
Technical Note

Project No: ITB16481
Project Title: Land South of Summer Lane and West of Pagham Road, Pagham
Title: Addendum Transport Statement
Ref: TW/PL/ITB16481-005
Date: 28 July 2023

SECTION 1 Introduction and Context

- 1.1 Pagham Homes has appointed i-Transport LLP to provide highways and transport advice in relation to the of Reserved Matters (appearance, Layout, Landscaping and Scale) submissions pursuant to Outline Planning Permission P/140/16/OUT for up to 400 dwellings on the land.
- 1.2 The site is located to the south of Summer Lane and west of Pagham Road (**Image 1.1**).

Image 1.1: Site Location



Source: Design Code (HGP Architects)

- 1.3 A Design Code was submitted pursuant to the Outline planning permission and approved by Arun District Council (ADC). The Design Code controls the provision of Reserved Matters.

Planning Obligations and Conditions

- 1.4 The Outline permission secured a package of mitigation measures to support the development (including off-site highway works, access improvements and financial contributions to local improvements.
- 1.5 A series of planning conditions were also applied to the consent to control transport matters (including in relation to construction management, EV Charging, Travel Planning and access).

Earlier Submissions

- 1.6 Two separate submissions (Ref: P/153/21 and P/167/21) were made with identical layouts and supported by Transport Statements prepared by i-Transport (ITB16481-002 / ITB16481-003). Both proposed delivery of 375 dwellings on the Site the subject of this submission. The content of the Transport Statements remains relevant aside from internal layout considerations.
- 1.7 West Sussex County Council (WSCC) as the local highway authority provided written consultation response to the applications on 24 November and 8 December 2021.
- 1.8 A meeting was held with WSCC on 2 December 2021 to discuss and agree the consultation comments received. Following this, a Technical Note (ITB16481-004) was submitted to WSCC in support of application (Ref: P/153/21). The note set out how the revised layout responded to and addressed each of the comments raised by WSCC and demonstrated that the scheme is acceptable in transport terms.
- 1.9 WSCC provided their response on 14 November 2022 confirming that all comments raised have been addressed. For completeness, WSCC response is provided at **Appendix A**.

Revised Submission and Addendum Transport Statement

- 1.10 The scheme proposals have been amended to address comments made by other consultees and to deliver an improved scheme, particularly to improve the scale and quality of public open spaces.
- 1.11 The quantum of the proposed development has been reduced from 375 dwellings to 350 dwellings. The remainder of the development principles, so far as they relate to transport matters, are retained and the revised scheme continues to deliver development in line with the approved Design Code.
- 1.12 This Addendum Transport Statement has been prepared to represent the amended scheme and to demonstrate that the scheme still complies with the previously agreed design principles and thus, is acceptable in transport terms. Updated assessment is provided in relation to:
- ♦ Street design and hierarchy
 - ♦ Access and movement
 - ♦ Parking

SECTION 2 Proposed Development

2.1.1 The development will provide a mix of 1, 2, 3 and 4-bedroom dwellings, totalling 350 dwellings, reduced from 375 dwellings in the previous submission. This level of development sits within the Outline consent, which permitted development of up to 400 dwellings.

2.1.2 The scheme comprises a mixture of detached, semi-detached and terraced properties, and apartments. A schedule of accommodation is shown at **Table 2.1**, with the site layout presented at **Appendix B**.

Table 2.1: Schedule of Accommodation

Dwelling Type	Number of Units
1-Bed	33
2-Bed	121
3-Bed	153
4-Bed	43
Total	350

2.1.3 In line with the approved 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

2.2 Access Arrangements to Pagham Road

2.2.1 The site access strategy was fully addressed and agreed with Arun District Council (ADC) and West Sussex County Council as part of the outline planning application (P/140/160/OUT).

2.2.2 Vehicular access to the existing highway network will be from two locations on Pagham Road, each provided though the creation of new ghost island priority junctions:

- The Northern access will serve a total of 158 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 192 dwellings proposed.

2.2.3 The layout of the site access arrangement was presented in detail within the original Transport Statement and no changes are proposed as part of this amended scheme. The Reserved Matters submissions delivers the agreed access arrangements to the scheme which is compliant with the earlier outline consent and Design Code.

2.3 Car and Cycle Parking

2.3.1 Car and cycle parking will be provided in line with the ADC parking standards and Design Code. The adopted standards presented in 'Parking Standards Supplementary Planning Document' (2020) are summarised in **Table 2.2** and present 'Expected' standards to be provided, with the site falling within Parking Behaviour 'Zone 2'.

Table 2.2: 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

2.3.2 The parking provision across the Site follows the below approach:

- All 1, 2 and 3-bedroom dwellings are provided with 2 parking spaces, in line with standards.
- All 4-bedroom dwellings are provided with a minimum of 3 parking spaces, excluding any garages that are provided. Most four-bedroom houses have a single or double garage.

2.3.3 In addition, a total of 70 visitor parking spaces are proposed against the policy requirement of 20% of the number of dwellings (31 spaces in the northern parcel and 39 in the southern parcel).

2.3.4 **Table 2.3** sets out the proposed car parking provision, set against the adopted ADC standards which demonstrates that the scheme delivers parking in full accordance with standards. Overall, 826 car parking spaces are provided against a standards expectation of 813 spaces.

