

Subject to approval at the next Committee meeting

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SPECIAL DEVELOPMENT CONTROL COMMITTEE

24th June 2008 at 6.00 p.m.

Present : Councillors Mrs Hall (Chairman), Mrs Goad (Vice-Chairman), Biss, Bower, Brooks, Butler, Evans, Gammon, Mrs Harrison, Haymes, Mrs Hazlehurst, Mrs Maconachie, McDougall, Mrs Olliver and Steward.

166. WELCOME

The Chairman welcomed to the meeting public speakers and Council officers representing Planning, Arun Parks and Greenspaces and Environmental Health.

167. APOLOGIES FOR ABSENCE

Apologies for absence had been received from Councillors Oliver-Redgate, Mrs Smee and Mrs Stainton.

168. DECLARATIONS OF INTEREST

Councillor Bower gave notice of a personal interest in Agenda Item 6 (Planning application BE/37/08 – Approval of Reserved Matters Following Outline Application BE/54/04 – The Eastern Section of The Bognor Regis Northern Relief Road Between the A259 Chichester Road Below Babsham Lane to the A29 at Rowan Lane and Associated Engineering Works), as Chairman of the Policy Site 6 Advisory Group.

Councillors McDougall and Mrs Olliver also gave notice of their personal interests in Agenda Item 6, as members of the Policy Site 6 Advisory Group and as Councillor McDougall was a member of Bersted Parish Council.

169. PLANNING APPLICATION BE/23/07 – APPROVAL OF RESERVED MATTERS FOR PHASES 2 & 3 COMPRISING 181 DWELLINGS, INCLUDING DETAILS OF RELATED DRAINAGE, OPEN SPACE, LANDSCAPING AND PLAY AREA PURSUANT TO OUTLINE PLANNING PERMISSION BE/45/04

Special Development Control
Committee – 24.06.08

Following the consent of the Phase 1 application for 100 units in April 2008, the Committee received a presentation from Berkeley Homes Southern on their current application which covered Phases 2 and 3 representing a further 181 units of the total of 650 for the whole development.

(Prior to consideration of the following application, Councillors Bower, McDougall and Mrs Olliver had declared their Personal Interest as Members of the Policy Site 6 Advisory Group and remained in the meeting and took part in the debate and vote.)

170. PLANNING APPLICATION BE/37/08 – APPROVAL OF RESERVED MATTERS FOLLOWING OUTLINE APPLICATION BE/45/04 – THE EASTERN SECTION OF THE BOGNOR REGIS NORTHERN RELIEF ROAD BETWEEN THE A259 CHICHESTER ROAD BELOW BABSHAM LANE TO THE A29 AT ROWAN LANE AND ASSOCIATED ENGINEERING WORKS

Prior to consideration of this application, the Chairman called a short adjournment to the meeting to enable Members to read the detailed written report update which had been circulated at the meeting, together with the amended recommendations.

The Committee then received a comprehensive presentation from the Planning Advisor, who divided his presentation into segments and invited Members' questions following each one. These were as follows:-

- Site Location and Planning Context
- Design of the Relief Road
- Junctions and Crossing Points
- Drainage and Flood Risk Management; and
- Open Space and Landscaping

Site Location and Planning Context

The Planning Advisor referred to the site location and maps taken from the Local Plan showing the edge of the built up area and the relationship to Conservation Areas at North Bersted and Shripney. With reference to the approved outline masterplan he showed the position of the relief road and the closing of Shripney Lane which was shown as a pedestrian only crossing in

the masterplan. Reference was also made to the flood compensation works which were also a requirement of the outline permission.

Design of the Relief Road

The height and width of the road were described and the provision of the acoustic bund and embankment, together with the assessment of noise and vibration. Members' questions focused on the width of the road and the Planning Advisor showed a drawing that illustrated hard strips allowing for two lanes of traffic to pass a parked vehicle at the roadside in the event of a breakdown or emergency incident. The Planning Advisor informed the Committee that this drawing had only been received on 23rd June 2008 and still required consideration by the Highway Authority, under the recommendation of deferral and delegation outlined at 15.1 in the Update Report circulated at the meeting.

Other questions asked by Members related to road noise and the use of the quietest form of road surfacing to minimise vibration; the checking of the existing highway bridge structure in Rowan Way; and road speeds in Rowan Way. The Planning Advisor was assisted by the County Highways Officer in responding and confirmed that road surfacing would be dealt with under highways consent and that Consultant's confirmation had been received stating that the noise impacts were within national guidelines. The Committee was referred, at this point, to the Officer Update Report and Members were advised that bridge maintenance was a matter for the County Highway Authority. The Committee was also advised that traffic speed in Rowan Way was not proposed to change but that the Highways consent procedure would examine the junction in greater detail.

Junctions and Crossing Point

A description of the Chichester Road and Rowan Way roundabouts was provided with particular reference made to the proposed highway pond and the cyclepath/footpath at Babsham Lane. This now appeared to remain, but it was explained that a drainage ditch detail would have to be checked and possibly piped. The Rowan Way junction had been amended to include additional planting, to assist in providing a visual filter to nearby residents. It was emphasised that although the Highway Authority would need to consider this, they had informally advised that it would most likely be acceptable.

In response to a question asked regarding air quality, the Planning Advisor confirmed that this had been assessed as part of the Environmental Impact Assessment (EIA) of the outline which had been reviewed as part of the current application to ensure that levels were not significantly different.

