



Technical Note

Project No: ITB16481
Project Title: Land South of Summer Lane and West of Pagham Road, Pagham
Title: Highways Technical Note
Ref: TW/PL/ITB16481-004a
Date: 8 September 2022

SECTION 1 Introduction

- 1.1.1 Pagham Homes has appointed i-Transport LLP to provide highways and transport advice 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 location is presented on **Image 1.1**.

Image 1.1: Site Location



Source: Design Code (HGP Architects)

- 1.1.3 Two separate applications (Ref: P/153/21 and P/167/21) were submitted with identical layouts and supported by Transport Statements prepared by i-Transport (ITB16481-002 / ITB16481-003).
- 1.1.4 West Sussex County Council (WSCC) as the local highway authority provided written consultation response to the applications on 24 November and 8 December 2021. Due to the identical layouts, the comments provided were the same. The consultation responses are provided at **Appendix A**.
- 1.1.5 A meeting was held with WSCC on 2 December 2021 to discuss and agree the consultation comments received. A summary of the meeting is provided at **Appendix B**.
- 1.1.6 This Technical Note sets out how the revised layout responds to and addressed each of the comments raised by WSCC and that the scheme is acceptable in transport terms.

SECTION 2 Responses to WSCC Comments

2.1 Revised Scheme Layout

- 2.1.1 A revised scheme layout has been prepared to address WSCC consultation comments (and other consultee / Council comments) and is provided at **Appendix C**. The matters agreed with the WSCC have been translated into this revised scheme.
- 2.1.2 The scheme is designed in line with the approved Design Code and achieves the following objectives:
- ♦ Creates permeable routes around and between new housing;
 - ♦ Provides central parks to create a community spaces; and
 - ♦ Retains and enhances existing pedestrian routes.
- 2.1.3 The scheme accords with the principles of a strong and legible street hierarchy established as part of the Design Code and National Design Guidance. The street hierarchy comprises:
- ♦ Primary Roads and Streets
 - ♦ Secondary Streets
 - ♦ Tertiary Streets
 - ♦ Quaternary Streets
- 2.1.4 As envisioned in the Design Code, car and cycling parking is provided in accordance with the guidance of the Arun District Council Parking Standards SPD and the Arun District Design Guide, as well as the Design Code. Parking has been designed appropriate to the context of the street and nature of the development so that it does not result in parking that dominates the street scene.
- 2.1.5 The scheme also allows safe and suitable access for refuse, service, and emergency vehicles within appropriate distances from all properties as set out in the Design Code.

2.2 Response to WSCC Comments

2.2.1 WSCC's consultation comments are listed in **Table 2.1**, and these have been responded in turn. The supporting drawings/plans have also been prepared and are referenced in the Table as appropriate.

Table 2.1: WSCC Consultation Comments and i-Transport Responses

WSCC Consultation Comments	i-Transport Responses
1. Provide a statement demonstrating compliance with the approved Design Code.	1. It is confirmed above that the scheme is designed in compliance with the Design Code as explained in this Technical Note.
2. Provide a Stage One Road Safety Audit.	2. It was agreed with WSCC that an RSA is not needed for the residential elements, and only for the initial section of the scheme comprising the school / local centre. This has now been supplied by Hanbury Properties and agreed with WSCC.
3. Raised concern with the 7.3m wide access across the school frontage and is considered at odds with the 20mph design speed proposed. Highlighted that very limited considerations have been given to the potential demands arising from the school site such as 'parent parking' or the need for school safety zone type features such as 'School Keep Clear and No Waiting at Any Time'.	3. This relates to the central section of the spine road being progressed by Hanbury Properties. Hanbury has since engaged with WSCC and confirmed the final layout of the spine road, incorporating traffic calming and parking restrictions. This has been reflected on the updated scheme.
4. Raised concern with the width used for the road serving plots 253-258 and 267-270 given the number of dwellings served from this. Requested refuse vehicle tracking for this road and the road width to ideally be increased.	4. These two streets are Quaternary Streets. The Design Code sets out street widths for these as 3.7-4.8m. One of the streets is 4.8m, the other 4.1m, so these are in line with the Design Code and appropriate. WSCC confirmed this is acceptable. Tracking has been provided of the updated scheme in i-Transport Drawing ITB16481-GA-002 .
5. Where shared surfaces integrate with traditional segregated footway / carriageways, a length of footway should continue into the shared surface area.	5. A scheme of minor amendments to the shared surface transitions was agreed in the meeting with WSCC. This has been translated to the revised layout.
6. For shared surfaces, a contrasting material to that used in traditional carriageway construction must be used. Tarmac should be not used in shared surfaces. There is a large extent of shared surface within the southern phase of development that is indicated to be in tarmac rather than blockwork.	6. The shared surfaces have been changed to blockwork as requested.

WSCC Consultation Comments	i-Transport Response
7. The use of certain materials could be rationalised. In the event that roads within the site are offered for adoption, WSCC will likely seek the use of tarmac for driveways and lay-by spaces where the adjacent carriageway is also tarmac.	7. It was discussed and agreed that this is a preference and not a point of objection. The revised scheme has been designed to balance urban design and highway requirements.
8. Given there is development on both sides of the secondary street serving plots 289-291/367-375 and 182-183/202-207, based on the Design Code, a footway should be provided across the frontages of plots 182-183 and 202-207 as well.	8. The footway connection across these plot frontages is provided and has been incorporated to the revised scheme.
9. Some of the raised features are at seemingly random locations (e.g. outside plot 244, 229 and 349) and some within shared surface areas. Raised features would be unnecessary within the shared surface areas. There is also an inconsistency in terms of how raised features are used at some but not all junctions. The overall use of raised features should be reviewed, and the layout amended accordingly.	9. Alterations to the various traffic calming features were agreed with WSCC. This has been implemented within the revised scheme layout.
10. The site plan includes a cycle route running from Pagham Road through the southern parcel and onward into the northern parcel to Summer Lane. It is recommended that the route is provided as a shared surface rather than segregated facility, which would require significantly more signing and lining.	10. The cycle route is part of the Approved Design Code (page 31). It will be provided as a shared surface path not a segregated route in line with WSCC requests.
11. The applicant would need to give further consideration in terms of the integration of the cycle route and Pagham Road. Alternatively, given the purpose of the route is to serve the development, the cycle route could terminate within the development rather than at Pagham Road.	11. It was agreed with WSCC that the route will be terminated within the site short of the southern access. This is illustrated in the revised scheme layout and Drawing ITB16481-GA-007 illustrates the transition to the route with dropped kerbs north of the southern access.
12. The need of for the new southern pedestrian access is perhaps questionable. The applicant would also need to consider and provide further pedestrian crossing infrastructure.	12. The connection at plot 344 was part of the Outline permission and provides a direct access to the bus stop. The southern connection is new, but WSCC has since then confirmed no objections in principle to this being created, which will improve permeability. Crossing facilities would comprise a dropped kerb and tactile paving as illustrated in Drawing ITB16481-GA-007 .