Table 2.3: Car Parking Schedule

Dwelling Type	ADC Parking Standard	Dwellings	ADC Parking Requirement	Number of Parking Spaces
1 Bed Flat	2	33	66	66
2 Bed Flat	2	9	18	18
2 Bed House	2	112	224	224
3 Bed House	2	153	306	308
4+ Bed House	3	43	129	140
<i>Sub-total</i>	-	350	743	756
Visitor Parking	0.2	-	70	70
Total	-	350	813	826

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

- 2.3.5 Car parking is provided through a combination of driveway parking, on-street parking and small well-designed parking courts. Some dwellings are provided with a garage, but these are not relied upon to meet the required parking standards. All parking spaces are well located relative to the dwellings they serve and are convenient for access.

Electric Vehicle Charging

- 2.3.6 Electric vehicle charging provision is addressed within ADC's guidance document at 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.
- 2.3.7 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. In accordance with Condition 29, this will be confirmed through the provision of an Electric Vehicle Charging Strategy.

Cycle Parking

- 2.3.8 Cycle parking spaces are proposed across the site in accordance with ADC standards, which are summarised in **Table 2.4**.

Table 2.4: Summary of 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)
Flats	3+ Bedroom	1 space

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

- 2.3.9 Cycle parking is provided within garages where present for the larger houses (which meet the minimum internal dimensions of 6m x 3m), or garden stores where not provided. Where garden stores are present, separate garden access is provided for each dwelling.
- 2.3.10 For the proposed apartment blocks, communal bike stores are provided for residents.

SECTION 3 Site Layout Matters

- 3.1.1 The comments provided by WSCC as the local highway authority for the earlier submissions were fully addressed previously through a Technical Note (ITB16481-004).
- 3.1.2 However, the scheme has been amended to address comments made by other consultees. In finalising the layout changes and responding to these comments, the quantum of the proposed development has been reduced from 375 dwellings to 350 dwellings as well as a series of minor alterations to the internal road network has been made to accommodate these changes.
- 3.1.3 The amended layout has been designed to deliver a permeable and connected movement network through the site and continues to comply with the principles set out in the Design Code and ADC Design Guide, as well as the National Design Guide. This is demonstrated in the following sections.
- 3.1.4 As envisioned in the Design Code and ADC Design Guide, the movement network has been designed in accordance with the Department for Transport's (DfT) 'Manual for Streets' (MfS) guidance to:
- Create a network of safe and overlooked connected streets that provide permeability and connectivity to main destinations and a choice of routes, avoiding culs-de-sac where possible.
 - Promote an inclusive environment that recognises the needs of all users. A strategic cycle connection is delivered through the scheme, connecting the northern and southern parcels
 - 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. Part of the amendments to the scheme have introduced a circular walk around the site and connecting to the strategic open spaces the scheme will deliver.
 - 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, implemented through a combination of natural traffic calming measures such as narrowing of carriageway on lower order streets, use of planting and changes in road alignment.
 - Provide connections to and improvement of the Public Right of Way network.

3.2 Internal Movement Network

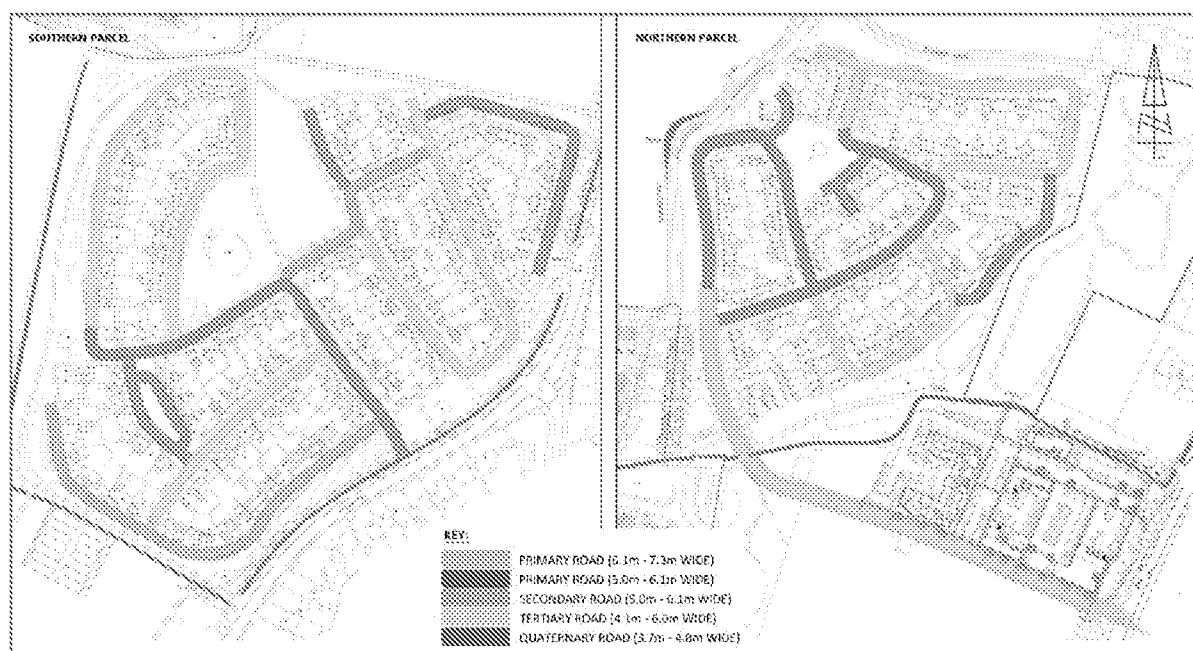
Street Hierarchy

3.2.1 Drawing No. **ITB16481-GA-204** provides an assessment of on-site street geometry and **Image 3.1** presents the street hierarchy comprising:

- **Primary Roads and Streets** – carriageways of 5.5m – 7.3m wide, with footways present
- **Secondary Streets** – Streets of 5.0m – 6.1m wide, with at least one footway provided
- **Tertiary Streets** – Shared surface streets of 4.1-6.0m wide, without footways
- **Quaternary Streets** – minor low-key access streets.

