

Land South of Summer Lane and West of Pagham
Road, Pagham

Transport Statement

Client: Pagham Homes

i-Transport Ref: TW/PL/ITB16481-002c

Date: 5 November 2021

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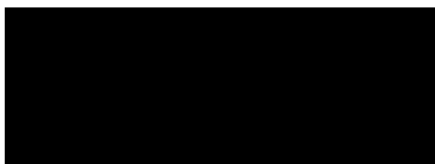
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Quality Management

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SECTION 1 Introduction and Context

- 1.1.1 Pagham Homes has appointed i-Transport LLP to prepare a Transport Statement (TS) in relation to an application for approval of Reserved Matters (Appearance, Layout, Landscaping and Scale) pursuant to Outline Planning Permission ref. P/140/16/OUT, for the erection of 375 dwellings, together with public open space, play space, drainage, parking and associated infrastructure, landscape, ancillary and site preparation works, with access off Pagham Road.
- 1.1.2 The site is located to the south of Summer Lane and to the west of Pagham Road. The site is currently a field in agricultural use and is bound by open fields to the west and south and residential settlement area to the east. A public Footpath bisects the site. The site location is presented on **Image 1.1**.

Image 1.1: Site Location



Source: Design Code (HGP Architects)

- 1.1.3 Arun District Council (ADC) is the local planning authority for the site and West Sussex County Council (WSCC) is the local highway authority responsible for the roads surrounding the site.
- 1.1.4 A Design Code has been separately submitted to ADC in order to establish the framework for the reserved matters submissions, including matters of movement, layout and parking.

1.2 Planning History

- 1.2.1 The site received outline planning permission (P/140/16/OUT) in November 2018 for a mixed use development comprising of up to 400 dwellings, a care home with up to 70 beds, a Local Centre comprising up to 2,000sqm of A1/A2/A3/D1/sui generis floor-space, provision of land for a 1FE primary school (with sufficient space to ensure that it is expandable to 2FE), provision of land for a scout hut, safeguarding of land to help link the site to the Pagham Harbour Cycle Route & other community uses including public open & allotments with some matters reserved.
- 1.2.2 While the outline approval includes provision of land for a scout hut, discussions with Arun District Council and Pagham Parish Council revealed that the scout hut is coming forward on an alternative site to the north, and therefore is omitted from the reserved matters application.
- 1.2.3 As a result of the granting of planning permission, the primary transport considerations including site access, accessibility and traffic impacts have been determined and established. The Reserved Matters submission is made in full accordance with the planning consent.
- 1.2.4 In transport terms therefore, only the layout of development remains for determination and forms part of the Reserved Matters submission.
- 1.2.5 Pursuant to the outline planning permission, Pagham Homes is seeking to submit a Reserved Matters planning application to deliver 375 dwellings on the site to include matters of layout, landscaping, scale and appearance of the development.
- 1.2.6 The application for approval of Reserved Matters comprises the residential areas both to the north (fronting Summer Lane) and to the south fronting Pagham Road. The central part of the site, that will deliver the local centre, care home and school is subject to separate submissions.

1.3 Pre-Application Advice

- 1.3.1 Pre-application engagement with WSCC has been carried out through the preparation of the Design Code submission and the development of the Reserved Matters Submission.
- 1.3.2 A scoping note was prepared to address the transport aspects of the Design Code and to inform the development of the Reserved Matters scheme.
- 1.3.3 WSCC provided their pre-application advice on 12 August 2021 which confirmed that the broad principles in highway terms are acceptable.
- 1.3.4 For completeness, the full pre-application advice from WSCC is provided at **Appendix A**.

1.4 Scope of Transport Statement

1.4.1 This TS has been prepared in support of the Reserved Matters planning submission and addresses the transport related elements of the layout, including street hierarchy and design, movement framework, car and cycle parking provisions and servicing. The TS demonstrates that in transport terms the scheme complies with relevant guidance and the Design Code.

1.5 Structure of TS

1.5.1 The remainder of this TS is structured as follows:

- **Section 2** – provides a summary of the planning permission, the approved access arrangements and the supporting conditions and planning obligations insofar as they relate to transport matters;
- **Section 3** – presents the development proposals, including the proposed site access arrangements, pedestrian and cycle connections and car and cycle parking provision;
- **Section 4** – considers the proposed internal site layout, including matters of movement, site servicing and car and cycle parking design; and
- **Section 5** – provides a summary and draws conclusions.

SECTION 2 Planning Permission and Mitigation Package

- 2.1.1 Outline planning permission (P/140/16/OUT) was granted subject to conditions and a planning obligation in November 2018 (**Appendix C**) for the following:

"Outline application for access only - a mixed use development comprising of up to 400 dwellings, a car home with up to 70 beds, a Local Centre comprising up to 2000sqm of A1/A2/A3/D1/sui generis floor-space, provision of land for a 1FE primary school (with sufficient space to ensure that it is expandable to 2FE), provision of land for a scout hut, safeguarding of land to help link the site to the Pagham Harbour Cycle Route & other community uses including public open & allotments with some matters reserved."

- 2.1.2 The approved illustrative site layout plan of the development is provided at **Appendix B**.

2.2 Planning Conditions

- 2.2.1 The key planning conditions relating to highways and transport imposed on the planning permission are as follows and are outlined in the Decision Notice attached at **Appendix C**.

3 *The development hereby permitted shall be carried out in accordance with the following approved plans:*

- *Location Plan – dwg no. DLA.1731.L003.03*
- *Red Line Boundary - DLA.1731.L003.01*
- *Proposed Northern Site Access – 1616/01 Rev L*
- *Proposed Northern Site Access – 1616/02 Rev K*

6 *Prior to the submission of any reserves matters application a design code masterplan shall be submitted to, and approved in writing, by the local planning authority. This document shall demonstrate how the detail proposals will reflect the objective of the:*

- *Illustrative masterplan (Dwg No. DLA.1731.L003.05 Rev F);*
- *Design and access statement (DLA.1731.DAS.RPT.02.PLANNING ISSUE);*
- *Density Plan (DLA.1731.L003.07 Rev B);*
- *Storeys Parameter Plan (DLA.1731.L003.10);*
- *Development Framework Plan (DLA.1731.L003.02 Rev B); and*
- *Internal Movement Strategy (DLA.1731.L003.12 Rev B).*

The design code masterplan will provide further details on matters such as character areas, street hierarchy, building typologies, key buildings, the approach to car parking, structural planting, street furniture, lighting and the treatment of the public realm. The development shall be carried out in accordance with the design code."

- 2.2.2 In addition, **Condition 4** requires a detailed scheme of phasing for the development, including associated highways to be agreed prior to development taking place. **Condition 17** requires the agreement and thereafter implementation of a Construction Traffic Management Plan. **Condition 29** requires the submission and agreement to an Electric Vehicle Charging Strategy.

2.2.3 **Condition 21** requires that the vehicular and pedestrian accesses and bus stop lay-bys for the Northern Access is completed prior to occupation of development in the northern parcel. **Condition 22** requires the same for the Southern Access. **Condition 23** requires the provision of visibility splays at the Northern and Southern Accesses.

2.2.4 **Condition 26** requires a Travel Plan to be submitted and approved prior to the occupation of the scheme. An initial draft Travel Plan was submitted as part of the planning application. A Full Travel Plan will be submitted separately to this Reserved Matters submission.

2.3 **Planning Obligations**

2.3.1 A Section 106 Planning Obligation dated 22 November 2018 was completed to secure various planning obligations in relation to the scheme. The key transport obligations are as follows:

Highways Works

2.3.2 The various highway works which are required to be delivered as part of the scheme in line with agreed drawings at **Appendix D** and comprising:

- Northern Site Access - Drawing No. **1616/01 Rev L**;
- Southern Site Access - Drawing No. **1616/02 Rev K**;
- Mitigation Works to the B2145/B2166 junction - Drawing No. **1616/13/E**.

Financial Contributions

2.3.3 The Section 106 Agreement requires the payment of various financial contributions to enable the delivery of improvements to local transport infrastructure including:

- **Footpath 101 Contribution** – A contribution of £55,913.98 to be used towards surfacing improvements to public footpath 101.
- **Sustainable Transport Measures Contributions** – comprising:
 - A contribution of £143,224.73 to be used towards improvement works at the junction of Pagham Road and Sefter Road and the junction of Pagham Road and Lower Bognor Road
 - A contribution of £40,816 towards the upgrading of public rights of way 100, 106 and 104 to enable the creation of an off road cycle route.
- **Whyke Hill Junction Contribution** – A contribution of £340,000 to be paid to Highways England pursuant to the Whyke Hill Junction Contribution Agreement for improvement of the A27 Whyke Hill junction.

