

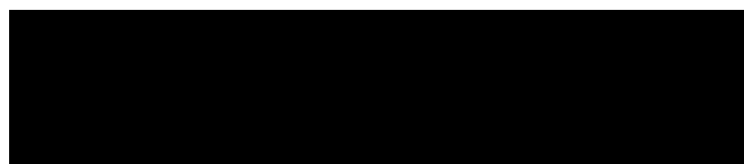
Highgate*Transportation*

Pagham South Local Centre and Care Home

**Reserved Matters Application Following
Planning Application Ref: P/140/16/OUT**

**Transport Statement
(2152/TS/01/A)**

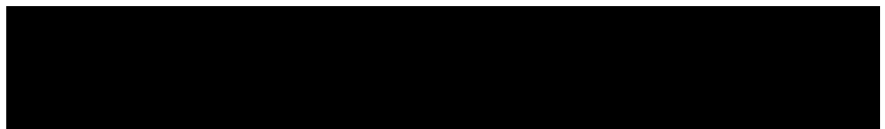
October 2021



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Highgate Transportation Ltd, First Floor, 43-45 Park Street, Bristol BS1 5NL



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1.0 Introduction

- 1.1 This Transport Statement has been produced by Highgate Transportation in order to support the reserved matters application for the local centre and care home following the granting of planning permission (application reference: P/140/16/OUT) in November 2018 for the development known as Pagham South.
- 1.2 This planning permission was for a *“mixed use development comprising of up to 400 dwellings, a care home with up to 70 beds, a Local Centre comprising up to 2000sqm of A1/A2/A3/D1/sui generis floorspace, provision of land for a 1FE primary school (with sufficient space to ensure that it is expandable to 2FE), provision of land for a scout hut, safeguarding of land to help link the site to the Pagham Harbour Cycle Route & other community uses including public open space & allotments”*.
- 1.3 This application was approved in outline with the exception of the two site accesses from Pagham Road which were approved in detail and the Section 278 detailed design of these site access junctions has been agreed with WSCC highways. The Decision Notice for the outline permission is provided at **Appendix 1**.
- 1.4 Condition 1 of the outline consent requires details of layout, scale, appearance and landscaping and this Transport Statement relates to the detailed layout of the local centre and care home. It should be noted that the local centre now proposed is 340sqm smaller than that assessed at the outline stage.
- 1.5 This reserved matters application has been the subject of pre-application discussions with Arun District Council (ADC) and West Sussex County Council (WSCC) highways which were supported by a Technical Note prepared by Highgate Transportation. The officers responses are provided in full at **Appendix 2**. The following matters were agreed at the pre-application stage:
 - i. The proposed assessment methodology regarding the assessment of the local centre uses is appropriate and acceptable.
 - ii. The car and cycle parking assessment methodology for the various local centre uses is appropriate and acceptable.
 - iii. Long stay cycle storage must be covered.
 - iv. It is acceptable to secure a Service Vehicle Management Plan, which will limit the size of the vehicle that will serve the site, via a planning condition.
 - v. The development trips arising from the care home and local centre now proposed will be less than that agreed when considering the outline planning consent.
- 1.6 The following matters were raised but not commented on or were still to be agreed by officers:
 - i. The access arrangements for the local centre and spine road layout along the frontage of the local centre and care home. The officer confirmed that there was no objection in principle to the raised table traffic calming and it was suggested that it be extended west to help maintain low speeds between the local centre and the remainder of the northern part of the Pagham South site.
 - ii. The proposed disabled and electric vehicle charging provision.