3.2.2 The characteristics of these street types are consistent to those established as part of the Design Code, discussed in detailed within the original Transport Statement.

Image 3.1 – Street Hierarchy



Walking and Cycling Facilities

3.2.3 Within the site, a network of well connected, direct and intuitive footways (at 2.0m width) are provided either adjacent to primary and secondary streets or connecting to the PROW / greenspaces.

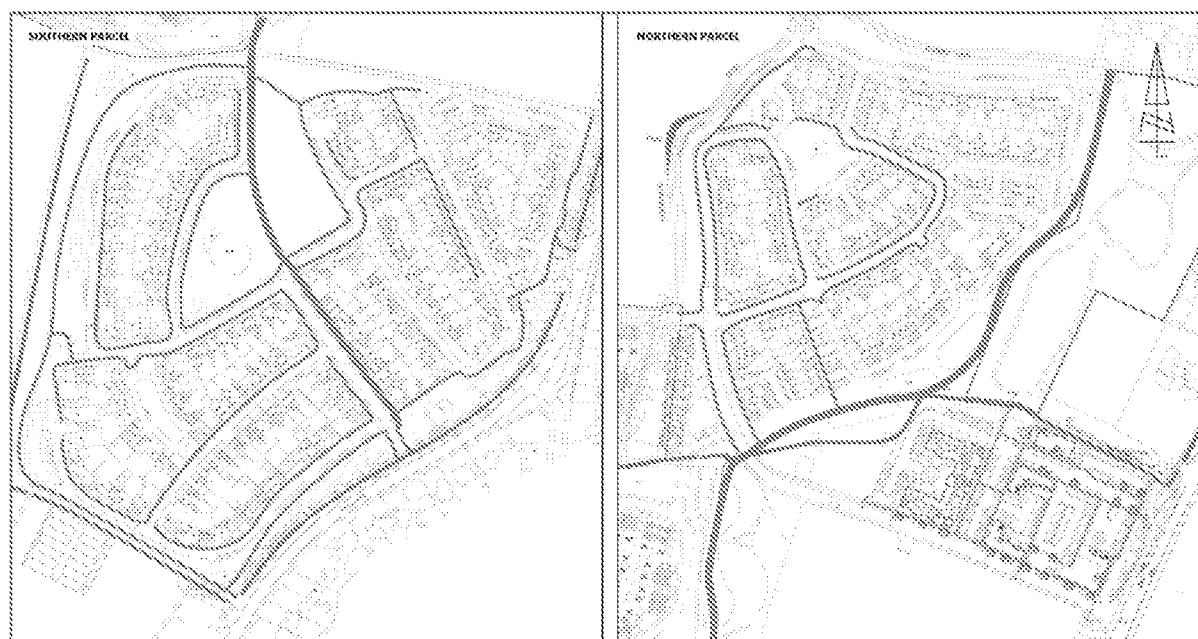
3.2.4 In terms of cycling, a strategic footway / cycleway (of 3m width) routes north-south through the scheme and connects the northern and southern parcels to ensure the development is permeable and well connected. These links will be through the central green area of the site.

3.2.5 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.

3.2.6 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.

3.2.7 **Image 3.2** demonstrates the key walking (blue) and cycling (green) provision on the Site.

Image 3.2 – Walking and Cycling Routes



Design Speed

3.2.8 The amended layout is designed achieve low traffic speeds of no more than 20mph.

3.2.9 This is achieved through sinuous road alignment, which incorporates regularly spaced speed bends, horizontal alignment changes, reduced forward visibility (commensurate with the proposed design speed). IN the event further traffic calming measures are required, these can be designed in as part of the Section 38 process.

Internal Visibility

3.2.10 Drawing No. **ITB16481-GA-203** provides a visibility assessment for the revised scheme.

3.2.11 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.

3.2.12 The scheme provides forward visibility of 25m on the Primary Street commensurate with a design speed of 20mph, and 17m in line with a 15mph design speeds for the secondary and quaternary streets. The horizontal alignment of the bends (generally ~90-degree bends) will constrain speeds to 15mph or less and allow building form to front the street to help deliver place and movement benefits.

Road Adoption

- 3.2.13 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.
- 3.2.14 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

- 3.2.15 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.

3.3 Servicing and Emergency Access

- 3.3.1 Drawing No. **ITB16481-GA-202** presents the analysis of the amended layout for an 11m long refuse vehicle (in accordance with WSCC specifications). It demonstrates that the refuse vehicle will be able to access, circulate and egress the development, routing within acceptable bin carry distance of all properties (30m for residents and 25m for refuse operatives).
- 3.3.2 Drawing No. **ITB16481-GA-202** also demonstrates access by a water tanker to the Foul Water Pumping Station to demonstrate that this can be adequately achieved.
- 3.3.3 Analysis of the amended layout for emergency vehicles is presented on Drawing No. **ITB16481-GA-201**. 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.