SECTION 3 Development Proposals

- 3.1.1 The development will provide a mix of 1, 2, 3 and 4-bedroom properties, totalling 375 dwellings, which is within the boundaries of the Outline consent, which permits up to 400 dwellings. The remaining residential development (25 units) will be provided as part of the local centre scheme.
- 3.1.2 In total, the scheme proposes 45 apartments and 330 houses, comprising a mixture of detached, semi-detached and terraced properties, and apartments. A schedule of accommodated is presented in **Table 3.1** and the site layout is presented at **Appendix E**.

Table 3.1: Schedule of Accommodation

Dwelling Type	Number of Units
1-Bed Flats	35
2-Bed Flats	11
2-Bed Houses	103
3-Bed Houses	120
4-Bed Houses	106
Total	375

- 3.1.3 In line with the Design Code, the scheme achieves the following objectives:

- Creates permeable routes around and between new housing;
- Provides central parks to create a community space;
- Retains and enhances existing pedestrian routes; and

3.2 Access Arrangement

- 3.2.1 The site access strategy was fully addressed and agreed with ADC and WSCC as part of the outline planning application (P/140/16/OUT), with access a matter that was determined.
- 3.2.2 The Reserved Matters submissions delivers the agreed access arrangements to the scheme is compliant with the earlier consent and Design Code.

Vehicular Access

- 3.2.3 Vehicular access to the existing highway network will be from two locations on Pagham Road, each provided through the creation of new ghost island priority junctions:
- The Northern access will serve a total of 181 dwellings as well as the school land, the local centre, care home and provides access to the development at Church Barton.
 - The Southern Access will serve the remaining 194 dwellings proposed.

3.2.4 These junctions are illustrated in Drawing No. **1616-01 Rev L** and Drawing No. **1616-02 Rev K** produced by Highgate Transportation, contained at **Appendix D**. Extracts of these are presented in **Image 3.1** and **Image 3.2** below.

Image 3.1: Proposed Northern Site Access (Drawing No. 1616-01 Rev L)

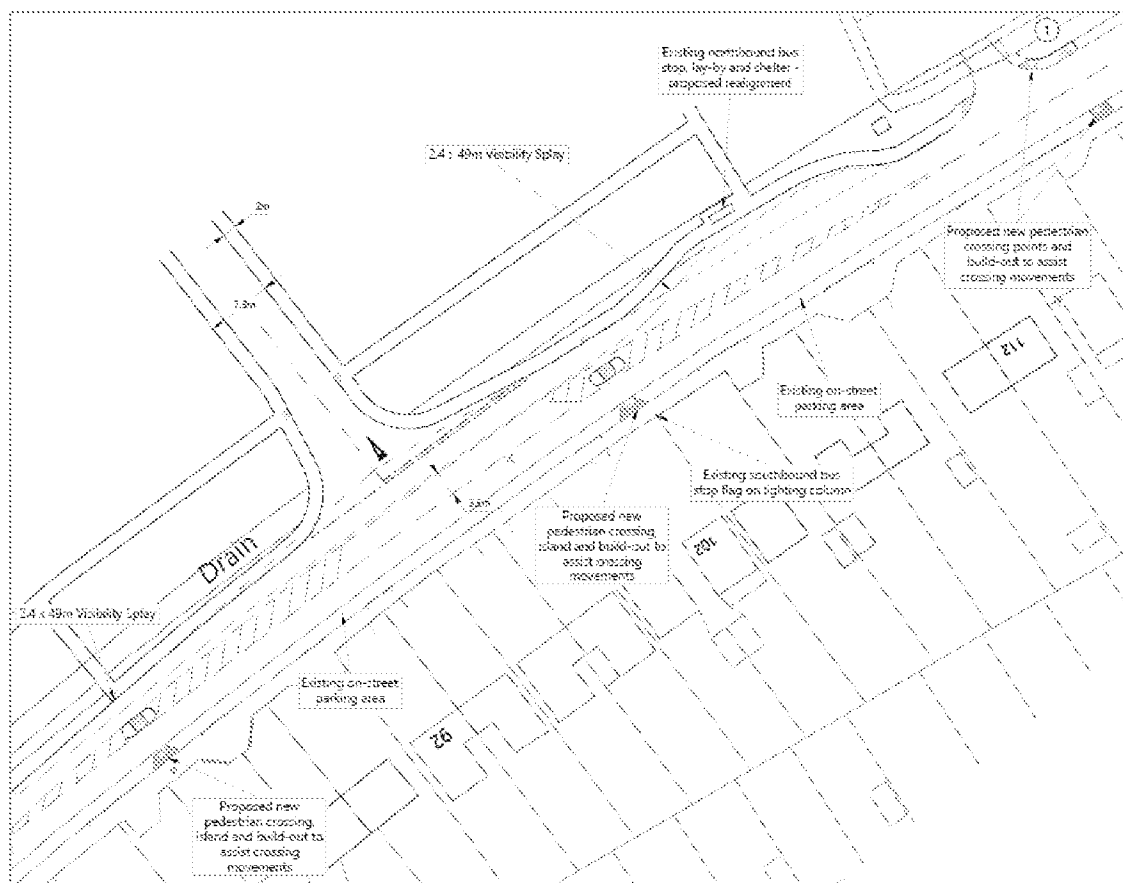
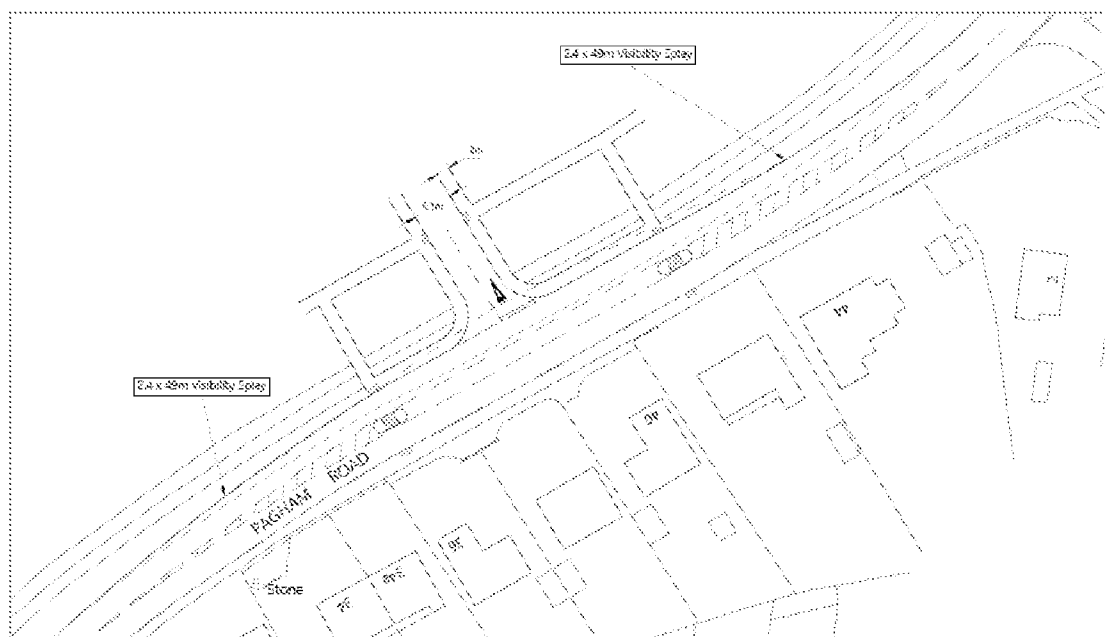


Image 3.2: Proposed Southern Site Access (Drawing No. 1616-02 Rev K)



3.2.5 Applications for Section 278 approval for each of the access proposals have been submitted to WSCC and are currently under consideration.

3.2.6 There is no vehicular connection proposed between the Northern and Southern parcels of development, but a strategic pedestrian and cycle connection is proposed to deliver filtered permeability to the mixed uses and between the two parts of the site, and to promote sustainable movement. The strategic route will connect Pagham Road at the southern access to Summer Lane north of the northern parcel, providing an off-road designated cycle route.

Pedestrian and Cycle Access

3.2.7 Pedestrian and cycle access is provided at both vehicular accesses to Pagham Road, with connecting footways provided to Pagham Road on each side of the accesses.

3.2.8 Separate pedestrian and cycle access is provided:

- To the southern parcel at the Public Footpath 101 (due for improvement) to the north and west of the development area, and to Pagham Road to the east; and
- To the northern parcel to Summer Lane, where the designated strategic cycle route through the scheme.

3.2.9 The proposals also include new uncontrolled pedestrian crossings across Pagham Road with dropped kerbs, tactile paving and pedestrian refuge islands in the vicinity of the vehicular access points. Additional pedestrian and cycle connections to the proposed development are also proposed along Pagham Road to link to existing bus stops as well as the Public Rights of Way.

3.2.10 **Image 3.3** presents the proposed off-site pedestrian and cycle connections.