- 1.7 It should also be noted that a Design Code Masterplan (produced by Foreman Homes in order to discharge Condition 6 of the outline consent) has been approved (application reference: P/83/21/DOC) and the local centre reserved matters application proposals reflect this design code.
- 1.8 This report considers:
- i. The proposed site layout of the local centre and care home.
 - ii. The car and cycle parking provision in relation to up to date parking standards and the September 2020 change in Planning Use Classes. As part of the pre-application submission, it should be noted that discussions have taken between Highgate Transportation and WSCC highways in order to agree the approach to the car parking provision.
 - iii. Swept path analysis of the site for delivery and service vehicles.
 - iv. The local centre's access arrangements with the spine road.
 - v. The trip generation potential of the proposed local centre and how this compares with what was considered as part of the outline permission.

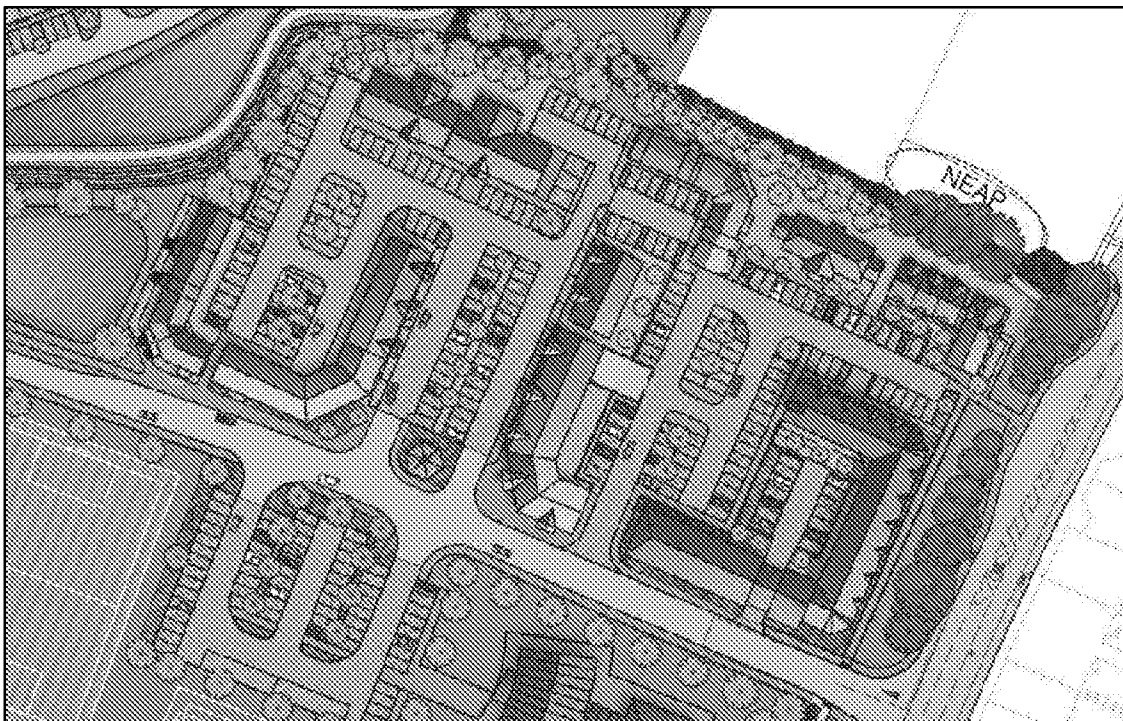
2.0 Background and Proposed Local Centre

2.1 The Transport Assessment that supported the outline application (also prepared by Highgate Transportation) assumed the local centre would comprise the following in order to provide a basis for the trip attraction calculations:

- i. 2,000sqm of retail floorspace which was assessed as 500sqm of convenience store and 1,500sqm of local shops
- ii. a 70 bed care home
- iii. around 25 flats which formed part of the 400 units overall

2.2 **Figure 2.1** shows the local centre that was considered at the outline application stage. This figure also showed the school site to the south for illustrative purposes only.