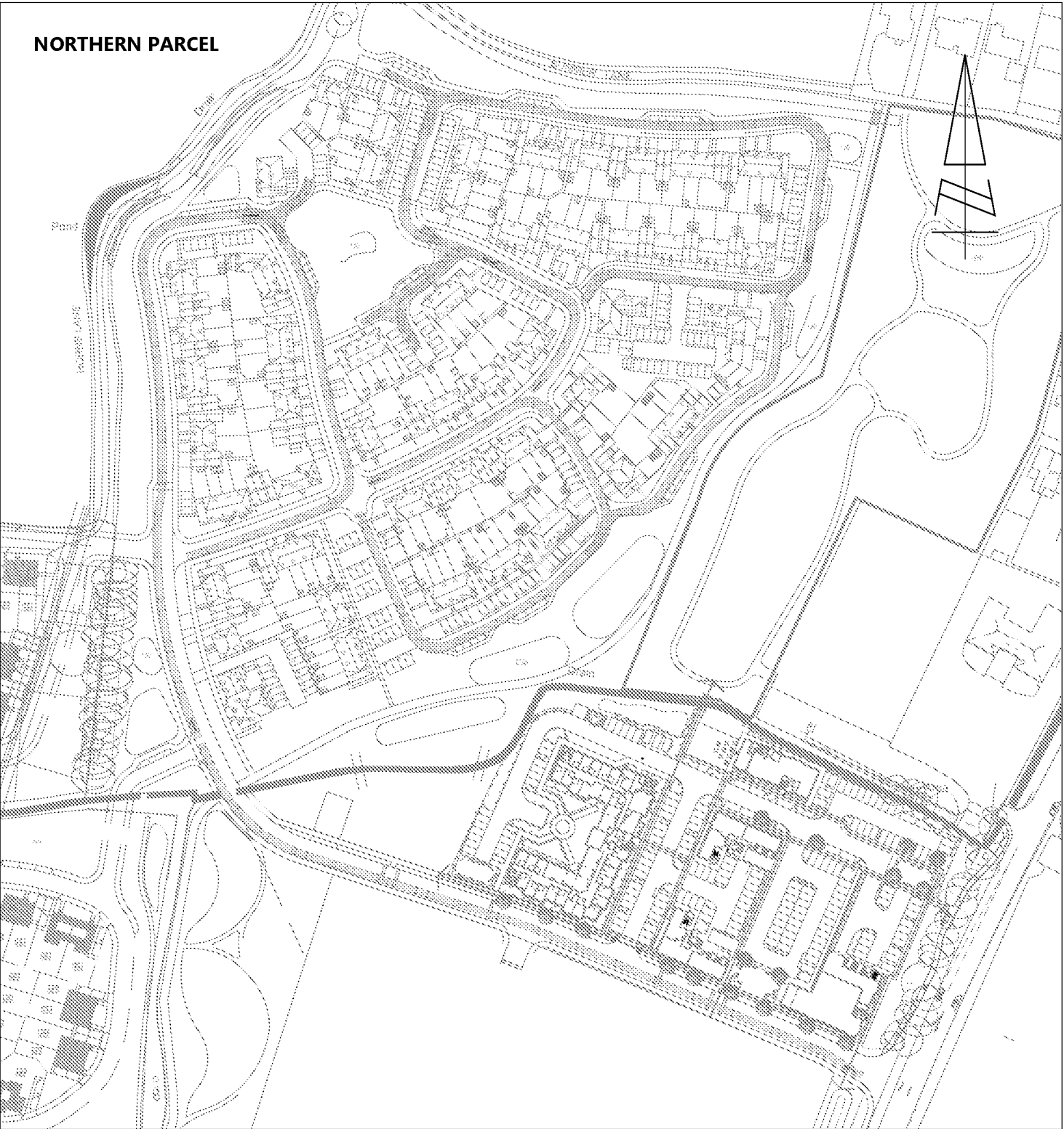
3.4 Car Parking Design

- 3.4.1 Section 2 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.
- 3.4.2 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, a parking space of at least 2.5m x 5.0m is provided
 - 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 4 Summary

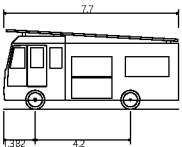
- 4.1 This Addendum Transport Statement has been prepared to present assessment of an amended scheme which seeks a reduction in the level of development on the Site. The report demonstrates that the revised scheme is acceptable in design and safety terms, and compliant with the Design Code principles. There were no outstanding highways and transport issues with the earlier submissions, and these same principles agreed have been translated to the updated scheme.
- 4.2 In finalising the layout changes and responding to these comments, the quantum of the proposed development has been reduced from 375 dwellings to 350 dwellings as well as a series of minor alterations to the internal road network has been made to accommodate this change.
- 4.3 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 in line with the Design Code and National Design Guidance, 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.
- 4.4 This Addendum Transport Statement and the drawings provided demonstrate that the amended scheme still complies with the previously agreed design principles established in the Design Code and ADC Design Guide, and thus, is acceptable in transport terms.