Image 3.3 - External Pedestrian and Cycle Connections



3.3 Car and Cycle Parking

3.3.1 Car and cycle parking is to be provided in line with the adopted ADC parking standards.

3.3.2 The provision of car parking for the development has been considered with reference to ADC's document '*Parking Standards Supplementary Planning Document*' (2020). The adopted ADC standards are summarised in **Table 3.2** and present 'Expected' standards to be provided, with the site falling within Parking Behaviour 'Zone 2'.

Table 3.2: Summary of ADC Residential Parking Standards

Dwelling Type	Spaces per Dwelling (PBZ 2) *
1 Bedroom	2
2 Bedroom	2
3 Bedroom	2
4+ Bedroom	3

Source: Table 3.1 of ADC's '*Parking Standards Supplementary Planning Document*'

Notes: *Parking Behaviour Zone -- Pagham falls within PBZ2, as per Appendix 1

3.3.3 Paragraph 2.19 of ADC's parking standards state that where garages are provided to the minimum internal dimension (6m x 3m) they will be counted as 0.5 of a parking space, as well as cycle parking storage. All garages on site are provided to meet these minimum requirements.

3.3.4 In terms of visitor parking, ADC's guidance states that visitor parking should be provided at a ratio of 20% of the total number of residential units.

Car Parking Provision

3.3.5 Car parking is proposed to be provided in a combination of garages (counted as 0.5 spaces), private driveways and street-side parking bays.

3.3.6 A total of 1,006 allocated car parking spaces are proposed across the site. As garages are only counted as half a space, this equates to a total of 943 allocated spaces, which fully conforms to the adopted standards (requiring 856 spaces), providing on average 2.5 car parking spaces per dwelling across the scheme. **Appendix E** provides a detailed parking schedule.

3.3.7 All 1, 2 and 3 bed dwellings are provided with two car parking spaces in the form of driveway spaces or allocated car parking spaces adjacent to the street, in line with policy requirements.

3.3.8 All four bedroom dwellings provide at least three allocated parking spaces, with many benefiting from a garage. There is an overall overprovision of 87 car parking spaces for the 4 bedroom dwellings, which mostly relates to the provision of garages for these dwellings.

3.3.9 In addition, a total of 76 visitor parking spaces are proposed against the policy requirement of 75 spaces (36 spaces in the northern parcel and 40 in the southern parcel).

3.3.10 **Table 3.3** sets out the proposed car parking provision, set against the adopted ADC standards.

Table 3.3: Car Parking Schedule

Dwelling Type	ADC Parking Standard	Dwellings	ADC Parking Requirement	Number of Parking Spaces *
1 Bed Flat	2	35	70	70
2 Bed Flat	2	11	22	22
2 Bed House	2	103	206	206
3 Bed House	2	120	240	240
4+ Bed House	3	106	318	404.5
<i>Sub-total</i>	-	<i>375</i>	<i>856</i>	<i>942.5</i>
Visitor Parking	0.2	-	75	76
Total	-	375	931	1018.5

*Garages are counted as 0.5 spaces in line with ADC Parking Standards

Electric Vehicle Charging

3.3.11 Electric vehicle charging provision is addressed within ADC's guidance document Table 2.2, which states that 'active' charging points for electric vehicles should be provided for all properties that incorporate a driveway and garage, and at a rate of 20% for all remaining properties.

3.3.12 In line with ADC parking standards, all dwellings with a driveway and garage will be provided with active electric vehicle charging points. Moreover, in line with standards, 20% of all remaining properties will also be provided with active electric vehicle charging points.

3.3.13 In accordance with Condition 29, this will be confirmed through the provision of an Electric Vehicle Charging Strategy.

Cycle Parking

3.3.14 Cycle parking spaces are proposed across the site in accordance with ADC standards, which are summarised in **Table 3.4**.

Table 3.4: Summary of WSCC Residential Cycle Parking Standards

Dwelling Type	Dwelling Size	Cycle Provision (per unit)
Houses	1 and 2 Bedroom	1 space
Houses	3+ Bedroom	2 spaces
Flats	1 and 2 Bedroom	1 space (if communal storage otherwise same as 1 and 2 bed house)
Flats	3+ Bedroom	1 space

Source: Table 2.3 of ADC's 'Parking Standards Supplementary Parking Document'

3.3.15 Cycle parking is provided within garages where present for the larger houses (which meet the minimum internal dimensions of 6m x 3m), or garden sheds where not provided. Where garden sheds are present, separate garden access is provided for each dwelling.

3.3.16 For the proposed apartment blocks, communal bike stores are provided for residents.

SECTION 4 Site Layout Matters

4.1 Introduction and Context

4.1.1 The proposed site layout is presented at **Appendix E**. This has been developed to reflect and address key national and local design guidance, in particular:

- i The National Design Guide
- ii Manual for Streets
- iii The Design Code

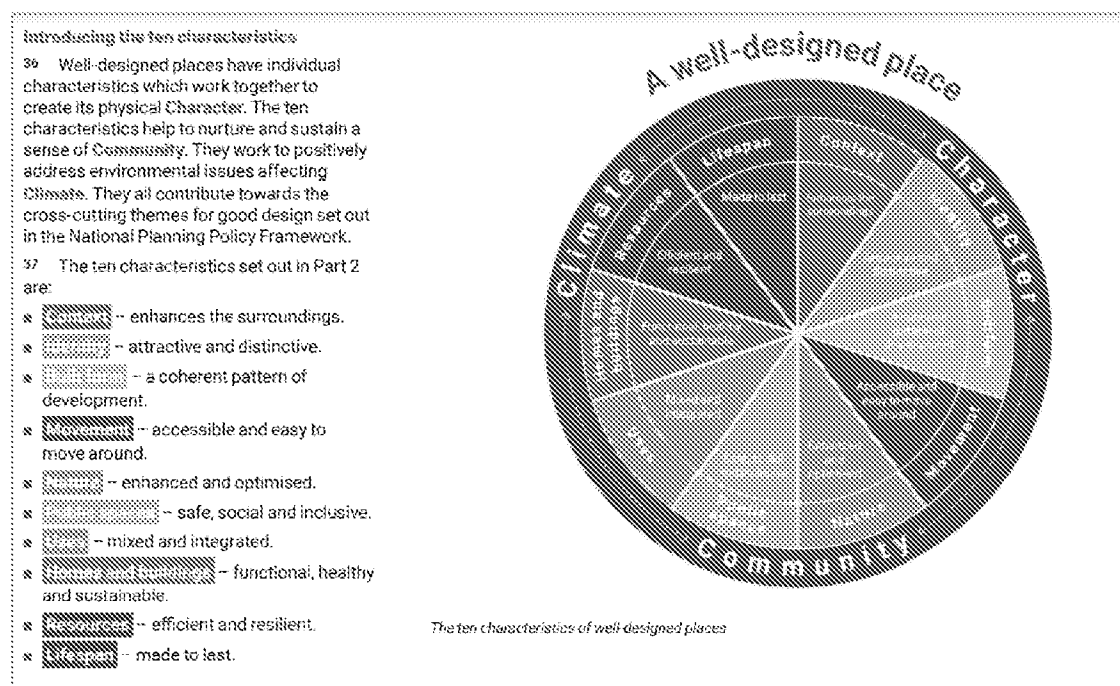
4.2 Relevant Design Guidance

National Model Design Guide

4.2.1 The National Design Guide was introduced in October 2019 to describe characteristics of a 'well-designed place'. NPPF Para 110(c) requires development to be delivered in accordance with national design guidance.

4.2.2 The National Design Guide provides ten characteristics of well-designed places which should be brought together through the scheme.

Image 4.1 – National Design Guide – Ten Key Characteristics



4.2.3 Whilst these are fundamentally interrelated, the 'Movement' characteristic is most relevant to transport matters and requires that a movement network defines a clear pattern of streets that:

- is safe and accessible for all;
- functions efficiently to get everyone around, takes account of the diverse needs of all its potential users and provides a genuine choice of sustainable transport modes;
- limits the impacts of car use by prioritising and encouraging walking, cycling and public transport, mitigating impacts and identifying opportunities to improve air quality;
- promotes activity and social interaction, contributing to health, well-being, accessibility and inclusion; and

4.2.4 To achieve this, the Guide recommends:

- A connected network of routes for all modes of transport, with a clear layout and hierarchy of streets
- Giving priority to Active Travel, providing safe and direct routes
- Providing well considered servicing and utilities infrastructure, providing parking that is convenient and safe, safe access provided for servicing and emergency vehicles, and utilities positively accommodated.

Arun District Design Guide 2021

4.2.5 In 2021 Arun DC adopted its Design Guide which seeks to ensure high-quality development by delivering various key objectives, including in relation to '*cohesive and vibrant neighbourhoods*', '*ease of movement*', '*accessibility and inclusion*' and delivering '*good streets and spaces*'.