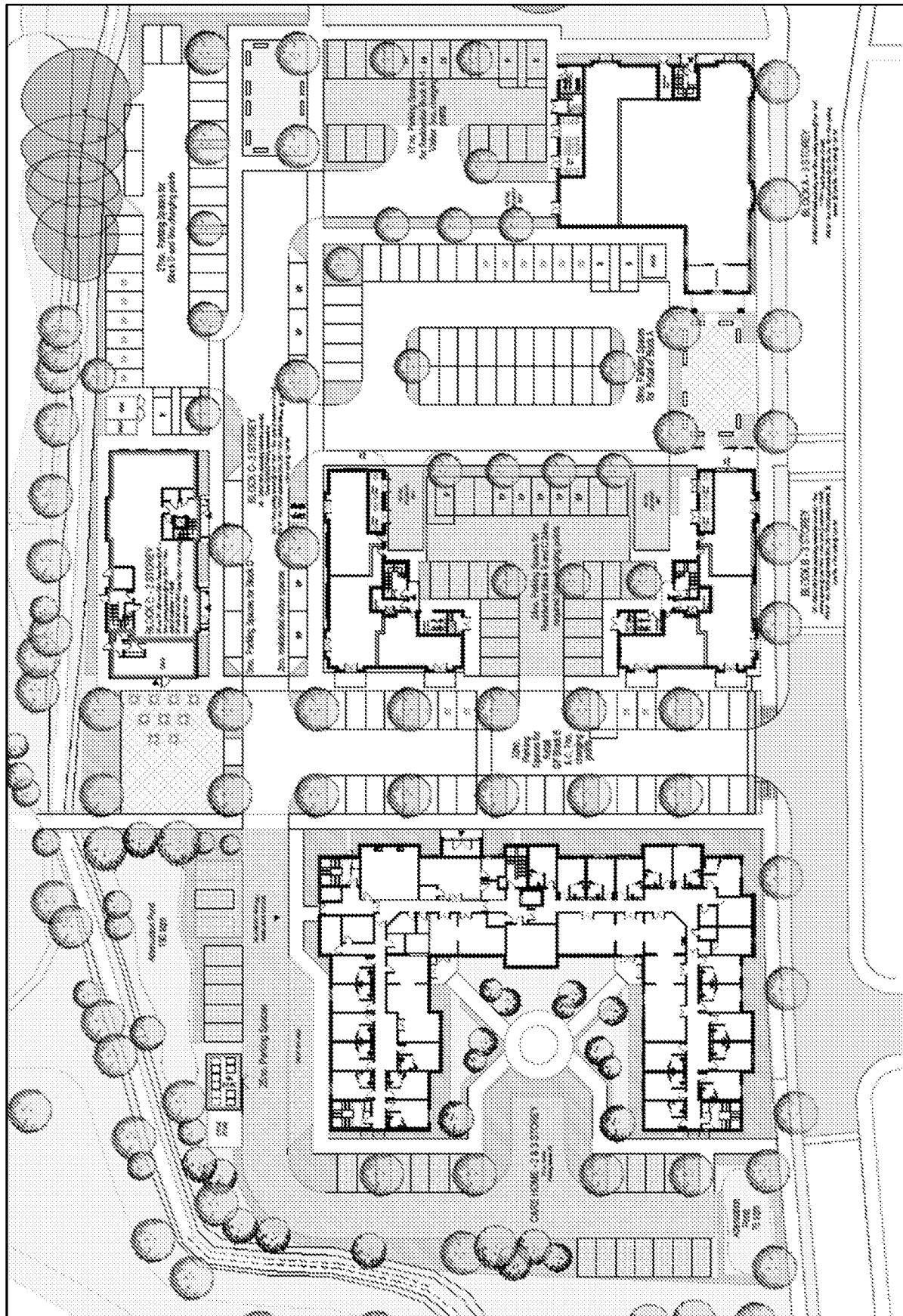
Figure 2.1 – Outline permission local centre (masterplan extract)



2.3 The Architect's plan showing the reserved matters application proposals for the local centre is provided at **Appendix 3** with an extract provided at **Figure 2.2**. This plan confirms that the local centre is proposed to comprise the following:

- i. Commercial use totalling 1,660sqm which in turn includes:
 - Block A – 550sqm of E(a) – this will be the convenience store
 - Block B – 230sqm of E(a)
 - Block C – 230sqm of E(a) or E(c)
 - Block D – 50sqm of E(b) and 600sqm of E(c), E(e), E(f) or F1
- ii. A 70 bed care home
- iii. 20 flats (2 x 1-bed and 18 x 2-bed) throughout the local centre above various blocks.

