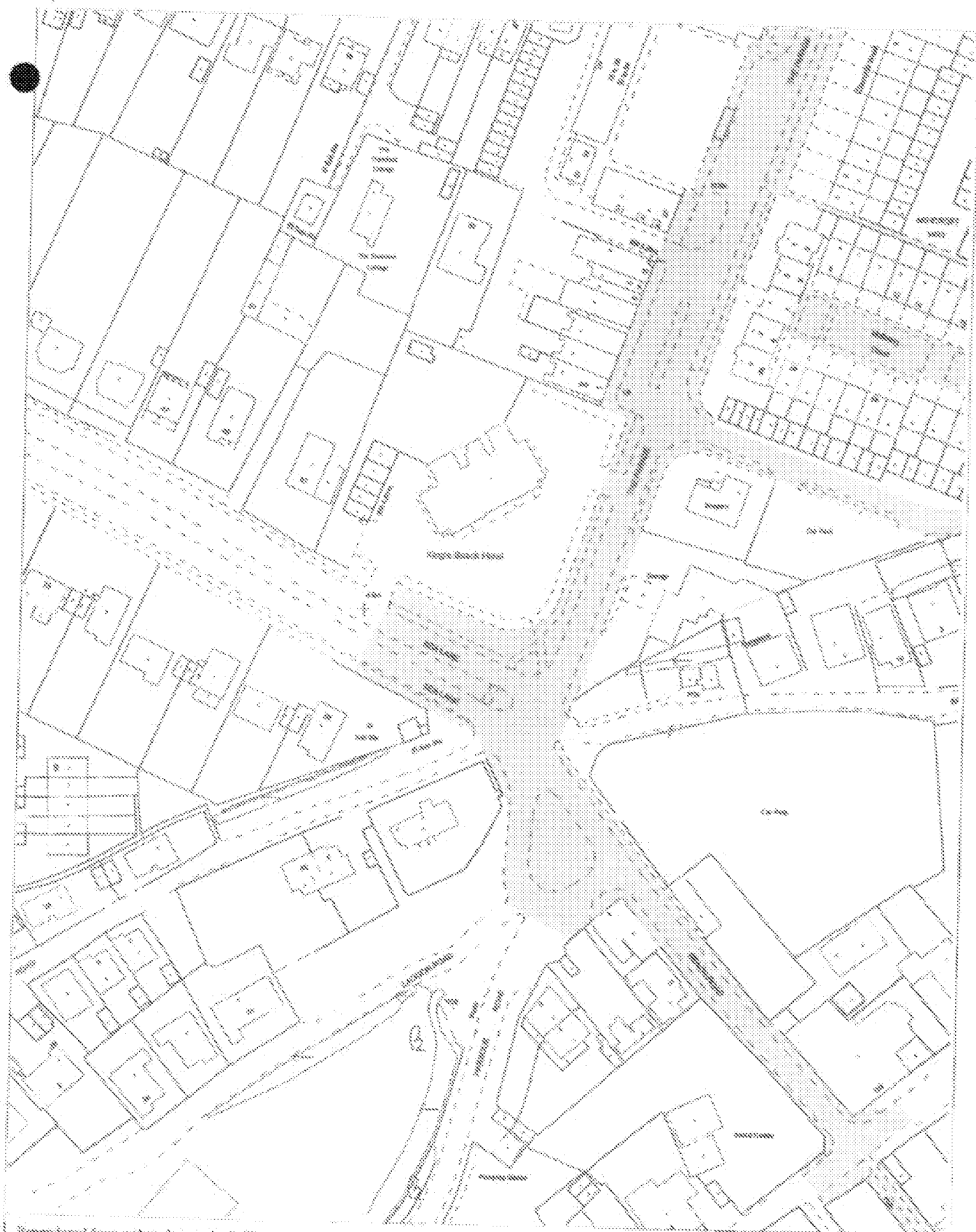
This e-mail and any attachments are confidential and intended solely for the persons addressed. If it has come to you in error please reply to advise us but you should not read it, copy it, show it to anyone else nor make any other use of its content. What Sussex County Council takes steps to ensure e-mails and attachments are virus-free but you should carry out your own checks before opening any attachments.