4.2.6 The Guide has been used to inform both the Design Code for the scheme and the ultimate layout of the development.

- In terms of movement, the Guide advocates that development should:
- Be easily accessible by all
- Create coherent, legible routes, through a logical block and plot layout
- Provide new routes to connect to existing routes
- Provide a clear street hierarchy
- Provide comfortable walking environments
- Provides appropriate and accessible car and cycle parking, and EV Charging facilities

Manual for Streets

- 4.2.7 The DfT produced Manual for Streets in 2007 to provide design guidance for the development of residential streets. Central to MfS is the adoption of a hierarchy of movement that places active travel ahead of car based movement, and seeks to create streets as places and spaces, rather than purely for vehicular movement. MfS principles are well established throughout both the design code and the Reserved Matters submission.

Design Code 2021

- 4.2.8 A Design Code for the site has been approved (13 October 2021) by ADC (P/83/21/DOC). The Design Code describes the parameters that will be acceptable in relation to the scheme, including matters relating to layout. The layout has been developed alongside the preparation of the Design Code and meets the objectives and requirements within.

4.3 The Proposed Design Approach

- 4.3.1 The layout of the site has been designed for a permeable and connected movement network throughout the site to ensure safe and efficient movement for all modes of travel.
- 4.3.2 As envisioned in the Design Code and ADC Design Guide, the movement network within the development has been designed in accordance with the Department for Transport's (DfT) 'Manual for Streets' (MfS) guidance and aims to:
- Create a network of safe and overlooked connected streets that provide permeability and connectivity to main destinations and a choice of routes, avoiding overly long cul-de-sac development where possible;
 - Promote an inclusive environment that recognises the needs of all users;
 - Provide a choice of integrated routes in the form of a network of streets with adjacent footpaths connecting (where appropriate) to the existing local highway network, existing/proposed facilities, open spaces and transport connections;
 - Promote a street pattern which puts pedestrians at the top of the hierarchy and is legible and easy to navigate and promotes active travel;
 - Encourage low traffic speeds with a design speed of 20mph or less, which should be implemented through the design of the development using a combination of natural traffic calming measures such as narrowing of carriageway, use of planting and buildouts changes in materials and road alignment; and
 - Provide connections to and improvement of the Public Right of Way network.

4.4 Internal Movement Network

Street Hierarchy

4.4.1 The streets within the site (**Image 4.2**) have been designed in accordance with prevailing guidance documents such as MfS, National Model Design Code and ADC Design Guide SPD.

4.4.2 The Design Code for the scheme established a strong and legible street hierarchy. **Drawing ITB16481-GA-005** provides an assessment of street geometry whilst **Image 4.2** presents the street hierarchy comprising:

- Primary Roads and Streets
- Secondary Streets
- Tertiary Streets
- Quaternary Streets.

Image 4.2: Street Hierarchy



Source: Design Code

Primary Streets

4.4.3 The primary routes through the site will provide a connection between the proposed development and the existing highway network and provide access to the mixed use elements of the proposal. These streets will have the following characteristics:

- Carriageway widths of between 5.5m – 7.3m.
 - The Primary Street in the Northern Parcel will serve the school, local centre, care home and residential developments. To account for these mixed uses and larger likely vehicles that require access, this section of the road is provided at 7.3m, tapering to 5.5m within the northern residential parcel. Junction tables are provided in the Local Centre section of the route to reduce traffic speeds;
 - The Primary Street in the Southern Parcel is provided as a reduced width of 6.1m, tapering to 5.5m. This reflects the residential nature of the Southern parcel. This will ensure safe movement by larger vehicles across the busier sections of the development;
- Footways with a width of 2.0m on one side of the carriageway, in some locations set back from the carriageway by a grassed/planted verge. In addition, alongside the eastern side of the Primary Street within the southern parcel is a strategic cycle route, provided at a width of 3m, sufficient to enable off-road cycling;

Secondary Streets

4.4.4 Secondary Streets will provide direct access to properties and gently transition to lower order streets compared to Primary Streets. These streets will have the following characteristics:

- Carriageway width of between 5.0m -6.1m (with localised narrowing), and a combination of vertical and horizontal traffic calming features to maintain slow speeds;
- Footways with a width of 2.0m on at least one side of the carriageway and a 0.5m margin on the opposite side where there is no development;
- Visitor parking integrated into the street scene.

Tertiary Streets

4.4.5 Tertiary streets are provided either as narrower roads with footways, or as shared surfaces. Where provided as streets with footways, carriageway widths of 4.1m – 4.8m are provided. Where provided as shared surface roads, street widths of 4.8m – 6.0m are provided with 2.0m margin on one side (integrated) and 0.5m margin on the other side.

Quaternary Streets

- 4.4.6 These are private roads only serving a small number of dwellings with carriageway width of circa 3.7m – 4.8m and would act generally as a shared surface. A 2.0m margin would be provided on one side of the carriageway whilst a 0.5m margin would be provided on the opposite side.

Walking and Cycling Facilities

- 4.4.7 Within the site, a network of well connected, direct and intuitive footways are provided either adjacent to primary and secondary streets or connecting to the PROW / greenspaces. Footways are provided generally at 2.0m.
- 4.4.8 In terms of cycling, a strategic footway / cycleway (of 3m width) routes north-south through the scheme and connects the northern and southern parcels to ensure the development is permeable and well connected. These links will be through the central green area of the site.
- 4.4.9 The remainder of streets are provided as low speed, low volume spaces where on road cycling is appropriate, in line with recent Government guidance on cycling – LTN1/20.
- 4.4.10 Public Footpath 101 runs east-west through the site (north of the southern parcel) and provides a connection to Pagham Harbour. It is proposed to upgrade the footpath within the site to improve connections to the Chichester to Pagham Harbour cycle route.

Design Speed

- 4.4.11 MfS recommends that residential developments should be designed to achieve a design speed of **20mph or less**.
- 4.4.12 Therefore, in line with MfS, the layout is designed to encourage low traffic speeds and to achieve speeds of no more than 20mph. This is achieved through sinuous road alignment, which incorporates regularly spaced speed control bends, horizontal alignment changes, and reduced forward visibility (commensurate with the proposed design speed).
- 4.4.13 Taken together, the design of the scheme and the associated measures will ensure a low speed environment, commensurate with the residential nature of the scheme.

Visibility

- 4.4.14 Drawing no. **ITB16481-GA-003** provides the visibility splay assessment within the internal road network.
- 4.4.15 Junction visibility splays of 2.4m x 25m in line with the design speed of 20mph are provided at internal junctions. Visibility splays are clear of parking and other obstructions and will ensure that drivers and cyclists are able to safely navigate the streets.

- 4.4.16 In terms of forward visibility, the horizontal alignment of the bends (generally ~90 degree bends) will constrain speeds to 15mph or less. Across the majority of the scheme forward visibility of 25m is provided (in line with a 20mph Design Speed) around road bends. In some limited locations, where the road alignment will dictate slower speeds, 17m forward visibility has been used to ensure sufficient visibility without unduly setting back built form from the street edge.

Road Adoption

- 4.4.17 The Primary, Secondary and Tertiary Streets are designed to meet adoptable standards, and provide sufficient road width, alignment and facilities to achieve this. The Quaternary Streets are likely to remain private and will be maintained by the Management Company.
- 4.4.18 **Drawing ITB16481-GA-006** presents the expected limits of adoption for the scheme. The detailed construction standard and design of the internal roads will be considered through the Section 38 process for those streets proposed for adoption.

Service Margins

- 4.4.19 Throughout the site a 2.0m margin is provided on one side of the road (either within footway or verge) and a minimum 0.5-1m margin on the other side. The 2.0m service margin is generally located on the side of the road with the greater number of frontage properties and will accommodate on-site services and utilities.

4.5 Servicing and Emergency Access

- 4.5.1 Analysis of the proposed layout for an 11m long refuse vehicle (in accordance with WSCC specifications) has been undertaken and is shown on i-Transport drawing no. **ITB16481-GA-002**. The analysis demonstrates that the refuse vehicle will be able to access, circulate and egress the development, routing within acceptable bin carry distances of all properties. **Drawing ITB16481-GA-002** also demonstrates access by a tanker to the Foul Water Pumping Station.
- 4.5.2 To enable refuse access, the layout is provided with a series of interconnecting streets to minimise the need for turning heads. Where these are required, these are demonstrated to be sufficient to enable a refuse vehicle to turn. All properties comply with the maximum refuse carry distances (30m for residents / 25m for refuse operatives) (MfS para 6.8.9 and 6.8.11).
- 4.5.3 Analysis of the proposed layout for emergency vehicles has also been undertaken and is shown on i-Transport drawing no. **ITB16481-GA-001**. It is demonstrated that the fire tender will be able to access, circulate and egress the development satisfactorily, routing within 45m of the furthest point of all properties in the layout. The turning heads provided enable the fire tender to turn around within the site and manoeuvre in a forward gear.

4.6 Car Parking Design

4.6.1 Section 3 has demonstrated that the proposed layout provides car parking in full accordance with ADC car parking standards. This will ensure sufficient parking is provided on the site and will reduce the need for any on-street car parking, either on the site or on adjacent roads.