Figure 2.2 – Reserved matters local centre and care home proposals



2.4 In terms of car parking, the following is proposed:

- i. 1,660sqm of commercial use – 102 spaces
- ii. 70 bed care home – 25 spaces
- iii. 20 flats – 44 spaces including 4 visitor spaces
- iv. Active electric vehicle charging provided at 20% of spaces for all of the uses spread throughout the site
- v. Disabled car parking will be provided at 5% of spaces for all of the uses. These are located close to building entrances

2.5 In terms of cycle parking, the following is proposed:

- i. 1,660sqm of commercial use – 38 spaces
- ii. 70 bed care home – At least 13 spaces
- iii. 20 flats – 22 spaces

This is set out fully in **Section 3.0**.

2.6 The Planning Use Classes were updated in 2020. The outline permission and current ADC parking standards are based on the previous Use Classes. For ease of reference, the comparison between the previous and recently updated Planning Use Classes are set out in **Table 2.1**.

Table 2.1 – Comparison of Use Classes pre and post 2020 update

USE CLASS UP TO 31 AUGUST 2020	USE CLASS FROM 1 SEPTEMBER 2020
A1 Retail	E(a) Display or retail sale of goods, other than hot food
A2 Financial and professional services	E(c) Provision of: - E(c)(i) Financial services, - E(c)(ii) Professional services (other than health or medical services), or - E(c)(iii) Other appropriate services in a commercial, business or service locality
A3 Restaurants and cafés	E(b) Sale of food and drink for consumption (mostly) on the premises
D1 Non-residential institutions	E(e) Provision of medical or health services (except the use of premises attached to the residence of the consultant or practitioner) E(f) Creche, day nursery or day centre (not including a residential use) F1 Learning and non-residential institutions – Use (not including residential use) defined in 7 parts: - F1(a) Provision of education - F1(b) Display of works of art (otherwise than for sale or hire) - F1(c) Museums - F1(d) Public libraries or public reading rooms - F1(e) Public halls or exhibition halls - F1(f) Public worship or religious instruction (or in connection with such use) - F1(g) Law courts

3.0 Car and Cycle Parking

- 3.1 ADC's car and cycle parking standards are contained within their 'Parking Standards Supplementary Planning Document' (January 2020). These parking standards predate the September 2020 changes to the Use Classes. For the purposes of this assessment the most similar parking standard has been identified and parking requirement determined.
- 3.2 The car parking bays will be allocated in three specific groups:
- i. Residential (shown as buff block paving on the Architects plan to the north of blocks A and B)
 - ii. Care Home (shown as buff block paving to the north and west of the care home)
 - iii. Commercial (the remainder of the site)