WSCC Consultation Comments	i-Transport Response
13. Different parking numbers are quoted in the Planning Statement and Transport Statement. The exact number of parking spaces should be clarified. It is also unclear whether the scheme proposes any disabled car parking spaces (5% required). A plan would also be required showing the location of electric vehicle charging for those properties that do not have driveway or garage.	13. The parking numbers are consistent between the TS and Planning Statement, the difference being the counting of garages. WSCC has since then confirmed that the TS and Planning Statements are consistent. There is flexibility for parking in the site to be converted to disabled provision as a need arises. Provisions for EV charging will be addressed separately prior to commencement of the scheme and accord with Building Regs.
14. Further detail including tracking would be need for the more northerly access into the adjoining phase of development at Church Barton Farm (P/25/17).	14. The requested tracking has been provided at Drawing ITB16481-GA-002.
15. Reissue the vehicle tracking and other supporting drawings in the Transport Statement.	15. The vehicle tracking and other supporting drawings along with the TS is already submitted to WSCC. WSCC has confirmed there are no issues with the refuse vehicle tracking.

2.2.2 In finalising the layout changes and responding to drainage and landscaping comments received from ADC, a series of minor alterations to the western side of the southern parcel were proposed.

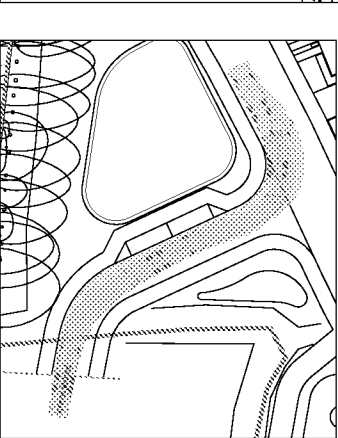
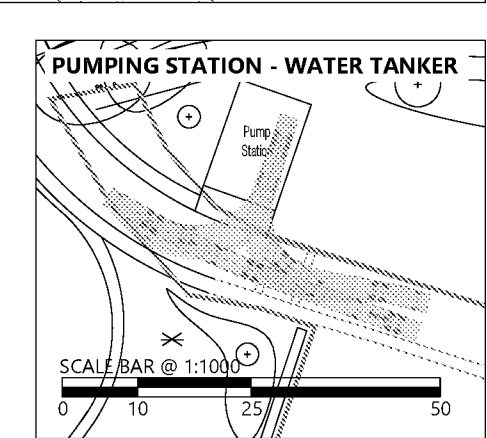
- Reduce a short section of the secondary street (Plots 184-195) to 4.8m (from 5.0m). The Design Code for Secondary Streets identifies a road width of 5.0m – 6.1m with footway. A 4.8m road (with footway) would marginally conflict therefore, but in view of MfS guidance and the limited use expected, this is safe and acceptable.
- Remove the central PROW connection (the connections south and north remain) and associated raised table. This has no material impact on permeability and movement.
- Relocate two visitor bays at Plot 186 to the corner of 184 (a distance of some 20m). Visitor parking spaces remain well spaced across the scheme.
- Minor amendments to the lay-by provision at 245/246.

2.2.3 WSCC confirmed that these amendments were acceptable in transport terms (**Appendix D**). WSCC also confirmed that a margin of at least 0.5m between the road edge and proposed hedge would be required if the road is to be adopted. This margin has been included in the finalised scheme.

SECTION 3 Summary

- 3.1.1 WSCC Highways provided its consultation responses to Reserved Matters Applications (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.
- 3.1.2 A meeting was with WSCC Highways Officer to discuss the outstanding highways and transport issues raised in the consultation responses and agree a forward.
- 3.1.3 The revised scheme provided addresses the outstanding highways and transport layout issues. Requested tracking drawings, parking plan showing disabled and EV charging spaces and clarification on matters such as pedestrian access, cycle routes and road layout are provided.
- 3.1.4 The proposed development scheme has been designed to offer an attractive and high-quality environment to live in and is in accordance with the approved Design Code.
- 3.1.5 To conclude, this Technical Note provides additional information requested by the WSCC Highways as part of the consultation and responses to scheme changes resulting from wider engagement with the Council. Consequently, there are no highways or transport reasons for refusal of the proposed development in the context of the prevailing planning policies.