4.6.2 Car parking has been designed in accordance with the following principles:

- ◆ All garages are a minimum of 6m x 3m internally to allow parking and storage;
- ◆ All parking is closely and conveniently located to the associated property;
- ◆ Where parking spaces are unconstrained on either side, a parking space of at least 2.5m x 5.0m is provided; and
- ◆ Where a parking space is constrained by an adjacent wall or fence on one side, a parking space of at least 2.7m x 4.8m is provided.

SECTION 5 Summary and Conclusions

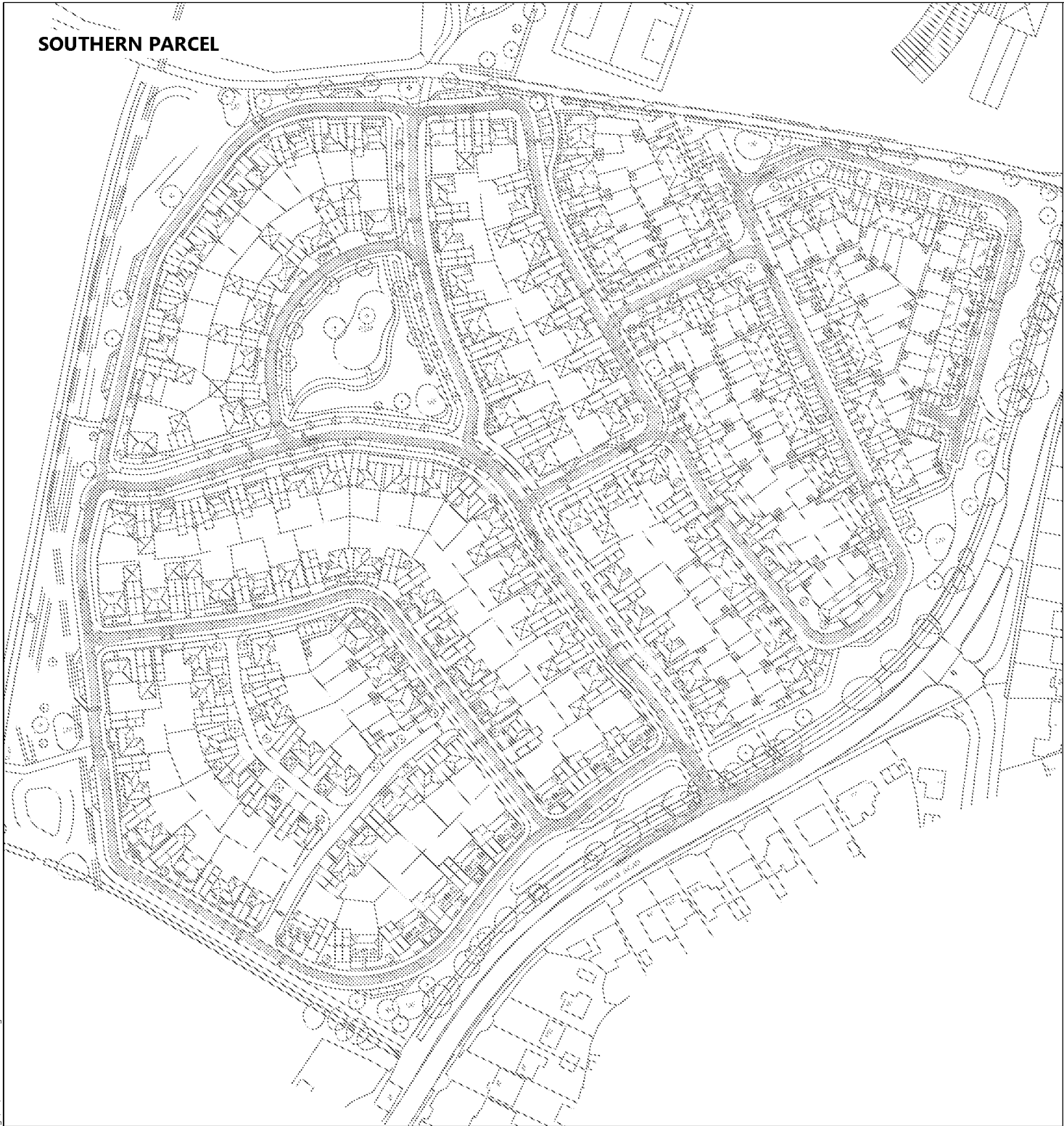
- 5.1.1 Pagham Homes has appointed i-Transport LLP to prepare a Transport Statement (TS) in relation to an application for approval of Reserved Matters (Appearance, Layout, Landscaping and Scale) pursuant to Outline Planning Permission ref. P/140/16/OUT, for the erection of 375 dwellings, together with public open space, play space, drainage, parking and associated infrastructure, landscape, ancillary and site preparation works, with access off Pagham Road.
- 5.1.2 In transport terms, only the layout of the development remains for determination and forms part of the Reserved Matters submission. The site access strategy was fully addressed and agreed with Arun District Council and West Sussex County Council as part of the outline planning application, as were matters of accessibility and traffic impact, and relevant planning conditions and the Section 106 Planning Obligation secure the necessary mitigation.
- 5.1.3 The proposed layout is demonstrated to:
- Deliver safe and suitable accesses for all users in line with the requirements of the NPPF (paragraph 110), delivering a permeable and connected development that promotes travel by walking and cycling, whilst facilitating safe movement for all users;
 - Provides a street layout designed to adoptable standards and which ensures efficacy of movement and access by all users;
 - Provide a safe and effective layout to support site servicing and emergency vehicle access; and
 - Provide sufficient car and cycle parking to meet the adopted standards, well designed and conveniently located to future residents.
- 5.1.4 Overall, the proposed layout is demonstrated to comply with relevant design guidance and standards. In that regard, the proposals comply with ADC's Local Plan Policies, particularly Policy T SP1 which requires that new development will be supported where it is designed to reduce the need to travel by car, where it incorporates appropriate levels of parking, where it gives priority to pedestrian and cycle movements and explains how the development has been designed to incorporate facilities for charging electric and plug-in hybrid vehicles.
- 5.1.5 The NPPF at Paragraph 110 states that decisions on development applications should take account of whether:
- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

- Safe and suitable access to the site can be achieved for all users;
- The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

5.1.6 Considered against these criteria, the development proposal is shown to deliver safe and suitable access for all users, ensures opportunities for sustainable travel can be taken up, provides an internal street design that accords with national guidance and, through the agreed Planning Obligations and Conditions on the Outline consent, ensures that any significant impacts of the development are mitigated.

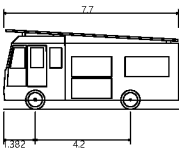
5.1.7 The NPPF (Paragraph 111) identifies that only when the residual impacts of development are 'severe', or safety impacts unacceptable, that an application should be refused. This is a high bar. The application is shown to mitigate its impact, and comply with prevailing policy, such that there is no transport reason that the application should be refused.

DRAWINGS



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Dennis Sabre Fire Tender (LWB) - including wing mirror
Overall Length 7.700m
Overall Width 2.430m
Overall Body Height 3.512m
Min Body Ground Clearance 0.397m
Track Width 2.380m
Lock to lock time 5.0s
Kerb to Kerb Turning Radius 7.400m



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D	04.11.21	JD	UPDATED SITE LAYOUT	TW	TW
C	19.10.21	JB	MINOR EDITS	TW	TW
B	14.10.21	JB	UPDATED SITE LAYOUT	TW	TW
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STATUS:			FOR PLANNING		

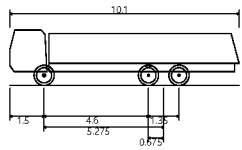
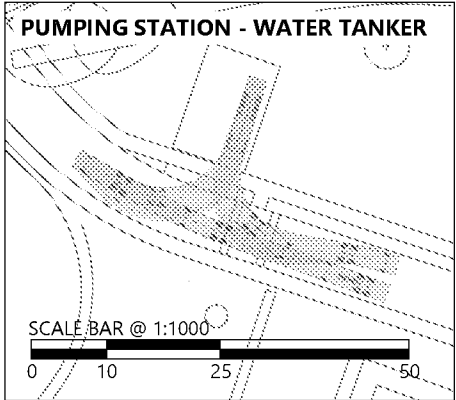
TITLE:	
SWEPT PATH ANALYSIS - FIRE TENDER	
PROJECT:	CLIENT:
LAND SOUTH OF SUMMER LANE AND WEST OF PAGHAM ROAD, PAGHAM	PAGHAM HOMES

DRAWN:	CHECKED:	APPROVED:
JB	TW	TW
PROJECT No:	SCALE @ A3:	DATE:
ITB16481	1:2000	06.10.21
DRAWING No:		REV:
ITB16481-GA-001		E