Commercial Uses

- 3.3 Prior to the preparation of this Technical Note, discussions have been undertaken between Highgate Transportation and WSCC highways and as a result the following was proposed within the pre-application Technical Note. This approach was confirmed by WSCC as being acceptable, it is therefore concluded that this is acceptable to ADC.
- i. Retail car parking will be provided at a maximum ratio of 1 space per 14sqm. This affects Blocks A, B and C with a total GFA of 1,010sqm.
 - ii. The café will be supported by a maximum of 1 car parking space per 5sqm public floor area. This affects Block D with a total GFA of 50sqm.
 - iii. All other commercial uses will be provided with car parking at a maximum ratio of 1 space per 30sqm as they will have a lower vehicular trip attraction and resultant car parking demand. This affects Block D with a total GFA of 600sqm.
- 3.4 The retail element should therefore be supported by a maximum of $(1,010/14 =)$ 72 car parking spaces.
- 3.5 The café element should therefore be supported by a maximum of $(50/5 =)$ 10 car parking spaces.
- 3.6 The other commercial element should therefore be supported by a maximum of $(600/30 =)$ 20 car parking spaces.
- 3.7 Based on the above then a maximum of 102 spaces should be provided to support the local centre commercial uses. The proposals include 102 car parking spaces for the local centre commercial uses.
- 3.8 ADC's minimum cycle parking requirement for the commercial uses (other than the café) is 1 space per 100sqm for staff and either 1 space per 100sqm, or 200sqm for customers depending on the exact use. Cycle parking for the commercial uses are therefore be based on 1 space per 100sqm for staff and 1 space per 100sqm for customers.

3.9 ADC's minimum cycle parking requirement for the café use is 1 space per 4 staff and 1 space per 25sqm for customers.

3.10 The cycle parking for the commercial uses of the local centre are:

- i. Block A – 550sqm – minimum 6 spaces for each staff and customers – 6 spaces for each staff and customers are proposed – 12 spaces in total.
- ii. Block B – 230sqm – minimum 2 spaces for each staff and customers – 2 spaces for each staff and customers are proposed. – 4 spaces in total.
- iii. Block C – 230sqm – minimum 2 spaces for each staff and customers – 2 spaces for each staff and customers are proposed. – 4 spaces in total.
- iv. Block D – 600sqm of general commercial and 50sqm café (assumed fewer than four staff) – minimum 8 spaces for each staff and customers – 8 spaces for each staff and customers are proposed. – 16 spaces in total.

3.11 The cycle parking for the commercial uses will generally be provided in two-tier stores. All of the long stay cycle parking is located either within the buildings, or externally under a weather resistant cover.

3.12 Additional short stay Sheffield stands will also be provided to the east of Block B.

Care Home

3.13 The ADC parking standards does not make specific mention of care homes and it is therefore assumed that they are to be assessed on their own merits.

3.14 An appraisal of the site locality and based upon experience would suggest that around 25 car parking spaces would be appropriate for use by staff and visitors and 25 are proposed. It is acknowledged and appreciated that not all staff are able, or would feel safe, travelling to work for a night shift by public or active travel modes. This approach was confirmed as being acceptable within the ADC's pre-application response.

3.15 Cycle parking at a rate of 1 per 3 staff (during the busiest shift) is considered appropriate for staff. Again, this approach was confirmed as being acceptable within the ADC pre-application response. This cycle parking will be located in a secure lockable external building. Based on experience with care homes a 70 resident care home will have approximately the following number of employees:

- 0700 to 1400 – 14 staff
- 1400 to 2100 – 14 staff
- 2100 to 0700 – 9 staff

3.16 This would therefore equate to a cycle store capable of accommodating a minimum of five cycles.

3.17 It is also considered appropriate to provide 1 cycle parking space per 8 residents (ten spaces total) for visitors, this will be within the cycle store.

Flats

- 3.18 ADC's car parking standards set out that the application site is located within a Parking Behaviour Zone 2, and as such any dwelling with fewer than four bedrooms should be supported by two car parking spaces with one space per five dwellings for visitors.
- 3.19 A total of 40 car parking spaces will be provided for residents of the 20 proposed 1-bed/2-bed flats (i.e. two spaces per dwelling).
- 3.20 Residential visitor car parking will be provided at a ratio of 1 car parking space per 5 dwellings (i.e. four spaces for the 20 flats).
- 3.21 This proposed car parking provision accords with the ADC's parking standards.
- 3.22 ADC's standards also set out that cycle parking at a ratio of 1 space per flat should be provided.
- 3.23 The cycle parking provision for residents of the flats above each block are:
- Block A – 8 spaces
 - Block B – 6 spaces
 - Block C – 6 spaces
 - Block D – No residential in the block
- 3.24 The cycle parking for residents will be located with separate stores to the commercial and will be in two-tier arrangements.
- 3.25 The car and cycle parking is located at various points throughout the site to minimise distances between spaces and entrances to blocks/dwellings.