DRAWINGS



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

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

 The Square, Basing View, Basingstoke, Hampshire, RG21 4EB www.i-transport.co.uk Tel: 01256 637940				<table><tr><td>H</td><td>02.09.22</td><td>MM</td><td>UPDATED SITE LAYOUT</td><td>PL</td><td>TW</td></tr><tr><td>G</td><td>15.06.22</td><td>JD</td><td>UPDATED SITE LAYOUT</td><td>PL</td><td>TW</td></tr><tr><td>F</td><td>20.05.22</td><td>JD</td><td>UPDATED SITE LAYOUT</td><td>PL</td><td>TW</td></tr><tr><td>E</td><td>05.11.21</td><td>JD</td><td>UPDATED SITE LAYOUT</td><td>TW</td><td>TW</td></tr><tr><td>D</td><td>04.11.21</td><td>JD</td><td>UPDATED SITE LAYOUT</td><td>TW</td><td>TW</td></tr><tr><td>C</td><td>19.10.21</td><td>JB</td><td>MINOR EDITS</td><td>TW</td><td>TW</td></tr><tr><td>B</td><td>14.10.21</td><td>JB</td><td>UPDATED SITE LAYOUT</td><td>TW</td><td>TW</td></tr><tr><td>A</td><td>11.10.21</td><td>JB</td><td>UPDATED SITE LAYOUT</td><td>TW</td><td>TW</td></tr></table>				H	02.09.22	MM	UPDATED SITE LAYOUT	PL	TW	G	15.06.22	JD	UPDATED SITE LAYOUT	PL	TW	F	20.05.22	JD	UPDATED SITE LAYOUT	PL	TW	E	05.11.21	JD	UPDATED SITE LAYOUT	TW	TW	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	A	11.10.21	JB	UPDATED SITE LAYOUT	TW	TW	<table><tr><td colspan="2">TITLE:</td><td colspan="2">SWEPT PATH ANALYSIS - REFUSE COLLECTION VEHICLE / WATER TANKER</td></tr></table>				TITLE:		SWEPT PATH ANALYSIS - REFUSE COLLECTION VEHICLE / WATER TANKER		<table><tr><td colspan="2">DRAWN:</td><td colspan="2">CHECKED:</td><td colspan="2">APPROVED:</td></tr><tr><td colspan="2">JB</td><td colspan="2">TW</td><td colspan="2">TW</td></tr></table>		DRAWN:		CHECKED:		APPROVED:		JB		TW		TW	
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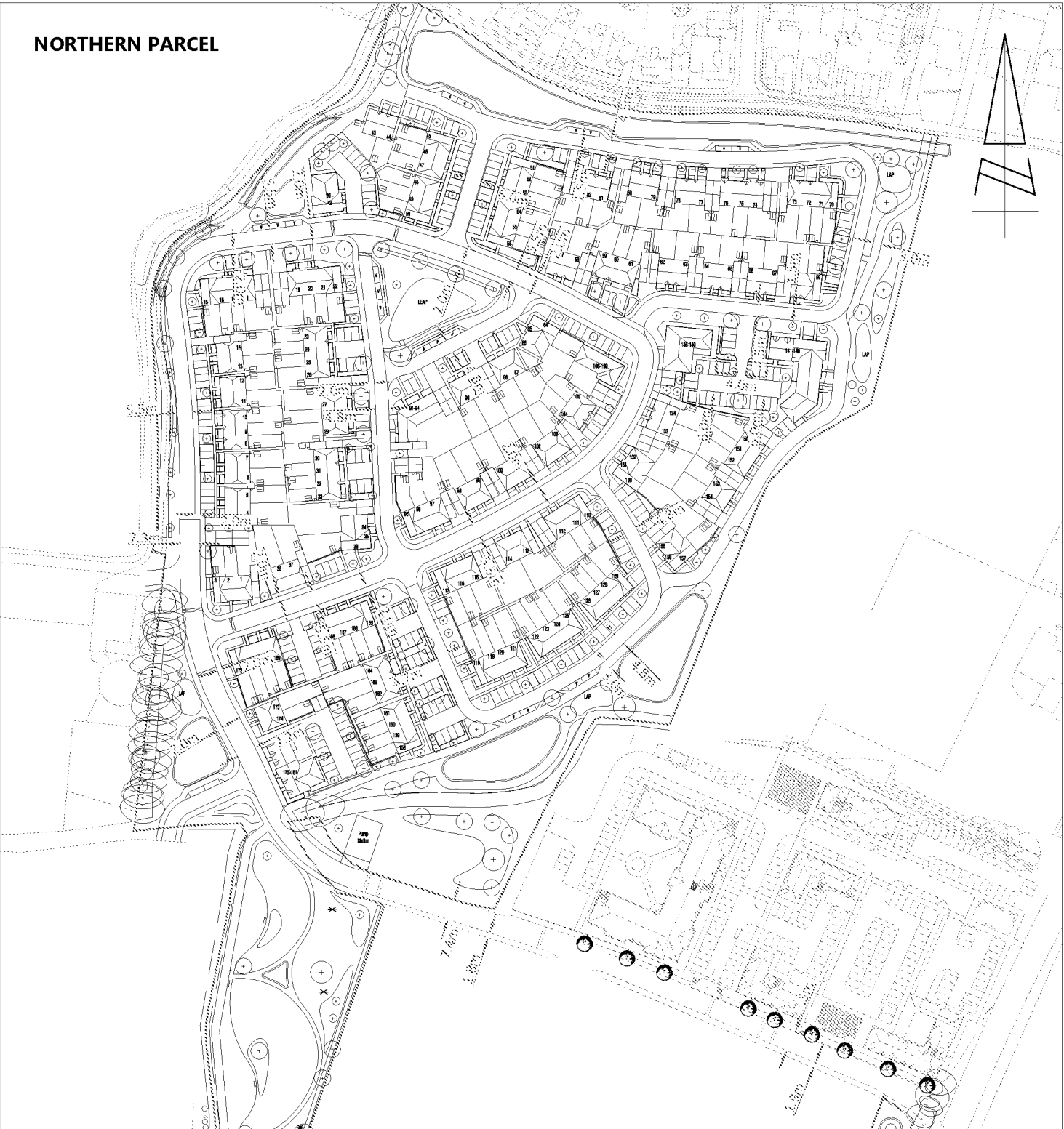
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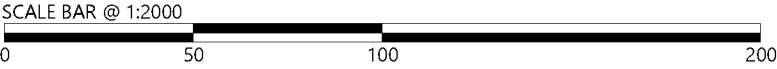
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Basingstoke, Hampshire, RG21 4EB
www.i-transport.co.uk

Tel: 01256 637940

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DESCRIPTION

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STATUS:

FOR PLANNING

TITLE:

ROAD GEOMETRY PLAN

PROJECT:

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

CLIENT:

PAGHAM HOMES

DRAWN:

JB

CHECKED:

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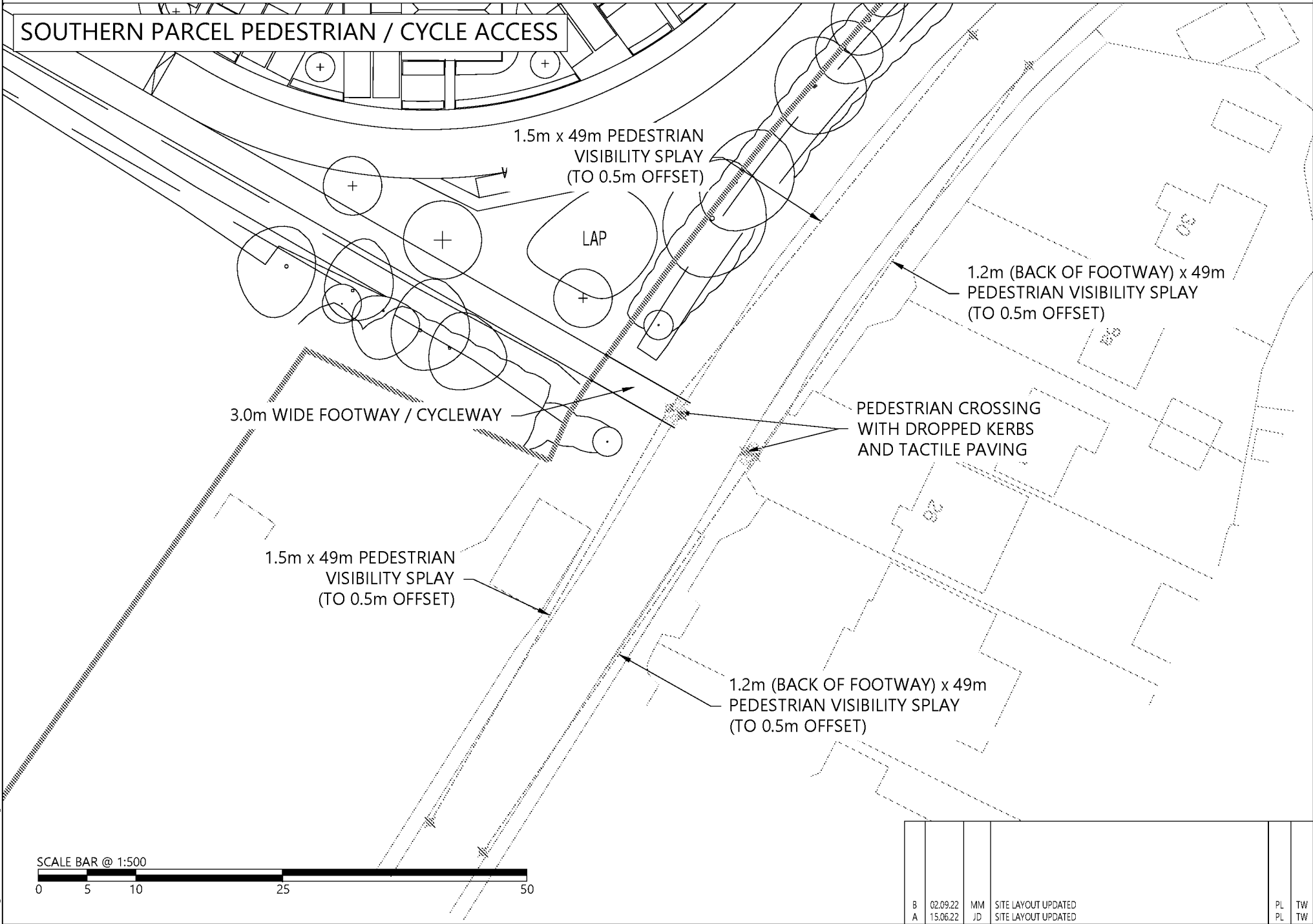
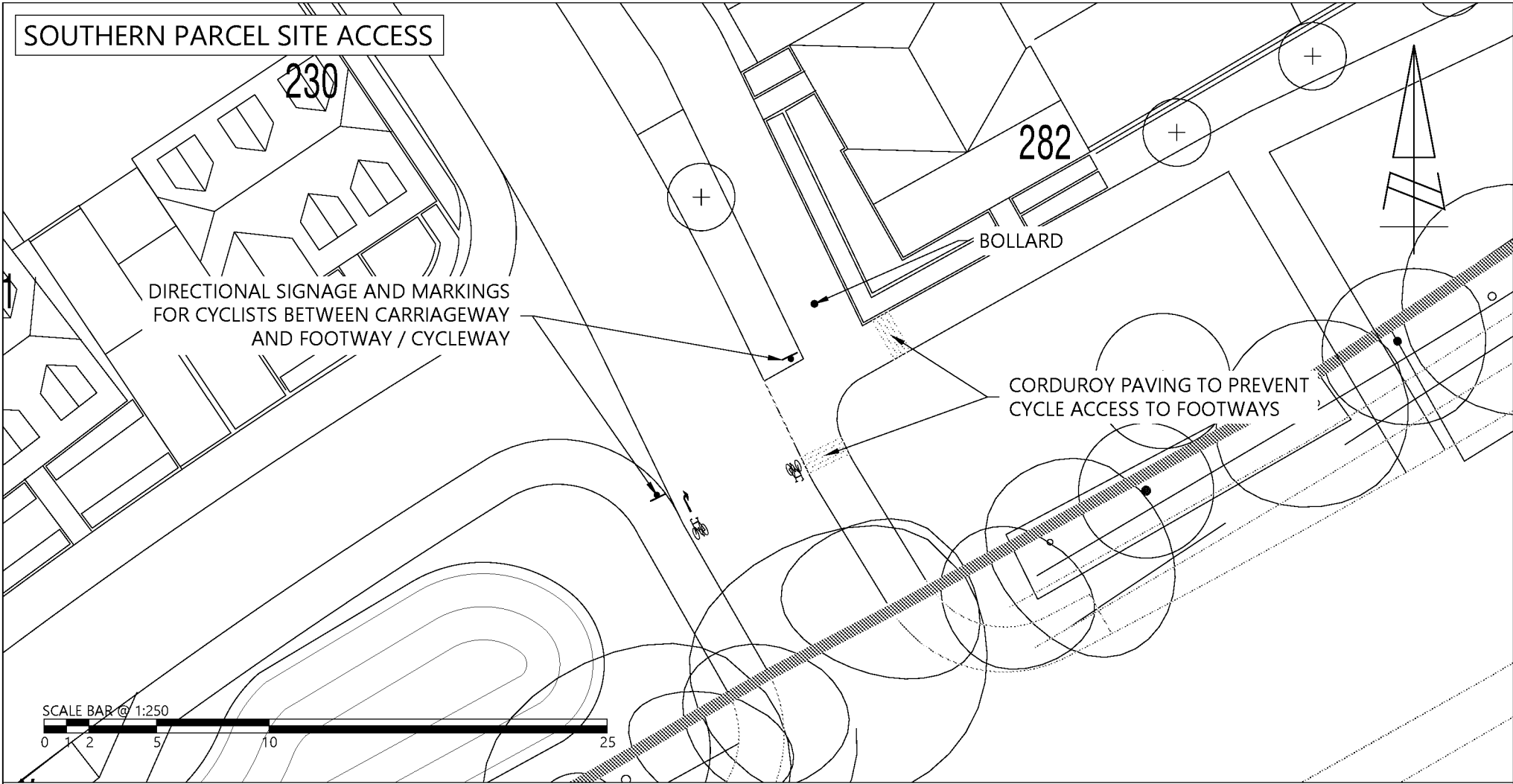
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CIENT:

PAGHAM HOMES

TITLE:

POTENTIAL PEDESTRIAN / CYCLIST ACCESS ARRANGEMENTS

PROJECT:

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

B	02.09.22	MM	SITE LAYOUT UPDATED	PL	TW
A	15.06.22	JD	SITE LAYOUT UPDATED	PL	TW
REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS:			FOR INFORMATION		
DRAWN:		CHECKED:		APPROVED:	
JD		PL		TW	
PROJECT No:		SCALE @ A3:		DATE:	
ITB16481		1:250 / 1:500		20.05.22	
DRAWING No:				REV:	
ITB16481-GA-007				B	

i-Transport

The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB

Tel: 01256 637940

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T:\Projects\16481\16481_Series\16481_TSR\Transport Drawings\Working Drawings\GA\ITB16481-GA-007B.dwg

APPENDIX A. WSCC CONSULTATION RESPONSES

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO:David Easton
FROM:	WSSC - Highways Authority
DATE:	24 November 2021
LOCATION:	Land South of Summer Lane and West of Pagham Road Pagham
SUBJECT:	P/153/21/RES Approval of reserved matters (appearance, layout, landscaping and scale) following outline planning Permission P/140/16/OUT for the erection of 375 No dwellings, together with public open space, play space, drainage, parking and associated infrastructure, landscape, ancillary and site preparation works, with access off Pagham Road. This site may affect a Public Right of Way.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information
S106 CONTRIBUTION TOTAL:	n/a

- Comments are made in respects of,
 - Site Plan, drawing number 21.003.02
 - Landscape General Arrangement Plans 1-5, drawing numbers L01 Rev A, L02 Rev A, L03 Rev A, L04 Rev A, L05 Rev A
 - Transport Statement, reference TW/PL/ITB16481-002C
- The site is acknowledged as having an approved Design Code (permitted under P/83/21). The approved document includes a number of principles for the highway design. As a point of principle, given there is an approved Design Code, it would be useful for the applicant to provide a statement demonstrating compliance with this.
- In reviewing the current application, WSSC are commenting on the highway details in terms of planning acceptability. Unless otherwise stated, through the current application WSSC Highways are not seeking to approve any matters relating to highway adoption and that would be reviewed as part of a highway adoption agreement under Section 38 of the Highways Act 1980. This includes approving materials, street furniture (including lighting), landscaping within the highway, or highway drainage.
- The broad details are acceptable. The use of different carriageway widths and forms of construction (i.e. traditional designs with segregated carriageways and footways, along with shared surfaces with pedestrians and vehicles using the same space) are considered appropriate in terms of the

context of the development. Many of the highway principles have already been accepted through the approval of the Design Code.