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 7.00s
Kerb to Kerb Turning Radius 7.400m



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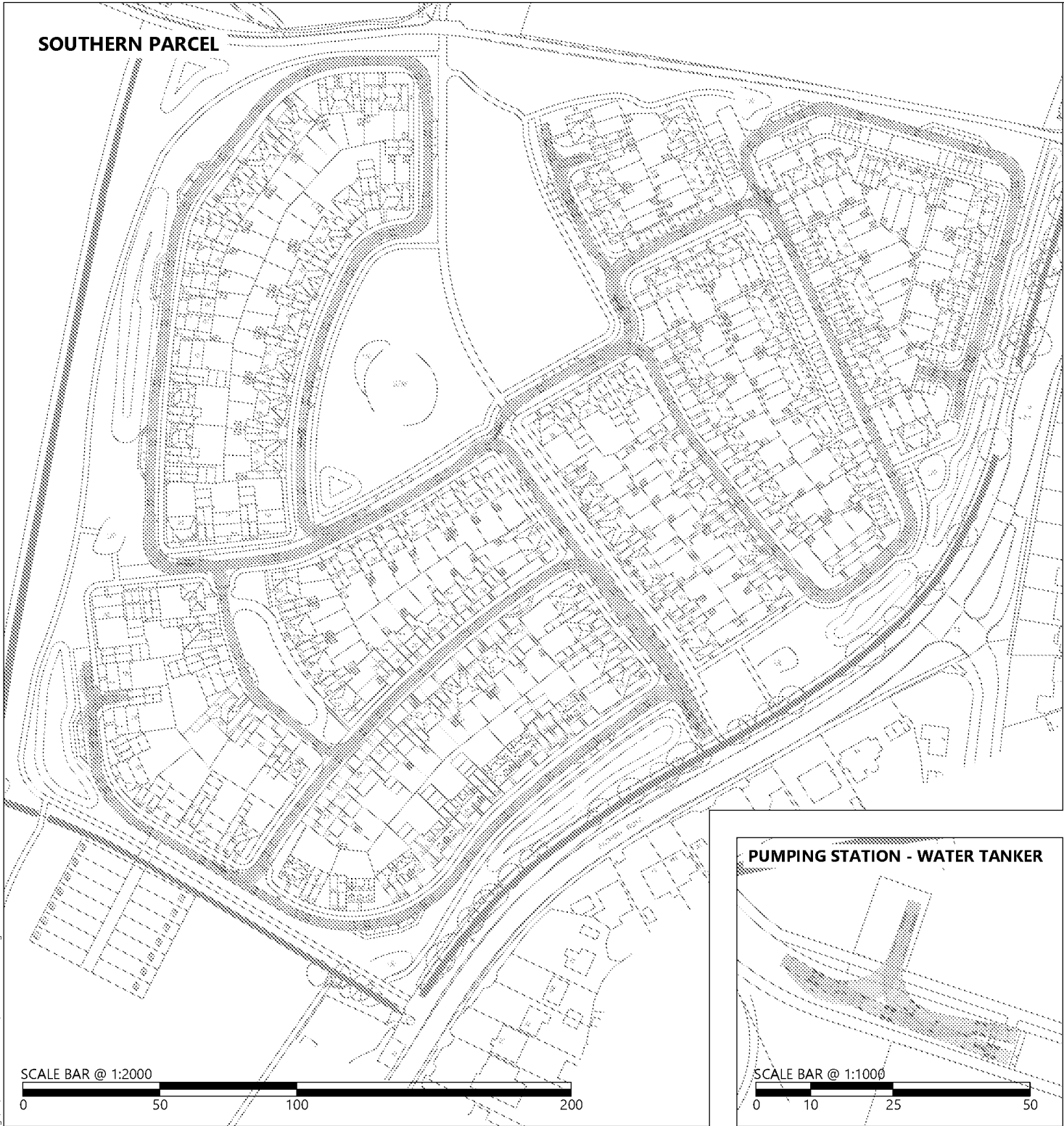
Tel: 01256 637940

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A	25.07.23	MM	SITE LAYOUT UPDATED	PL	TW
STATUS: FOR PLANNING					

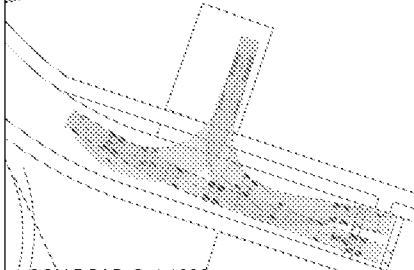
TITLE: SWEPT PATH ANALYSIS - FIRE TENDER	
PROJECT: LAND WEST OF PAGHAM ROAD, PAGHAM	CLIENT: PAGHAM HOMES

DRAWN: MM	CHECKED: PL	APPROVED: TW
PROJECT No: ITB16481	SCALE @ A3: 1:2000	DATE: 03.07.23
DRAWING No: ITB16481-GA-201		REV: B