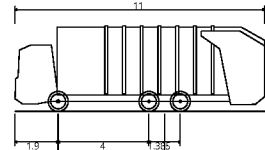
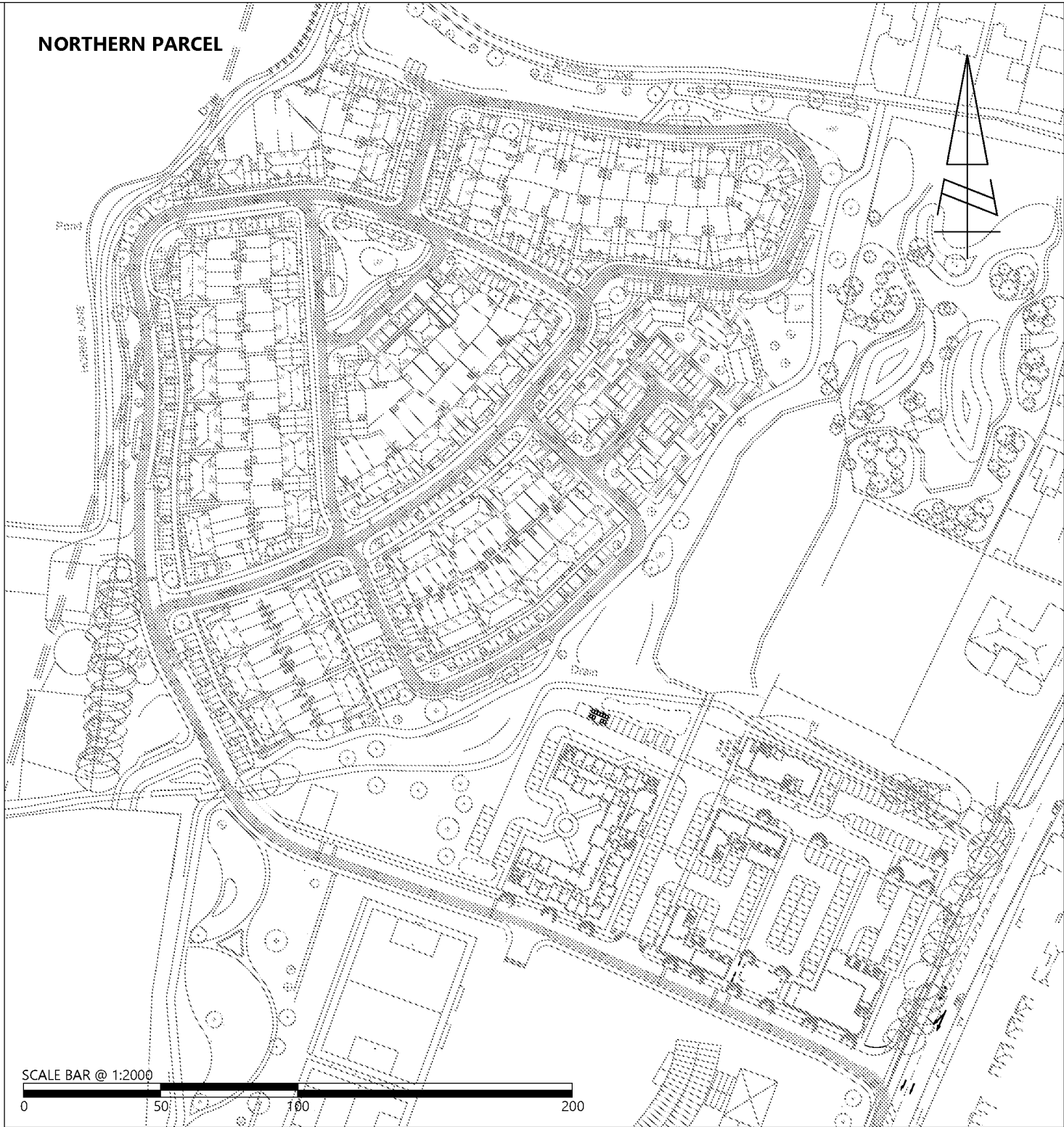


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Water Tanker:
Overall Length 10.100m
Overall Width 2.490m
Overall Body Height 2.449m
Min Body Ground Clearance 0.615m
Track Width 2.470m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 10.900m



Mercedes Eonic (with 6x4 chassis)
Overall Length 11.000m
Overall Width 2.500m
Overall Body Height 3.760m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.000m



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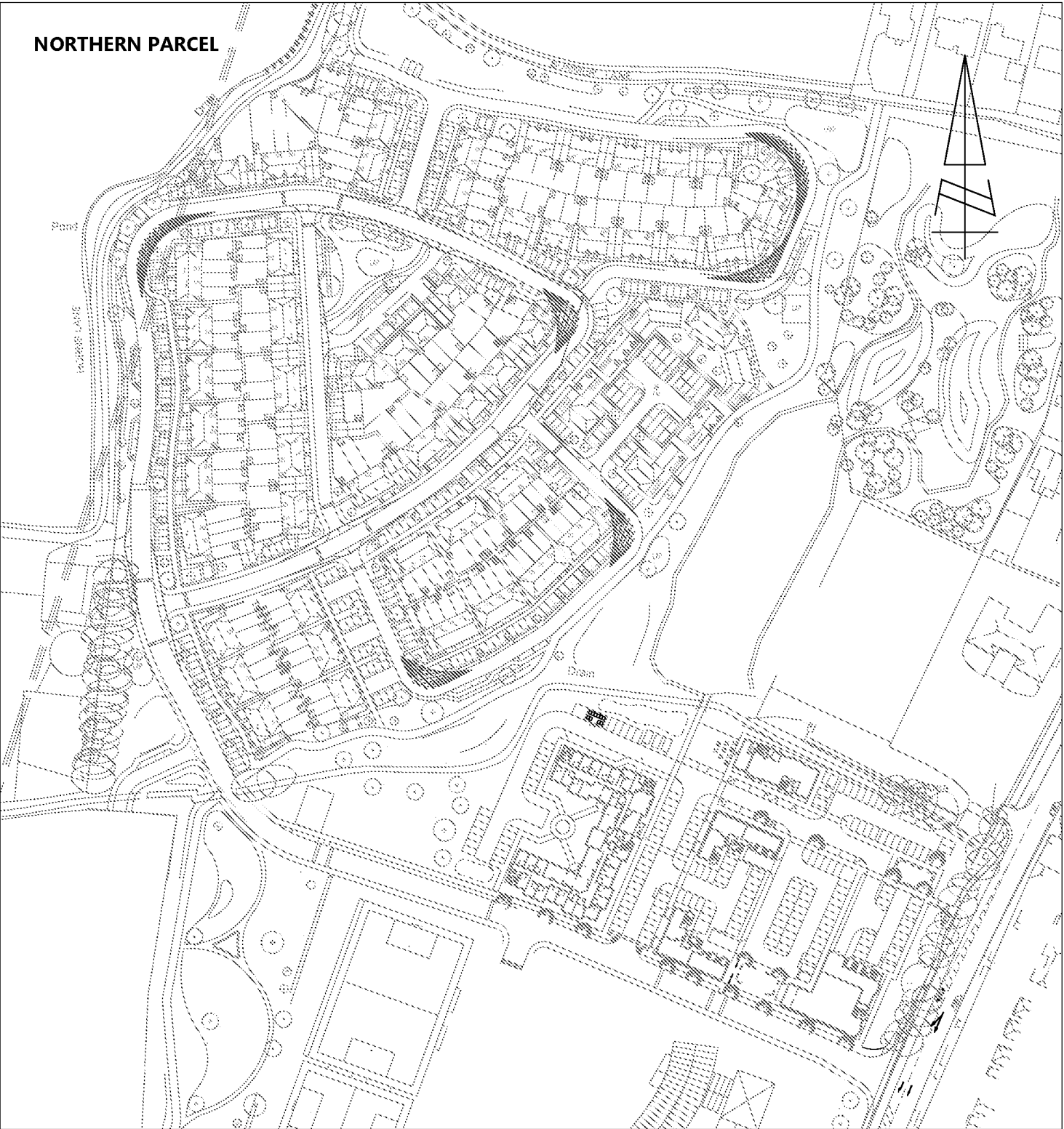
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B	14.10.21	JB	UPDATED SITE LAYOUT	TW	TW
A	11.10.21	JB	UPDATED SITE LAYOUT	TW	TW
STATUS:			FOR PLANNING		

TITLE:		SWEPT PATH ANALYSIS - REFUSE COLLECTION VEHICLE / WATER TANKER	
PROJECT:		LAND SOUTH OF SUMMER LANE AND WEST OF PAGHAM ROAD, PAGHAM	CLIENT: PAGHAM HOMES

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JB	TW	TW
PROJECT No:	SCALE @ A3:	DATE:
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DRAWING No:		REV:
ITB16481-GA-002		E



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SCALE BAR @ 1:2000

0 50 100 200

KEY:

- 2.4m x 25m VISIBILITY SPLAY
- 25m FORWARD VISIBILITY SPLAY
- 2.4m x 33m VISIBILITY SPLAY
- 2.4m x TANGENTIAL VISIBILITY SPLAY
- 17m FORWARD VISIBILITY SPLAY

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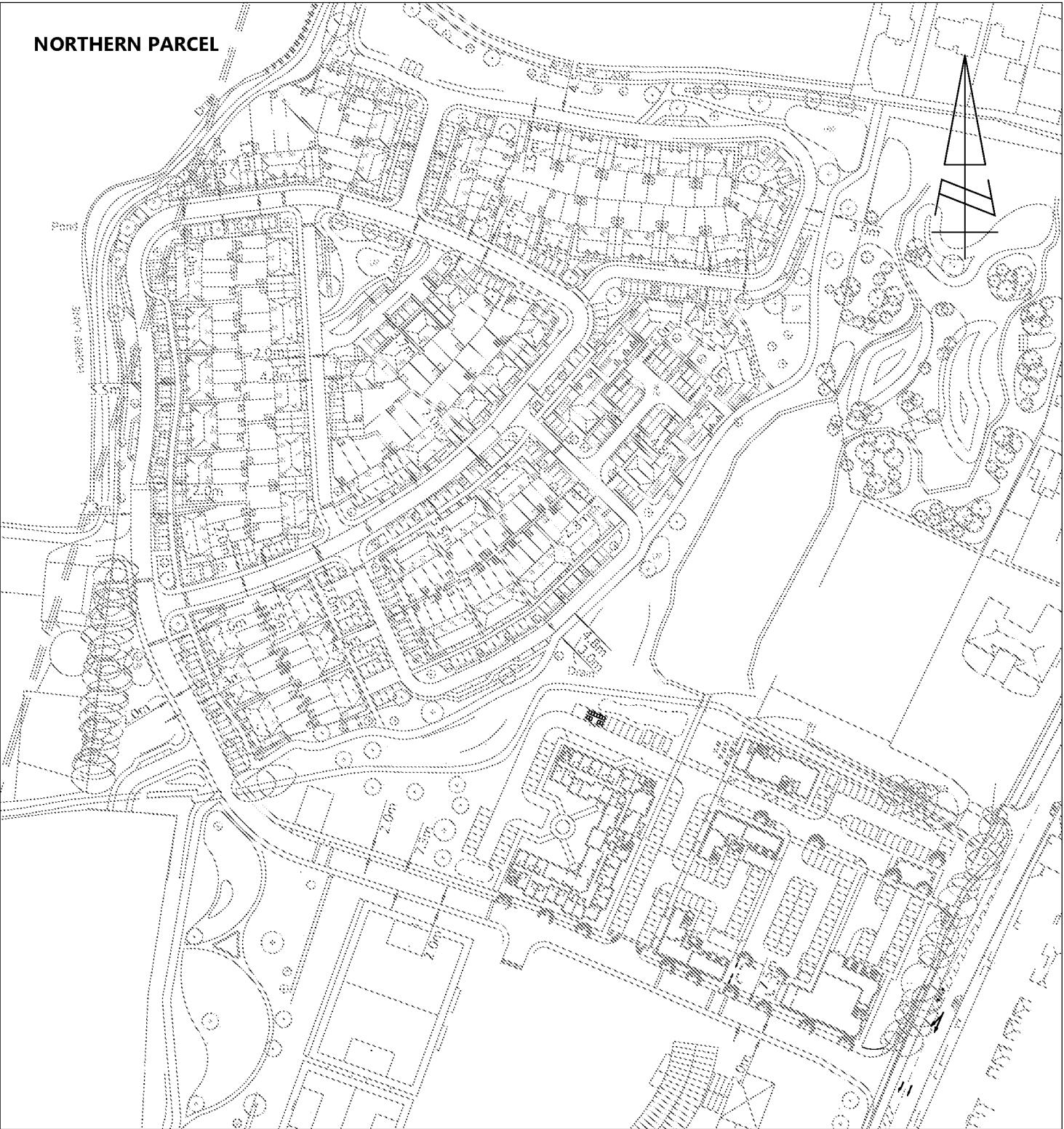
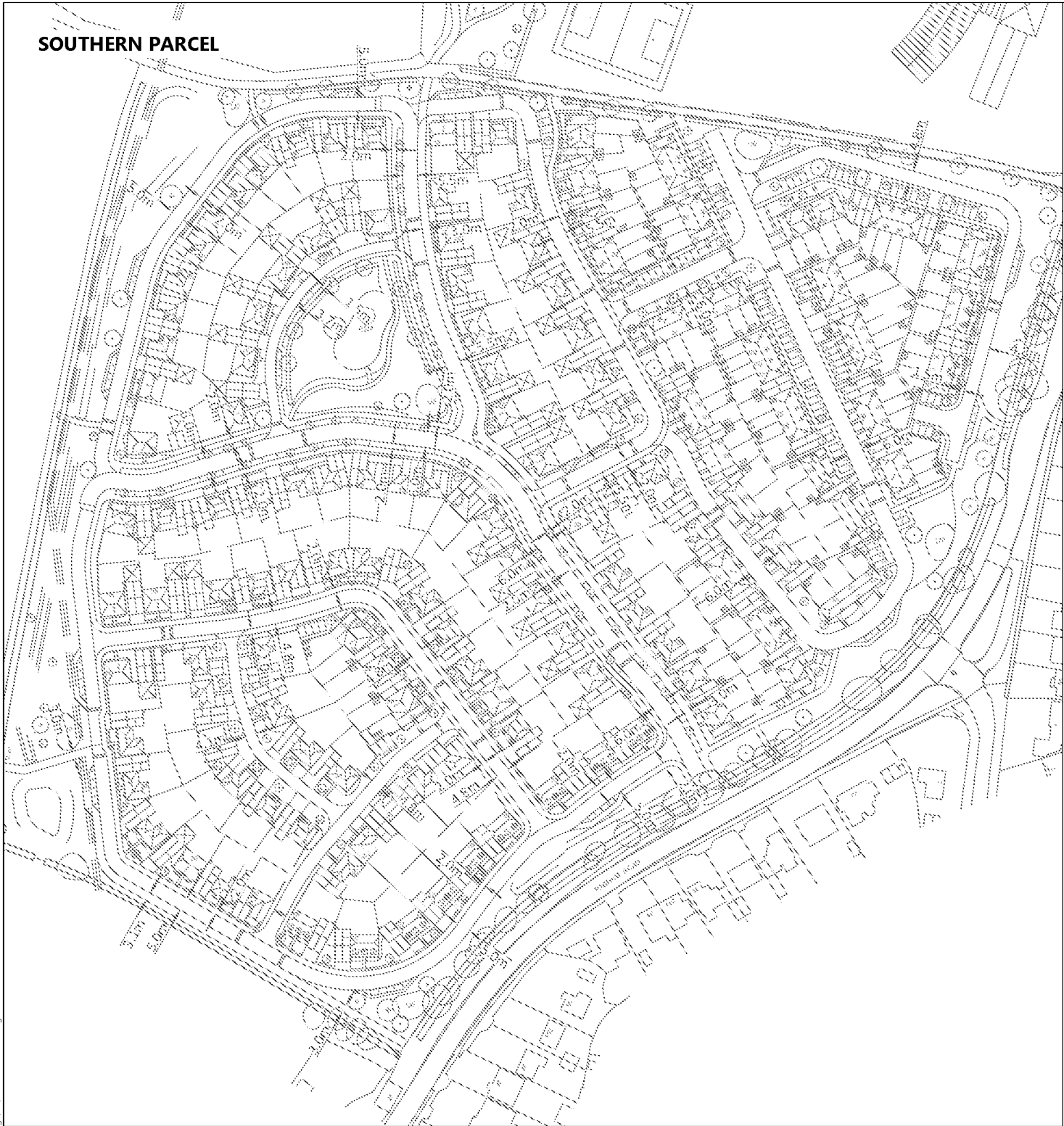
STATUS: FOR PLANNING

TITLE: VISIBILITY CHECKS

PROJECT: LAND SOUTH OF SUMMER LANE AND WEST OF PAGHAM ROAD, PAGHAM

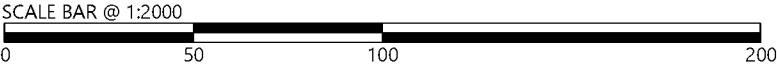
CLIENT: PAGHAM HOMES

DRAWN: JB	CHECKED: TW	APPROVED: TW
PROJECT No: ITB16481	SCALE @ A3: 1:2000	DATE: 06.10.21
DRAWING No: ITB16481-GA-003		REV: E