5. Based on the currently adopted WSCC Road Safety Audit Policy, a Stage One Road Safety Audit would be required due to the presence of the school. This should be provided.
6. In terms of more detailed matters,
7. It's acknowledged that the school and community uses are being brought forward separately. The road serving these forms part of the current application though. Through pre application discussion with the applicant, WSCC Highways have already questioned the need for the 7.3 metre wide road across the school frontage; this road width is considered at odds with the 20mph design speed proposed. This aside, very limited consideration appears to have been given particularly to the potential demands arising from the school site (i.e. parent parking, dwell space/footway widths along the frontage) or the need for school safety zone type features (e.g. enforceable restrictions (i.e. 'School Keep Clear and No Waiting At Any Time (which may need to be wrapped around onto Pagham Road also). The applicant will need to incorporate such elements into the design.
8. Whilst the Design Code permits a range of road widths for quaternary roads, the width used for the road serving plots 253-258/267-270 is questionable given the number of dwellings served from this (and accounting for vehicle and pedestrian movements). It's noted that there is also no refuse vehicle tracking for this road within the TS. The road width should ideally be increased.
9. At all points where shared surfaces integrate with traditional segregated footway/carriageways, a length of footway should be continued into the shared surface area. This would avoid pedestrians conflicting with vehicles at junction.
10. Again, for shared surfaces, a contrasting material to that used in traditional carriageway construction must be used. Tarmac should not be used in shared surfaces. There is a large extent of shared surface within the southern phase of development that is indicated to be in tarmac rather than blockwork.
11. The use of certain materials could be rationalised. For example, it's unclear why driveways and unallocated lay-by parking spaces within traditional carriageway construction are in blockwork whereas the surrounding carriageways and footways are tarmac. In the event that roads within the site are offered for adoption, WSCC will likely seek the use of tarmac for driveways and lay-by spaces where the adjacent carriageway is also tarmac.

12. For secondary roads, the Design Code, states that a footway should be provided on at least one side of the carriageway. It then goes on to identify that the footway should be on the development side of the street and a service margin provided on the opposite side of the carriageway where there is no development. Given there is development on both sides of the secondary street serving plots 289-291/367-375 and 182-183/202-207, based on the Design Code, a footway should be provided across the frontages of plots 182-183 and 202-207 as well.
13. There are quite a number of raised features indicated on the Site Plan. Some of these are in logical locations (e.g. at junctions) where these have the benefit of slowing vehicles and aiding pedestrian crossing movements. However there are a number at seemingly random locations (e.g. outside plot 244, plot 229, 349). There are also some within shared surface areas. Given the purpose of shared surface areas is to restrict vehicle speeds through the layout itself, the presence of raised features would be unnecessary. There is also an inconsistency in terms of how raised features are used at some but not all junctions. The overall use of raised features should be reviewed and the layout amended accordingly.
14. The Site Plan includes a cycle route running from Pagham Road through the southern parcel and onwards into the northern parcel to Summer Lane. The inclusion of a cycle route wasn't referenced within the Design Code. Nevertheless, the inclusion of this route is welcomed and would offer a benefit to those who would be unwilling to cycle on the carriageway with traffic. It is recommended that the route is provided as a shared surface rather than segregated facility, which would require significantly more signing and lining.
15. The only issue otherwise with the cycle route is that this runs directly onto Pagham Road within the southern parcel. The approved access design gave consideration only to pedestrians. It didn't include specific provision for cyclists that may be wishing to join or leave the proposed route within the development. The applicant would need to give further consideration in terms of the integration of the cycle route and Pagham Road. This may in turn have implications upon the approved southern access design. Alternately, given the purpose of the route is to serve the development, the cycle route could terminate within the development rather than at Pagham Road.
16. Related to the above point, the Site Plan appears to include two additional pedestrian access points onto Pagham Road; one in front of plot 344 and another at the very southern edge of the development. The inclusion of these additional accesses are not necessarily issues, although the need for the new southern access is perhaps questionable. There would still need to

be consideration as to how pedestrians using these then access the wider highway network (i.e. is there somewhere for pedestrians to safely cross to and is there adequate visibility in light of the speed limit?). The applicant would need to consider and provide further pedestrian crossing infrastructure.

17. Parking is understood to comply with the Arun District Parking Standards, although different numbers are quoted in the Planning Statement and Transport Statement. The exact number of parking spaces should be clarified. It's also unclear whether the scheme proposes any disabled car parking spaces; 5% of all spaces should be designed to meet the requirements as specified in Manual for Streets. A plan would also be required showing the location of electric vehicle charging for those properties that do not have a driveway or garage.
18. Although indicatively indicated on the Site Plan, further detail would be needed for the more northerly access into the adjoining phase of development at Church Barton Farm (P/25/17). Tracking should also be provided from the accesses into this adjoining phase of development.
19. The quality of the scanned in images of the vehicle tracking in the TS is quite poor. Clearer scans would be required to ensure the layout can accommodate the manoeuvring of a refuse vehicle. Likewise some of the other supporting plans are not very clear. It would be helpful if clearer images could be provided.
20. In summary, further information along with a number of design alterations would be required to address the above points.

Ian Gledhill
West Sussex County Council – Planning Services

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO:David Easton
FROM:	WSCC - Highways Authority
DATE:	8 December 2021
LOCATION:	Land South of Summer Lane and West of Pagham Road Pagham
SUBJECT:	P/167/21/RES Approval of reserved matters (appearance, layout, landscaping and scale) following outline planning Permission P/140/16/OUT for the erection of 375no. dwellings, together with public open space, play space, drainage, parking and associated infrastructure, landscape, ancillary and site preparation works, with access off Pagham Road. This site may affect a Public Right of Way.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information
S106 CONTRIBUTION TOTAL:	n/a

1. The current applications appears to be a duplicate of P/153/21. As such, the comments below have previously been issued.
2. The only apparent difference between the current application and P/153/21 is the revision number of Landscape General Arrangement Plans. For P/153/21, a later revision (revision A) has been included, whereas for the current application there is no revision number. It's not readily apparent what differences there are between the revision numbers and therefore the plans. The Site Plan, and therefore the overall layout, otherwise remains identical between the two applications.
3. Comments are made in respects of,
 - Site Plan, drawing number 21.003.02
 - Landscape General Arrangement Plans 1-5, drawing numbers L01, L02, L03, L04, L05
 - Transport Statement, reference TW/PL/ITB16481-002C
4. The site is acknowledged as having an approved Design Code (permitted under P/83/21). The approved document includes a number of principles for the highway design. As a point of principle, given there is an approved Design Code, it would be useful for the applicant to provide a statement demonstrating compliance with this.
5. In reviewing the current application, WSCC are commenting on the highway details in terms of planning acceptability. Unless otherwise stated, through

the current application WSCC Highways are not seeking to approve any matters relating to highway adoption and that would be reviewed as part of a highway adoption agreement under Section 38 of the Highways Act 1980. This includes approving materials, street furniture (including lighting), landscaping within the highway, or highway drainage.