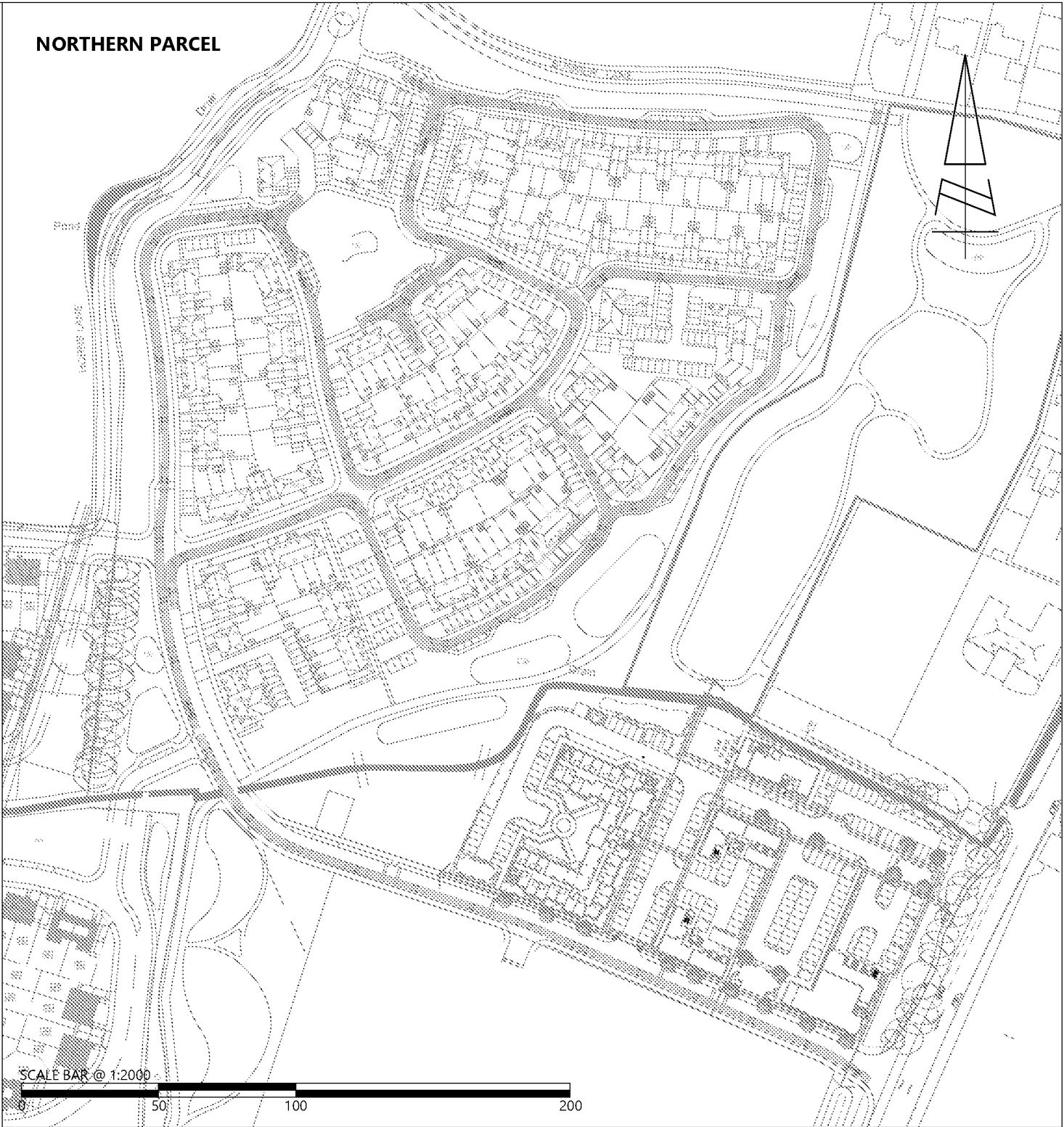
SOUTHERN PARCEL



PUMPING STATION - WATER TANKER

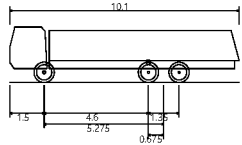


NORTHERN PARCEL

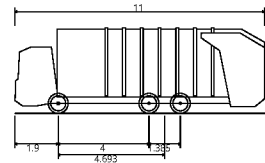


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Water Tanker:
Overall Length 10.100m
Overall Width 2.490m
Overall Body Height 2.449m
Min Body Ground Clearance 0.615m
Track Width 2.470m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 10.900m



Mercedes Eonic (with 6x4 chassis)
Overall Length 11.000m
Overall Width 2.500m
Overall Body Height 3.760m
Min Body Ground Clearance 0.300m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.000m