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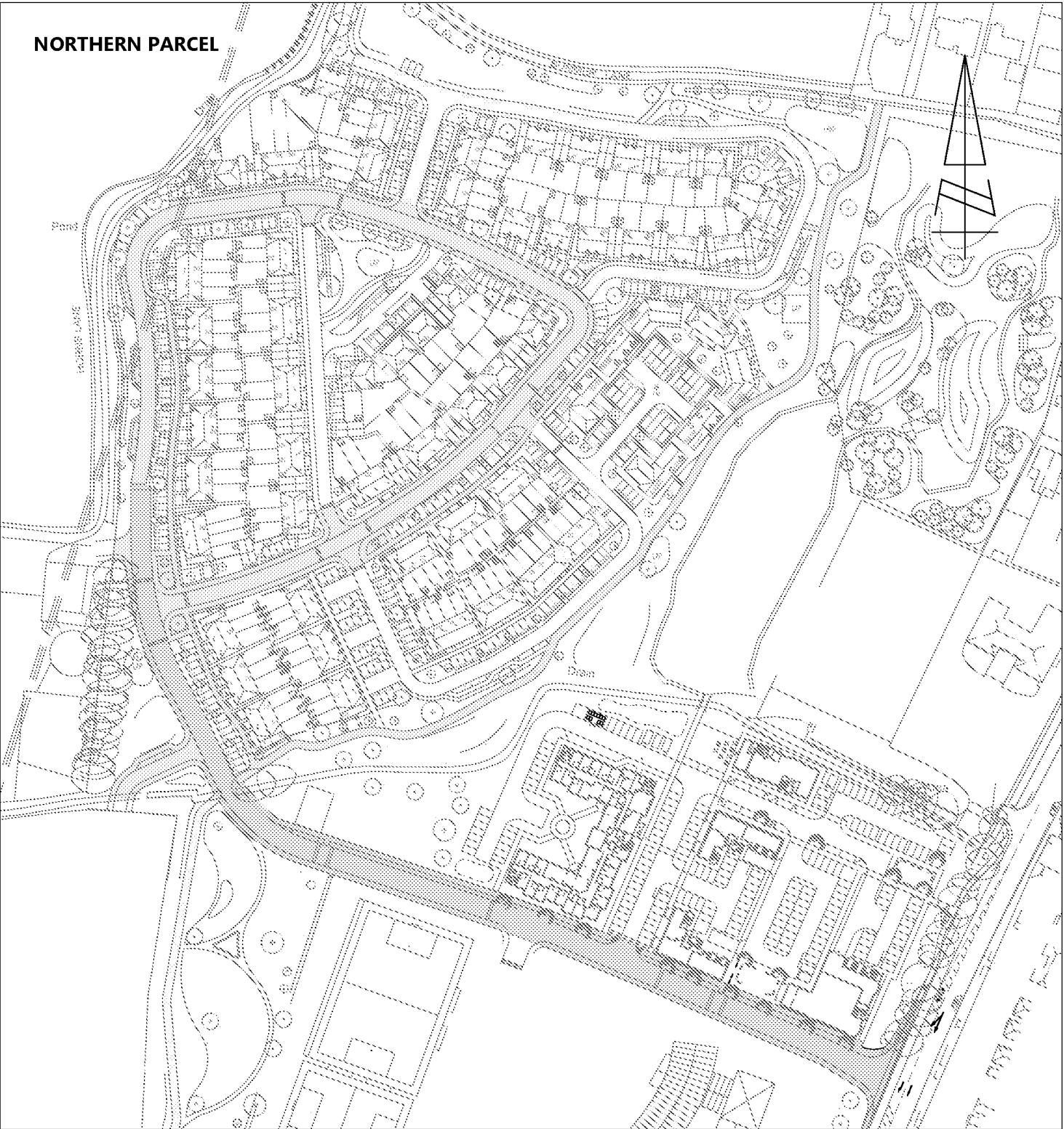
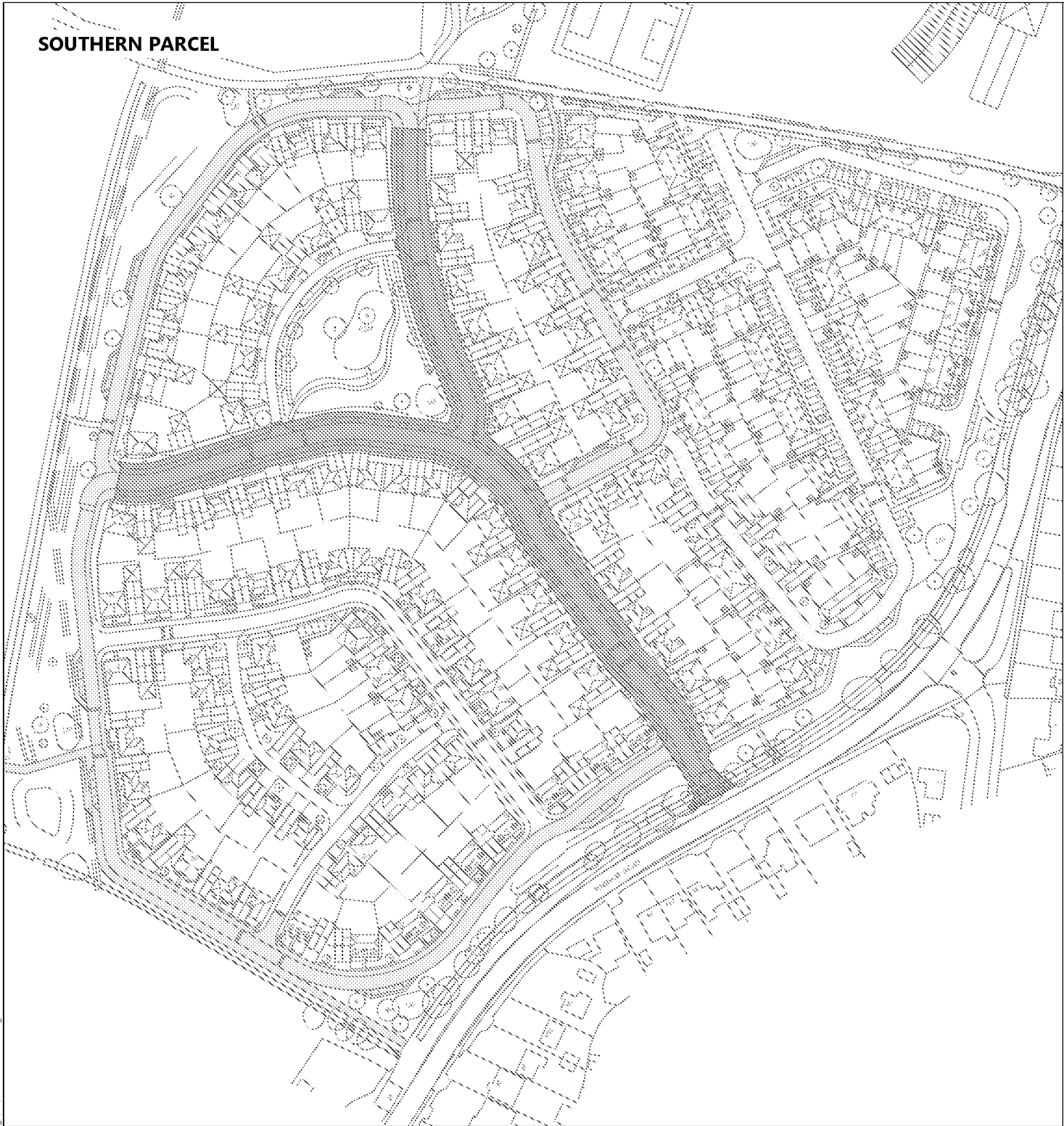
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TITLE: ROAD GEOMETRY PLAN	
PROJECT: LAND SOUTH OF SUMMER LANE AND WEST OF PAGHAM ROAD, PAGHAM	CLIENT: PAGHAM HOMES

DRAWN: JB	CHECKED: TW	APPROVED: TW
PROJECT No: ITB16481	SCALE @ A3: 1:2000	DATE: 14.10.21
DRAWING No: ITB16481-GA-005		REV: C



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SCALE BAR @ 1:2000

0 50 100 200

KEY:

- PRIMARY ROAD (6.1m - 7.3m WIDE)
- PRIMARY ROAD (5.0m - 6.1m WIDE)
- SECONDARY ROAD (5.0m - 6.1m WIDE)
- TERTIARY ROAD (4.1m - 6.0m WIDE)
- QUATERNARY ROAD (3.7m - 4.8m WIDE)

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A	20.10.21	JB	MINOR EDITS	TW	TW
REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS:			FOR PLANNING		

TITLE:

ROAD ADOPTION PLAN

PROJECT:

LAND SOUTH OF SUMMER LANE AND
WEST OF PAGHAM ROAD, PAGHAM

CLIENT:

PAGHAM HOMES

DRAWN:	CHECKED:	APPROVED:
JB	TW	TW
PROJECT No:	SCALE @ A3:	DATE:
ITB16481	1:2000	14.10.21
DRAWING No:		REV:
ITB16481-GA-006		C

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