6. The broad details are acceptable. The use of different carriageway widths and forms of construction (i.e. traditional designs with segregated carriageways and footways, along with shared surfaces with pedestrians and vehicles using the same space) are considered appropriate in terms of the context of the development. Many of the highway principles have already been accepted through the approval of the Design Code.
7. Based on the currently adopted WSCC Road Safety Audit Policy, a Stage One Road Safety Audit would be required due to the presence of the school. This should be provided.
8. In terms of more detailed matters,
9. It's acknowledged that the school and community uses are being brought forward separately. The road serving these forms part of the current application though. Through pre application discussion with the applicant, WSCC Highways have already questioned the need for the 7.3 metre wide road across the school frontage; this road width is considered at odds with the 20mph design speed proposed. This aside, very limited consideration appears to have been given particularly to the potential demands arising from the school site (i.e. parent parking, dwell space/footway widths along the frontage) or the need for school safety zone type features (e.g. enforceable restrictions (i.e. 'School Keep Clear and No Waiting At Any Time (which may need to be wrapped around onto Pagham Road also). The applicant will need to incorporate such elements into the design.
10. Whilst the Design Code permits a range of road widths for quaternary roads, the width used for the road serving plots 253-258/267-270 is questionable given the number of dwellings served from this (and accounting for vehicle and pedestrian movements). It's noted that there is also no refuse vehicle tracking for this road within the TS. The road width should ideally be increased.
11. At all points where shared surfaces integrate with traditional segregated footway/carriageways, a length of footway should be continued into the shared surface area. This would avoid pedestrians conflicting with vehicles at junction.
12. Again, for shared surfaces, a contrasting material to that used in traditional carriageway construction must be used. Tarmac should not be used in

shared surfaces. There is a large extent of shared surface within the southern phase of development that is indicated to be in tarmac rather than blockwork.

13. The use of certain materials could be rationalised. For example, it's unclear why driveways and unallocated lay-by parking spaces within traditional carriageway construction are in blockwork whereas the surrounding carriageways and footways are tarmac. In the event that roads within the site are offered for adoption, WSCC will likely seek the use of tarmac for driveways and lay-by spaces where the adjacent carriageway is also tarmac.
14. For secondary roads, the Design Code, states that a footway should be provided on at least one side of the carriageway. It then goes on to identify that the footway should be on the development side of the street and a service margin provided on the opposite side of the carriageway where there is no development. Given there is development on both sides of the secondary street serving plots 289-291/367-375 and 182-183/202-207, based on the Design Code, a footway should be provided across the frontages of plots 182-183 and 202-207 as well.
15. There are quite a number of raised features indicated on the Site Plan. Some of these are in logical locations (e.g. at junctions) where these have the benefit of slowing vehicles and aiding pedestrian crossing movements. However there are a number at seemingly random locations (e.g. outside plot 244, plot 229, 349). There are also some within shared surface areas. Given the purpose of shared surface areas is to restrict vehicle speeds through the layout itself, the presence of raised features would be unnecessary. There is also an inconsistency in terms of how raised features are used at some but not all junctions. The overall use of raised features should be reviewed and the layout amended accordingly.
16. The Site Plan includes a cycle route running from Pagham Road through the southern parcel and onwards into the northern parcel to Summer Lane. The inclusion of a cycle route wasn't referenced within the Design Code. Nevertheless, the inclusion of this route is welcomed and would offer a benefit to those who would be unwilling to cycle on the carriageway with traffic. It is recommended that the route is provided as a shared surface rather than segregated facility, which would require significantly more signing and lining.
17. The only issue otherwise with the cycle route is that this runs directly onto Pagham Road within the southern parcel. The approved access design gave consideration only to pedestrians. It didn't include specific provision for cyclists that may be wishing to join or leave the proposed route within the development. The applicant would need to give further consideration in terms of the integration of the cycle route and Pagham Road. This may in

turn have implications upon the approved southern access design. Alternately, given the purpose of the route is to serve the development, the cycle route could terminate within the development rather than at Pagham Road.

18. Related to the above point, the Site Plan appears to include two additional pedestrian access points onto Pagham Road; one in front of plot 344 and another at the very southern edge of the development. The inclusion of these additional accesses are not necessarily issues, although the need for the new southern access is perhaps questionable. There would still need to be consideration as to how pedestrians using these then access the wider highway network (i.e. is there somewhere for pedestrians to safely cross to and is there adequate visibility in light of the speed limit?). The applicant would need to consider and provide further pedestrian crossing infrastructure.
19. Parking is understood to comply with the Arun District Parking Standards, although different numbers are quoted in the Planning Statement and Transport Statement. The exact number of parking spaces should be clarified. It's also unclear whether the scheme proposes any disabled car parking spaces; 5% of all spaces should be designed to meet the requirements as specified in Manual for Streets. A plan would also be required showing the location of electric vehicle charging for those properties that do not have a driveway or garage.
20. Although indicatively indicated on the Site Plan, further detail would be needed for the more northerly access into the adjoining phase of development at Church Barton Farm (P/25/17). Tracking should also be provided from the accesses into this adjoining phase of development.
21. The quality of the scanned in images of the vehicle tracking in the TS is quite poor. Clearer scans would be required to ensure the layout can accommodate the manoeuvring of a refuse vehicle. Likewise some of the other supporting plans are not very clear. It would be helpful if clearer images could be provided.

In summary, further information along with a number of design alterations would be required to address the above points.

Ian Gledhill
West Sussex County Council – Planning Services

APPENDIX B. WSCC MEETING SUMMARY

Prabin Limbu

From: Ian Gledhill [REDACTED]
Sent: 03 December 2021 09:01
To: Tim Wall
Cc: Luke Vallins; Prabin Limbu; Steve Carrington
Subject: RE: Pagham South

Tim, thanks for the notes. Where required, I've included responses in blue.

Happy to discuss further as required.