Other parking considerations

- 3.26 It is proposed to provide 5% of the spaces as disabled spaces for blue badge holders.
- 3.27 It is proposed to provide 20% of spaces with active EV charging which accords with Table 2.2 of ADC's parking standards document for a design year of 2018-2022.
- 3.28 It is proposed to provide passive EV charging infrastructure (i.e. ducting and feeder cables to allow charging cables to be fed easily fed through at a later date) to all bays not equipped with active charging.
- 3.29 All cycle parking areas will be appropriately lit in the interests of personal safety and for the operation of locks during hours of darkness. The cycle stores will also be clearly signed.
- 3.30 It is therefore concluded that the car and cycle parking arrangements are appropriate.

4.0 Refuse Storage, Service Vehicle Management Plan and Swept Path Analysis for Delivery and Service Vehicles

Refuse storage

- 4.1 Separate refuse stores for commercial and residential waste will be provided within each block.
- 4.2 It is proposed the collection of all refuse and recycling from the local centre will be undertaken by private contractor(s).
- 4.3 It is therefore concluded the arrangements for refuse storage are appropriate.

Service Vehicle Management Plan

- 4.4 A Service Vehicle Management Plan is expected to be secured by means of a planning condition. The Service Vehicle Management Plan will include details of:
 - A method of scheduling deliveries and refuse collections between any shared service yards to avoid vehicles servicing from inappropriate locations or waiting and obstructing the free flow of traffic. This will also include the start and end of servicing windows.
 - The procedure if a vehicle is significantly delayed enroute to ensure vehicles avoid servicing from inappropriate locations or waiting and obstructing the free flow of traffic.
 - The routing of service vehicles through the local area.
 - Details of good driver etiquette to minimise noise such as keeping engine revs at a minimum, turning off all non-essential lights and the radio during servicing and turning off refrigeration units and APUs during servicing.
 - Details of when a banks person or pedestrian marshal is required.
- 4.5 Given the type and size of uses proposed for the local centre, it is considered that any operator would not wish to utilise an articulated vehicle. It is proposed that the Service Vehicle Management Plan will limit the size of service vehicles to 11.0 metres in length and prohibit articulated vehicles. This approach was confirmed as acceptable by WSCC highways in their pre-application response.