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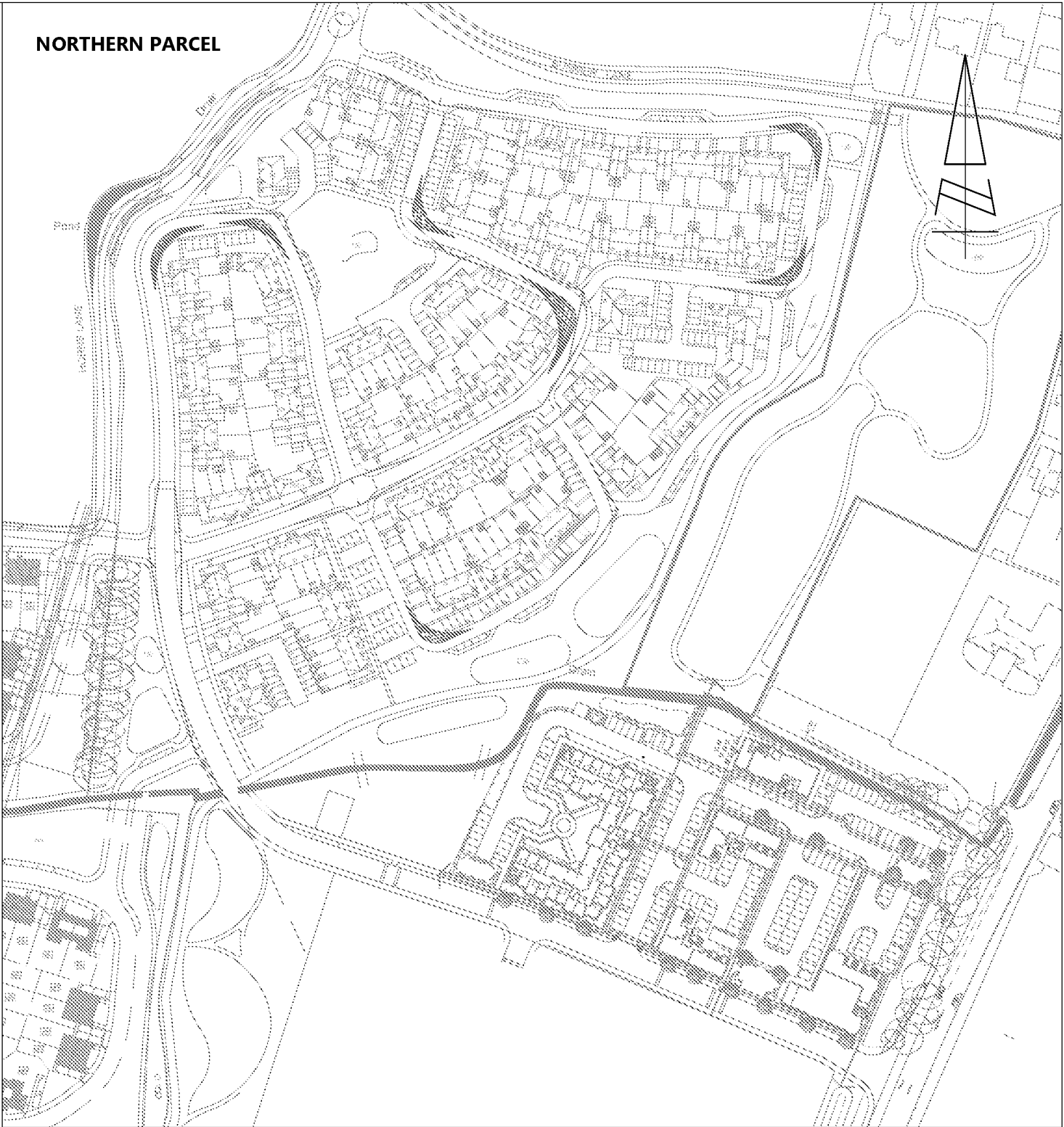
Tel: 01256 637940

REV	DATE	BY	DESCRIPTION	CHK	APD
C	27.07.23	MM	SITE LAYOUT UPDATED	PL	TW
B	25.07.23	MM	SITE LAYOUT UPDATED	PL	TW
A	13.07.23	MM	SWEPT PATHS UPDATED	PL	TW

STATUS: FOR PLANNING

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

DRAWN: MM	CHECKED: PL	APPROVED: TW
PROJECT No: ITB16481	SCALE @ A3: 1:2000 AND 1:1000	DATE: 03.07.23
DRAWING No: ITB16481-GA-202	REV: C	



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SCALE BAR @ 1:2000

0 50 100 200

KEY:

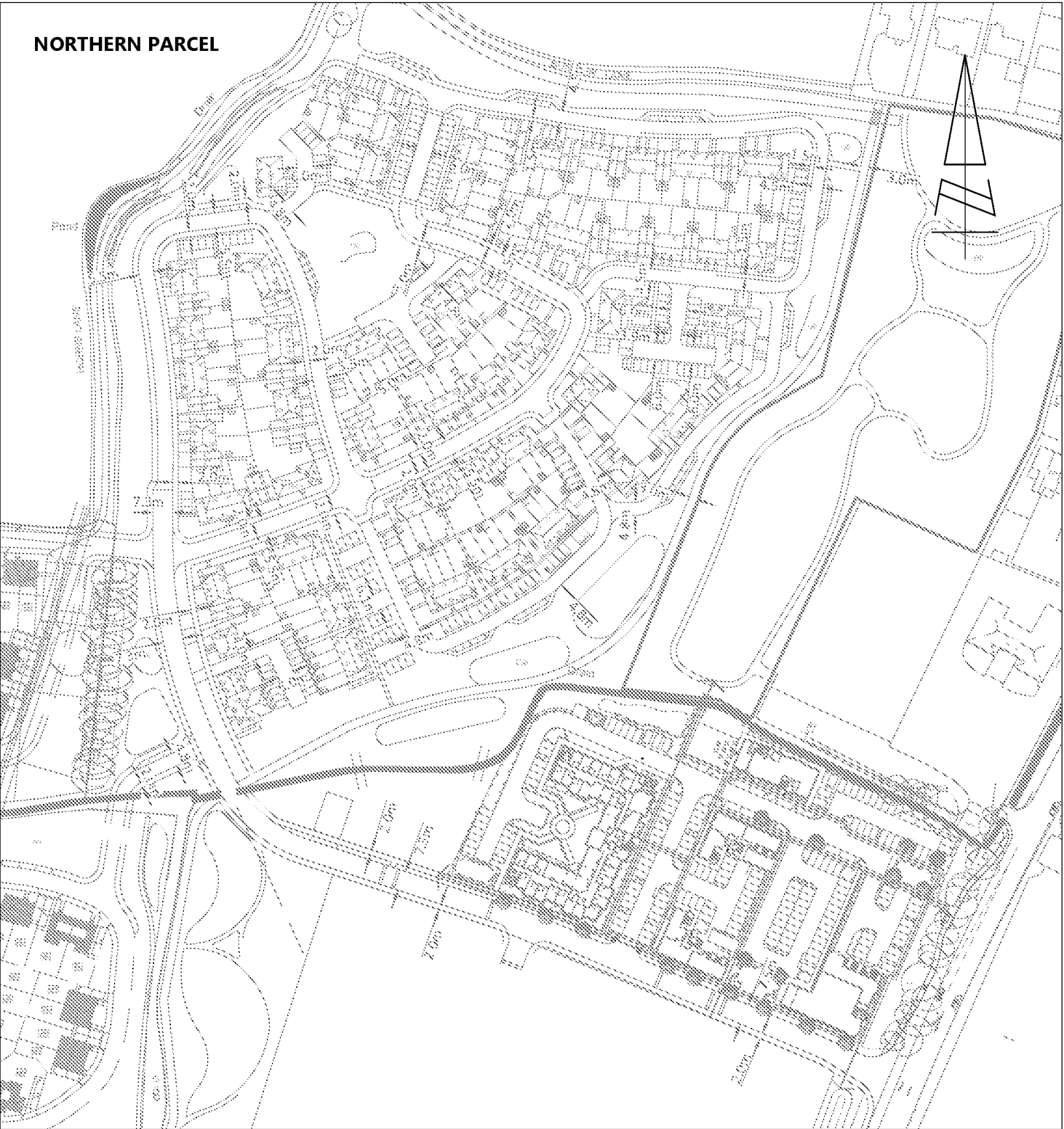
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..... 2.4m x TANGENTIAL VISIBILITY SPLAY