Kind regards

Ian Gledhill

Ian Gledhill BSc MCIHT | Principal Planner – County Highways (Development Management) -
Planning Services, West Sussex County Council | Location: Ground Floor Northleigh, County Hall,
Chichester, PO19 1RH
[REDACTED]

From: Tim Wall [REDACTED]
Sent: 02 December 2021 15:27
To: Ian Gledhill [REDACTED]
Cc: Luke Vallins [REDACTED]; Prabin Limbu [REDACTED]; Steve Carrington [REDACTED]
Subject: Pagham South

Hi Ian,

Thanks for your time a little earlier.

Based on our discussion, please see below how we intend to respond to your comments.

If you can confirm this approach is acceptable this would be appreciated, noting that we need to discuss the plan changes with the wider team and take these into account with any other wider changes that may be needed.

Kind regards
Tim

2. The site is acknowledged as having an approved Design Code (permitted under P/83/21). The approved document includes a number of principles for the highway design. As a point of principle, given there is an approved Design Code, it would be useful for the applicant to provide a statement demonstrating compliance with this.

You confirmed that the scheme does essentially meet the Design Code, but would benefit from a short compliance statement. We will provide this.

3. In reviewing the current application, WSCC are commenting on the highway details in terms of planning acceptability. Unless otherwise stated, through the current application WSCC Highways are not seeking to approve any matters relating to highway adoption and that would be reviewed as part

of a highway adoption agreement under Section 38 of the Highways Act 1980. This includes approving materials, street furniture (including lighting), landscaping within the highway, or highway drainage.

Noted

4. The broad details are acceptable. The use of different carriageway widths and forms of construction (i.e. traditional designs with segregated carriageways and footways, along with shared surfaces with pedestrians and vehicles using the same space) are considered appropriate in terms of the context of the development. Many of the highway principles have already been accepted through the approval of the Design Code.

Noted

5. Based on the currently adopted WSCC Road Safety Audit Policy, a Stage One Road Safety Audit would be required due to the presence of the school. This should be provided.

An RSA is not needed for the residential elements, only the initial section of the scheme comprising the school / local centre. You have made mirror comments to the separate RM that includes that part of the site. We will confirm who will be responding on these matters. Noted, the current WSCC RSA Policy would only be triggered for the school/community centre roads. An RSA would not be sought for those roads in the residential parcels.

7. It's acknowledged that the school and community uses are being brought forward separately. The road serving these forms part of the current application though. Through pre application discussion with the applicant, WSCC Highways have already questioned the need for the 7.3 metre wide road across the school frontage; this road width is considered at odds with the 20mph design speed proposed. This aside, very limited consideration appears to have been given particularly to the potential demands arising from the school site (i.e. parent parking, dwell space/footway widths along the frontage) or the need for school safety zone type features (e.g. enforceable restrictions (i.e. 'School Keep Clear and No Waiting At Any Time (which may need to be wrapped around onto Pagham Road also). The applicant will need to incorporate such elements into the design.

As above, this is likely to be responded to by the RM application for the School / Local Centre parcel (Hanbury / Highgate). We will confirm who will address.

8. Whilst the Design Code permits a range of road widths for quaternary roads, the width used for the road serving plots 253-258/267-270 is questionable given the number of dwellings served from this (and accounting for vehicle and pedestrian movements). It's noted that there is also no refuse vehicle tracking for this road within the TS. The road width should ideally be increased.

These two streets are Quaternary Streets. The Design Code sets out street widths for these as 3.7-4.8m. One of the streets is 4.8m, the other 4.1m, so these are in line with the design code and in our view appropriate. Noted.

We will provide swept path analysis as requested.

9. At all points where shared surfaces integrate with traditional segregated footway/carriageways, a length of footway should be continued into the shared surface area. This would avoid pedestrians conflicting with vehicles at junction.

Noted and we discussed where this would apply. See attached mark up and please confirm these locations are appropriate. The various locations where changes are proposed are all acceptable.

10. Again, for shared surfaces, a contrasting material to that used in traditional carriageway construction must be used. Tarmac should not be used in shared surfaces. There is a large extent of shared surface within the southern phase of development that is indicated to be in tarmac rather than blockwork.

This relates to the hard landscaping design / materials. We will review with the wider team and consider a response.

11.The use of certain materials could be rationalised. For example, it's unclear why driveways and unallocated lay-by parking spaces within traditional carriageway construction are in blockwork whereas the surrounding carriageways and footways are tarmac. In the event that roads within the site are offered for adoption, WSCC will likely seek the use of tarmac for driveways and lay-by spaces where the adjacent carriageway is also tarmac.

Noted and we will review with the wider team. Note WSCC preference for a single material, but accepting this is a preference not a point of objection.

12.For secondary roads, the Design Code, states that a footway should be provided on at least one side of the carriageway. It then goes on to identify that the footway should be on the development side of the street and a service margin provided on the opposite side of the carriageway where there is no development. Given there is development on both sides of the secondary street serving plots 289-291/367-375 and 182-183/202-207, based on the Design Code, a footway should be provided across the frontages of plots 182-183 and 202-207 as well.

The Design Code for Secondary Streets requires at least one footway. With the exception of the section of secondary street passing 182-183, this is provided.

We recommend including a short footway extension in front of 182-183 to address this. This would then comply with the Code. Providing 2 footways on this road which will carry little traffic would appear to be an overengineered and unnecessary option in our view.

You will take advice and confirm your view.

With respects to the footway provision discussed, I've sought a second opinion. A footway would still be requested on both sides of the carriageway in the area in question. This is required by the design code requirements and other than perhaps aesthetics, it's not clear what the justification is to provide a footway on one but not both sides of the carriageway given there are very similar levels of development on both sides of the road in question. If footways are not provided at this stage, they will likely be sought again as part of the highway adoption process. I would suggest that this is scope to narrow the carriageway (to 4.8 metres) and provide a slightly narrower footway (1.8 metres wide), which may help in retaining some landscaping.

13.There are quite a number of raised features indicated on the Site Plan. Some of these are in logical locations (e.g. at junctions) where these have the benefit of slowing vehicles and aiding pedestrian crossing movements. However there are a number at seemingly random locations (e.g. outside plot 244, plot 229, 349). There are also some within shared surface areas. Given the purpose of shared surface areas is to restrict vehicle speeds through the layout itself, the presence of raised features would be unnecessary. There is also an inconsistency in terms of how raised features are used at some but not all junctions. The overall use of raised features should be reviewed and the layout amended accordingly.

We discussed rationalising these features. The attached mark up proposes the removal of various raised features, and introduction of a further junction table in lieu. The various changes are noted and agreed.

Please confirm this would address your comment.

14.The Site Plan includes a cycle route running from Pagham Road through the southern parcel and onwards into the northern parcel to Summer Lane. The inclusion of a cycle route wasn't referenced within the Design Code. Nevertheless, the inclusion of this route is welcomed and would offer a benefit to those who would be unwilling to cycle on the carriageway with traffic. It is recommended that the route is provided as a shared surface rather than segregated facility, which would require significantly more signing and lining.

The cycle route is part of the Approved Design Code (pg 31). It will be provided as a shared surface path. Noted, a shared surface path is the preference.