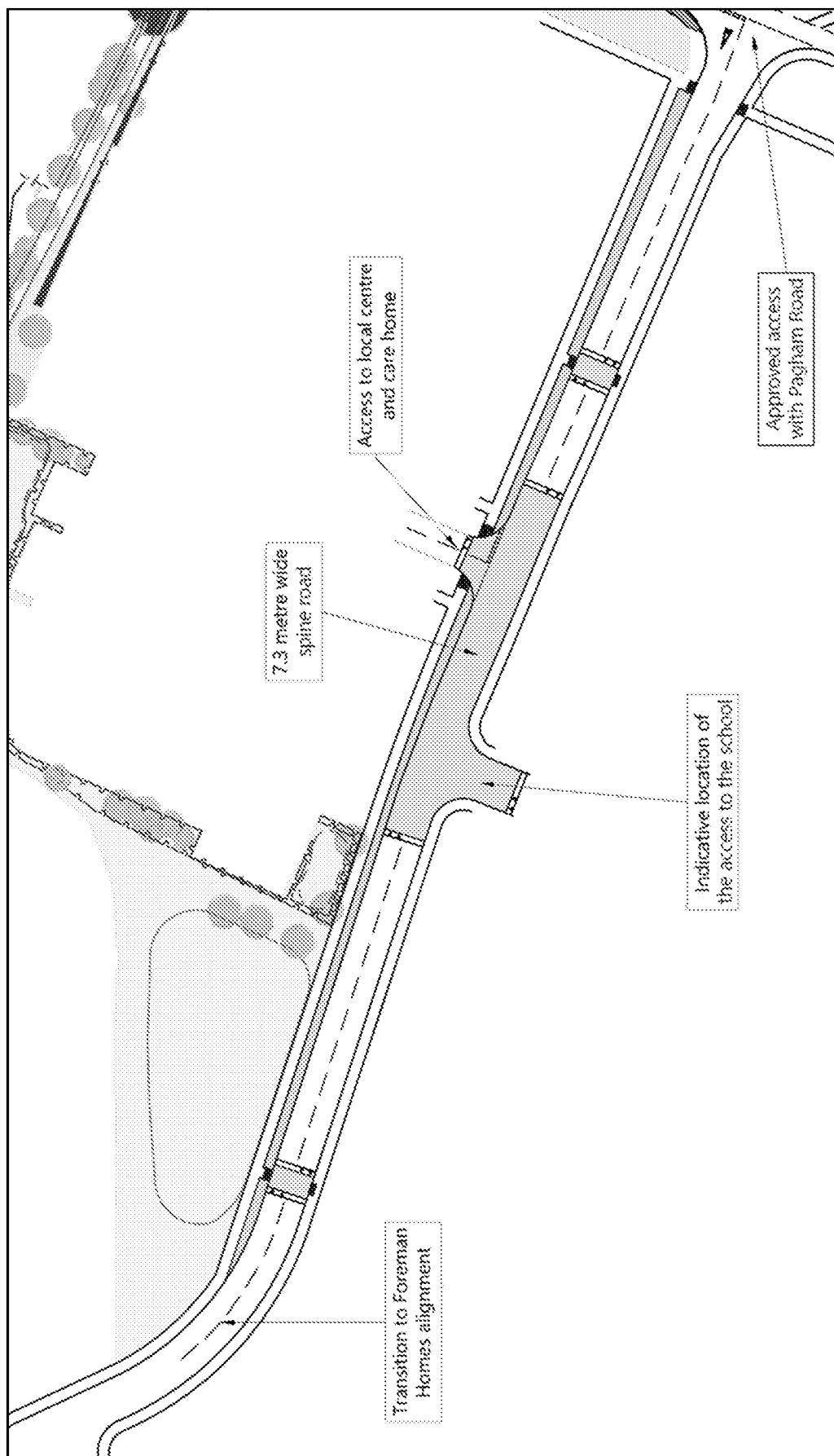
Swept Path Analysis

- 4.6 Swept path analysis of an 11.0 metre long refuse collection is provided at **Appendix 4** for the residential element and at **Appendix 5** for the commercial element. This vehicle is the largest expected to service the site with rigid delivery vehicles and standard fire tenders typically being around 10 metres long or shorter. The swept path analysis demonstrates that the site can be serviced by such a design vehicle. The site layout has received minor modifications since the swept path analysis was completed however, as the road layout has not changed, the swept path analysis drawings remain valid.

5.0 The Local Centre's Access Arrangements with the Spine Road

- 5.1 The local centre is proposed to have one access with the 7.3 metre wide spine road and this is shown on HTP plan 2152/07/C provided at **Appendix 6** with an extract at **Figure 5.1**.
- 5.2 From the plan, it can be seen that the access proposals include:
- i. A raised table that includes the junction with the local centre and school
 - ii. Uncontrolled pedestrian crossing at the junction with Pagham Road
 - iii. Raised uncontrolled pedestrian crossings of the Spine Road, including tactile paving:
 - between the access to the local centre and the junction with Pagham Road.
 - to the west of the local centre access
 - iv. Visibility splays of 2.4 x 25 metres which are conducive with the 20mph speed restriction along the spine road.
- 5.3 It should be noted that all vegetation within the visibility splays will be no higher than 0.6 metres. Vegetation planted outside of visibility splays will be located so that, when fully matured, it does not impede visibility splays.
- 5.4 The alignment of the spine road adjacent to the local centre and care home frontage has been discussed and agreed with Foreman Homes and it is consistent with what they propose.
- 5.5 It is therefore concluded that this spine road arrangement is appropriate and will help ensure low vehicle speeds along the spine road fronting the local centre.