 25m FORWARD VISIBILITY SPLAY

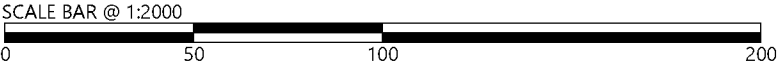
 17m FORWARD VISIBILITY SPLAY

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	REV	DATE	BY		CHK	APD	PROJECT:	CLIENT:	PROJECT No: ITB16481	SCALE @ A3: 1:2000	DATE: 03.07.23	
	STATUS: FOR PLANNING						LAND WEST OF PAGHAM ROAD, PAGHAM		PAGHAM HOMES		DRAWING No: ITB16481-GA-203	REV: B



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	B A	27.07.23 25.07.23	MM MM	SITE LAYOUT UPDATED SITE LAYOUT UPDATED		PL PL	TW TW	PROJECT: LAND WEST OF PAGHAM ROAD, PAGHAM	CLIENT: PAGHAM HOMES	PROJECT No: ITB16481	SCALE @ A3: 1:2000	DATE: 03.07.23	
	REV	DATE	BY	DESCRIPTION		CHK	APD			DRAWING No: ITB16481-GA-204	REV: B		
	STATUS: FOR PLANNING												

APPENDIX B. AMENDED SITE 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.

- Annotation Key**
1. Access into adjacent SANG
 2. Material change in shared surface to denote path
 3. Naturalistic hedge/tree planting to boundary
 4. Crossings over existing ditch
 5. Fenced land available for allotments
 6. Off-road dog walking area
 7. Pedestrian link over SUDs
- Position of Existing Tree
■ Illustrative planting - refer to Landscape Architect's drawings for proposed landscape scheme

Further design information:
Please note that all landscaping shown is indicative. Refer to Landscape Architect's drawings for final design.



P	Amended to Highways' comments	28.07.23	VP/HJE
N	Amended to increase allotment provisions	19.07.23	DY/VP
M	Amended to case officer's comments	03.07.23	VP/HJE
L	Amended to case officer's comments	23.06.23	VP/HJE
K	Amended to case officer's comments	16.06.23	VP/HJE
J	Amended to client's comments	15.06.23	VP/HJE
H	Additional parking to northern parcel	19.01.23	DY/HJE
G	Reissued for client	14.11.22	VP/HJE
F	Amended to client comments	16.09.22	DY/HJE
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

Rev.	Description	DATE	DB / CB
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Date Nov '21
Drawn By/Checked By VP / HJE
Scale 1:1250 at A1

Revision P

Project Land West of Pagham Road
Pagham

Title Site Plan

Dwg# 21.129.02

Status Planning

hgp
01329 263 225
email@hgp-architects.co.uk
www.hgp-architects.co.uk
FS 10342

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



PAGHAM
HOMES

APR 2023

APPENDIX A. WSCC RESPONSE (14 NOV 2022)

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: David Easton
FROM:	WSCC - Highways Authority
DATE:	14 November 2022
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. Amendments to layout.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

Comments have been made on an earlier iteration of the proposals. A response has been made to these comments by the applicant. All comments have in some way been addressed.

In highway terms, the revised proposals do not significantly differ from those originally submitted. For the purposes of the current application, the spine road fronting the school and community uses has been approved as part of P/155/21. No further comments are made on this element. Given that a reserved matters application has also been submitted for the adjoining 'land at Church Barton Farm' development (P/139/22), an assessment should be made to ensure there is consistency between the two current applications.

The only other matter that would be raised at this stage is the number of visitor/unallocated visitor parking spaces. In the northern parcel, it would seem that a number of unallocated/visitor parking lay-bys along the carriageway edge (both parallel and perpendicular bays) have been removed. It's not apparent if these have been replaced. If they have been replaced, they aren't now proposed in immediately obvious locations.

Confirmation would be sought over the above matters.

Ian Gledhill
West Sussex County Council – Planning Services

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

1. 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
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.
3. 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.
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.

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.
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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.

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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.

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