SONANCE SURVEY	COUNTY	SHEET	NATIONAL GRID
AN REFERENCE			
DATE			© Crown Copyright

PARISH

PARISH





Reproduced from or based upon the 2000
Ordnance Survey mapping with the permission
of the Controller of HMSO (© Crown Copyright
material. Unauthorised reproduction infringes
Crown Copyright and may lead to prosecution or
civil proceedings. West Sussex County Council
Licence No. 100018400

Sea Lane/Beach Road, Pagham

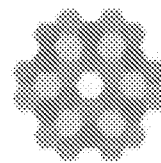
Highways & Transport



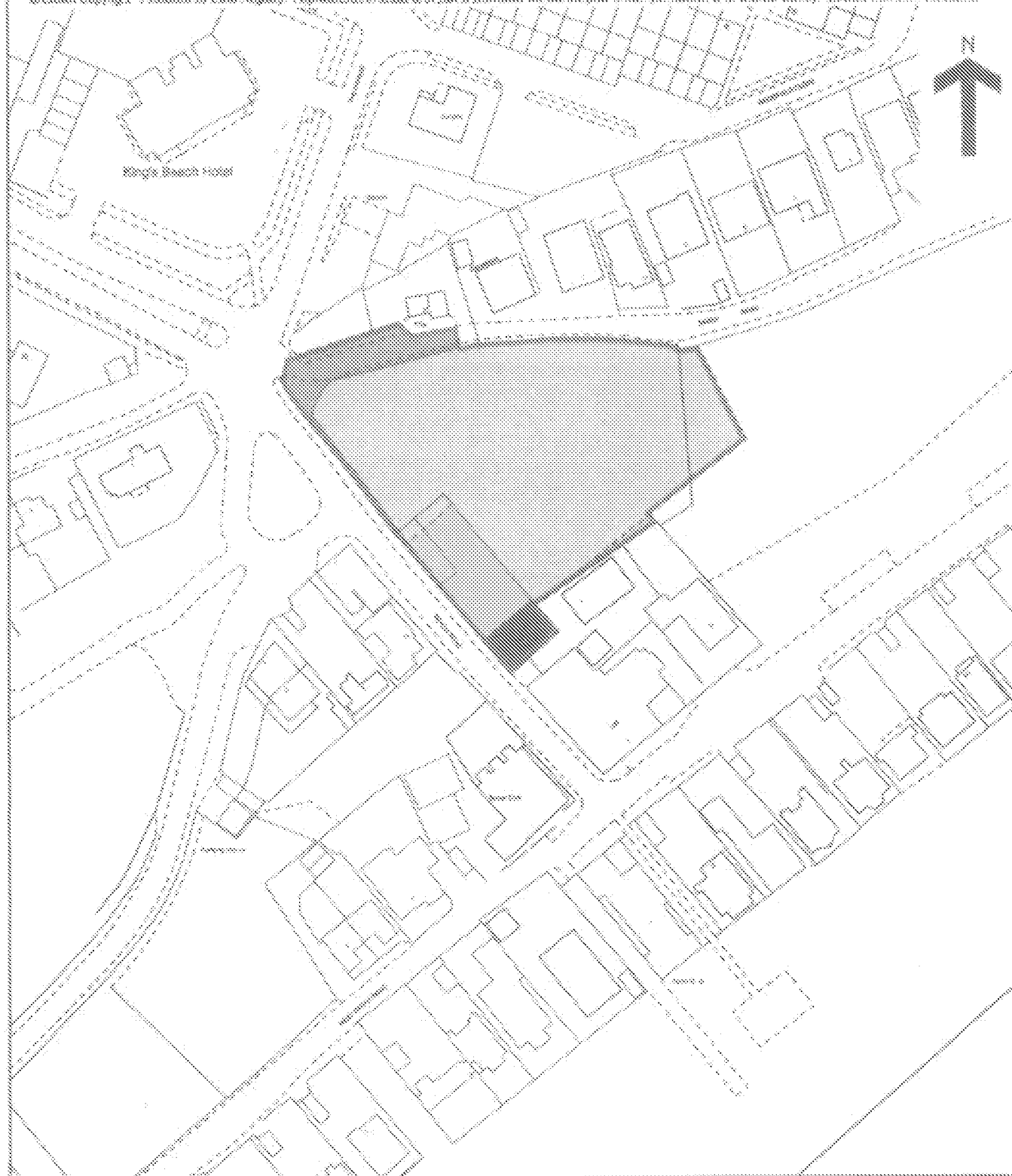
1:1250

Land Registry
Official copy of
title plan

Title number **WSX272157**
Ordnance Survey map reference **SZ8997SW**
Scale **1:1250** enlarged from 1:2500
Administrative area **West Sussex: Arun**



© Crown Copyright. Produced by Land Registry. Reproduction in whole or in part is prohibited without the prior written permission of Ordnance Survey. Licence Number 1000426312.



This official copy issued on 11 October 2011 shows the state of this title plan on 11 October 2011 at 08:51:47. It is admissible in evidence to the same extent as the original (s.67 Land Registration Act 2002). This title plan shows the general position, not the exact line, of the boundaries. It may be subject to distortions in scale. Measurements scaled from this plan may not match measurements between the same points on the ground. See Land Registry Public Guide 16 - Title Plans and Boundaries. This title is dealt with by Land Registry, Durham Office.