Agreed and the route will terminate within the site short of the southern access. We will show a transition to the route with Dropped Kerbs north of the southern access. Noted and agreed.

The connection at Plot 344 was part of the OPA and provides a direct access to the bus stop.

17. Parking is understood to comply with the Arun District Parking Standards, although different numbers are quoted in the Planning Statement and Transport Statement. The exact number of parking spaces should be clarified. It's also unclear whether the scheme proposes any disabled car parking spaces; 5% of all spaces should be designed to meet the requirements as specified in Manual for Streets. A plan would also be required showing the location of electric vehicle charging for those properties that do not have a driveway or garage.

The parking numbers are consistent between the TS and Planning Statement, the difference being the counting of garages. We will provide a confirmatory note. I've rechecked and the TS and Planning Statements are consistent.

A plan will be provided to demonstrate those spaces that can meet disabled parking requirements and EV charging for communal areas.

18. Although indicatively indicated on the Site Plan, further detail would be needed for the more northerly access into the adjoining phase of development at Church Barton Farm (P/25/17). Tracking should also be provided from the accesses into this adjoining phase of development.

We will provide confirmation on this proposal and tracking of the proposed junction/s.

19. The quality of the scanned in images of the vehicle tracking in the TS is quite poor. Clearer scans would be required to ensure the layout can accommodate the manoeuvring of a refuse vehicle. Likewise some of the other supporting plans are not very clear. It would be helpful if clearer images could be provided.

Prabin has already sent you the HQ version of the tracking plan / TS. The version on ADC website is really poor scan quality. Please let us know if you have any comments when reviewing the plans. Prabin, thanks for the TS. To confirm, there are no particular issues with the refuse vehicle tracking.



Tim Wall
Partner
for i-Transport LLP



i-Transport is the trading name of i-Transport LLP, which is a limited liability partnership registered in England under number OC311381. Registered Office: 3rd Floor, One London Square, Cross Street, Guildford, Surrey, GU1 1UH. A list of members is available upon request.

We use the word "partner" to refer to a member of i-Transport LLP or an employee or consultant with equivalent standing and qualifications.

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APPENDIX C. REVISED SCHEME LAYOUT

Please Note:
Drawing to be scaled for planning purposes only, dimensions to be checked on site and any discrepancies are to be highlighted to the Architect prior to construction.
Prior to the commencement of any works, the Contractor is to check and / or determine all construction details including checking existing site levels and dimensions.
This drawing is to be read in conjunction with all other project drawings, construction notes and / or project specifications including those by other project consultants and specialists. All discrepancies should be reported immediately.
Design subject to detail development / approval.
Measurements and accommodation schedules subject to amendments following coordinated input by others.
Costings cannot be finalised until approval / confirmation by relevant authorities and Client.

Further design information:



Accommodation Schedule:

- 35 No. 1 Bed Flats
- 11 No. 2 Bed Flats
- 103 No. 2 Bed Houses
- 120 No. 3 Bed Houses
- 106 No. 4 Bed Houses

Total: 375 Units

E	Updated to new drainage and landscape	08.09.22	VP/HJE
D	Amended to case officer's comments	22.06.22	VP/HJE
C	North parcel amended	12.05.22	DY/HJE
B	North parcel amended	25.04.22	DY/VP
A	Amended to client comments	08.04.21	DY/HJE

Rev.	Description	DATE	DB / CB
------	-------------	------	---------

Date Nov '21
Drawn By/Checked By VP / HJE
Scale 1:1250 at A1

Revision E

Project Land West of Pagham Road Pagham

Title Site Plan

Dwg# 21.129.02
Status Planning

hgp
Furzehall Farm, Wickham Road
Fareham, Hampshire
PO16 7JH
01329 263 225
email@hgp-architects.co.uk
www.hgp-architects.co.uk



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Unit 1, Station Industrial Park
Duncan Road, Park Gate
SO31 1B



Sum

APPENDIX D. WSCC EMAIL

Prabin Limbu

Subject: FW: Pagham South - Minor changes for comment

From: Ian Gledhill [REDACTED]
Sent: 19 August 2022 10:23
To: Tim Wall [REDACTED]
Cc: Luke Vallins [REDACTED] Prabin Limbu [REDACTED] Steve Carrington [REDACTED]
Subject: RE: Pagham South - Minor changes for comment

CAUTION: This message originated outside of i-Transport. Use caution when opening attachments, clicking links or responding to requests for information.

Morning Tim, I've no issue with the proposed revisions to the matters in the four bullet points.

With the hedge, WSCC will seek an adoptable margin along both sides of the adoptable carriageway. As a result, I'd suggest the hedge would need to be set back from the carriageway edge. Ideally there would be a 1 metre setback but if the situation is that constrained, 0.5 metre would be appropriate. On a separate note, I presume the hedge will be privately maintained but if not and this will be adoptable there would be a commuted sum. The commuted sum might be another good reason to setback the hedge if this is presently located within the adoptable highway.

Kind regards

Ian Gledhill

Ian Gledhill BSc MCIHT | Principal Planner – County Highways (Development Management) - Planning Services, West Sussex County Council | Location: Ground Floor Northleigh, County Hall, Chichester. PO19 1RH

From: Tim Wall [REDACTED]
Sent: 18 August 2022 16:02
To: Ian Gledhill [REDACTED]
Cc: Luke Vallins [REDACTED] Prabin Limbu [REDACTED] Steve Carrington [REDACTED]
Subject: Pagham South - Minor changes for comment

****EXTERNAL****

Hi Ian,

I hope all is well? I will be in touch on Drayton shortly.

On Pagham, Foreman is currently preparing what are hoped to be the final revisions to the scheme to address ADC and consultee comments.

In relation to matters you raised, we are confident that these have all been addressed and are acceptable. We have a tech note that will support the submission to outline the changes.

However, there are some further minor changes sought to the western side of the southern parcel, to address drainage and landscape issues which seek further buffering here.

The changes proposed would be to:

- Reduce a short section of the secondary street (Plots 184-195) to 4.8m (from 5.0m). The Design Code for Secondary Streets identifies a road width of 5.0m – 6.1m with footway. A 4.8m road (with footway) would marginally conflict therefore, but in view of MfS guidance and the limited use likely here, I believe this is safe and acceptable.
- Remove the central PROW connection (the connections south and north remain) and associated raised table. I don't see that these have any material implications for movement.
- Relocate two visitor bays at Plot 186 to the corner of 184 – this is a distance of some 20m and visitor spaces remain well spaced.
- Minor amendments to the lay-by provision at 245/246 – this has no material impact.

You will note in green to the west of the road the alignment of the proposed hedge to be provided as mitigation. One matter I would appreciate your input on would be its location to the road. Are you happy that this can be located directly abutting the road in this location without a margin – space is very limited here and so we consider this to be appropriate but your confirmation is sought. Note that it is an adoptable road.

I have annotated the changes below for ease.

Kind regards
Tim



Tim Wall
Partner
for i-Transport LLP



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