At Shripney Lane the proposal would provide access ramps for pedestrians, cyclists and equestrians. Red surfacing had been shown by an amended drawing but Officers considered this as inappropriate and recommended to not include the red which would need to be considered by the Highways Authority. It was explained that turning areas were needed for 12m vehicles to turn. Lighting here and at the proposed roundabouts had been confirmed by the Applicant's Consultant to be in accordance with the EIA, which was important given the rural night-scene and setting of the conservation areas.

Members referred to objections received regarding the closure of Shripney Lane and requests made for an agricultural-only access and the affects that agricultural vehicles would have on the residents at Shripney. The Planning Advisor responded by stating that the granting of outline permission by the Secretary of State had included the closure and that the applicant did not propose to amend the current application to include the access requested by the Objector. It was explained that in any event, such a change was unlikely to be minor but this did not preclude the making of a separate future application if a safe access arrangement could be identified. Whilst there was no guarantee that such an access could be safely formed, the Highway and Planning Officers would be able to offer informal advice if the Objector wished to make informal proposals. Members were advised that this advice had been provided over recent weeks and had included a meeting with the Highway Authority and agricultural landowner.

Some concern was expressed over the proposed 50 mile per hour speed limit as the current speed limit for Rowan Way was 30 miles per hour and the level and weight of traffic that Rowan Way would have to accommodate and whether an assessment of noise and vibration at 50 mph had been considered. The Applicant's Agent responded by stating that traffic data had been recorded three year's ago and was considered to be still relevant today and that an assessment of noise and vibration had been considered confirming that the road would be able to withstand the new level of traffic.

Drainage and Floodrisk Management

The Committee was advised that the Environment Agency had confirmed that it had no objection to the proposal and the Planning Advisor outlined that this was an important factor in terms of the proposed drainage and floodrisk management. This was due to the fact that since the granting of outline permission the introduction of PP25 with its increased assumptions for climate change had required the need to increase the size of the Sustainable Drainage Systems (SUDS) in order to manage a greater potential volume of water. This added factor had been taken into account but it was emphasised

that it had led to an additional recommendation requiring the Committee's approval in terms of obtaining confirmation of the drawings or documents considered by the Environment Agency in reaching its conclusion of no objection. Details of culverts and safety fencing were also shown

Questions were asked about future maintenance of watercourses, safety at culvert points and coastal defence. The Planning Advisor reported that the applicant's Consultant had taken into account a coastal breach scenario in the recent assessment and that the flood compensation and drainage proposals were acceptable to the Environment Agency. It was explained that safety fencing was proposed at culverts and water bodies but the highway consent process might vary the requirements because safety would be a prime consideration in any decision by the Highway Authority. Members were advised that maintenance of watercourse was a matter for landowners but as the site was within the Internal Drainage Board Area, enforcement would be a matter for the Environment Agency to monitor. It was further explained that commuted payments would be provided to the District Council to effect maintenance of the open space including watercourses therein.

Open Space and Landscaping

The proposals were described with particular reference made to the resulting informal rural character; ecological mitigation; safety; including fencing and roadside barriers; the quality and effectiveness of planting; setting of the conservation area; screening and future maintenance. It was explained that the road corridor would be adopted by the Highway Authority and that the open space would be adopted by the District Council.

In response to a question asked the Planning Advisor confirmed that a ROSPA report would be provided before the open space was transferred and that any recommendations would be implemented at that stage. The Highway consent and adoption process would also include a further safety audit. The Planning Advisor also confirmed that recent tree felling works along Shripney Lane could not have been resisted by the Council as a Tree Preservation Order could not be effectively put in place along the line of the proposed road, following the grant of outline permission. The Applicant had confirmed that works had been carried out under the supervision of an Ecologist in order to comply with wildlife legislation.

The Planning Advisor and Principal Landscape Officer explained that the draft planning conditions for landscaping would be revised to ensure that details of planting types and maintenance were agreed so that where possible

the other local varieties could be added including suggestions contained in the recent County Landscape Officer's response.

In finalising his presentation, the Planning Advisor confirmed that the additional information and responses of the Environment Agency and Parks and Greenspace Officer, as detailed in the Officer Update Report, allowed the list of matters set out in 14.1 of the main report to be reduced.

Having taken account of the above, the Committee then

RESOLVED – That

(1) reserved matters permission be granted, subject to satisfactory resolution of points 7, 8, 10-15, 17 and 19 as set out in Section 14.1 of the Officer's report and confirmation of no objection from the County Highway Officer and Arun's Environmental Health Officer;

(2) authority be delegated to the Chief Executive to attach planning conditions and informatives, including those listed in the Officer's report, or to add, amend, delete or replace these conditions in response to the information required at Section 14.1 of the Officer's report;

(3) authority be delegated to the Chief Executive to discharge or partially discharge the conditions listed as 'matters pursuant' in Table 1, set out as Appendix 1 in the Officer's report; and

(4) confirmation is obtained of the drawings or documents considered by the Environment Agency in reaching its conclusion of no objection.

171. VOTE OF THANKS

The Chairman thanked the public speakers who had attended the meeting, She also thanked Officers and applicants for their hard work in improving the application, with particular thanks to the Planning Advisor for his efforts.

(The meeting concluded at 8.17 p.m.)