Figure 5.1 – Proposed local centre access arrangements and spine road treatment



6.0 Trip Attraction Comparison Between Outline and Reserved Matters Applications

- 6.1 The Transport Assessment for the outline application was based on a TRICS assessment and this Transport Statement for the reserved matters application is similarly based on TRICS.
- 6.2 The trip generation exercise from the Transport Assessment that formed part of the outline permission has been summarised below. It should be noted that:
- The trip generation associated with the flats has been omitted as these form part of the 400 approved, the remainder of which will be developed elsewhere on the site.
 - The trip attraction associated with the school has been omitted as this was considered as part of the outline permission and remains unchanged. The details of the school are to be agreed and submitted by WSCC.
 - The trip attraction associated with the care home has been omitted as this has not changed sized (i.e. continues to be proposed at 70 bedrooms) and as such the trip generation will be unchanged in this reserved matters application.

This approach was accepted by officers at the pre-application stage.

- 6.3 It was agreed at the pre-application stage to assess all of the commercial uses as either a convenience store or local shops and for consistency, the trip rates within the Transport Assessment have been retained.

Table 6.1 – Vehicular trip rates agreed within outline permission to be retained

Use	Trip Rate (per 100sqm)			
	AM Peak Hour		PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Convenience Store	8.382	7.666	11.415	10.826
Local Shops (including café)	4.074	3.519	3.333	5.926

Table 6.2 – Vehicular trip assessment associated with the outline permission

Use	Scenario	Trip Attraction			
		AM Peak Hour		PM Peak Hour	
		Arrivals	Departures	Arrivals	Departures
Convenience Store	Outline – 500 sqm	42	38	57	54
	Reserved matters – 550 sqm	46	42	63	60
Local Shops (including café)	Outline – 1,500 sqm	61	53	50	89
	Reserved matters – 1,100 sqm	45	39	37	66
Total	Outline	103	91	107	143
	Reserved matters	91	81	100	126
Net change		-12	-10	-7	-17

- 6.4 From **Table 6.2**, it can be seen that the reserved matters application will result in fewer vehicular trips than permitted within the outline permission and is therefore appropriate.

7.0 Summary and Conclusions

- 7.1 This Transport Statement has been produced by Highgate Transportation in order to support the reserved matters application for the local centre and care home following the granting of planning permission (application reference: P/140/16/OUT) in November 2018 for the development known as Pagham South. This application was approved in outline with the exception of the two accesses from Pagham Road which were approved in detail and the Section 278 detailed design of these site access junctions has been agreed with WSCC highways.
- 7.2 This planning permission was for a *"mixed use development comprising of up to 400 dwellings, a care home with up to 70 beds, a Local Centre comprising up to 2000sqm of A1/A2/A3/D1/sui generis floorspace, provision of land for a 1FE primary school (with sufficient space to ensure that it is expandable to 2FE), provision of land for a scout hut, safeguarding of land to help link the site to the Pagham Harbour Cycle Route & other community uses including public open space & allotments"*.
- 7.3 Condition 1 of the outline consent requires details of layout, scale, appearance and landscaping and this Transport Statement relates to the detailed layout of the local centre and care home. It should be noted that the local centre now proposed is 340sqm smaller than that assessed at the outline stage.
- 7.4 This reserved matters application has been subject to a pre-application submission and this report reflects the feedback received.
- 7.5 It should also be noted that a Design Code Masterplan (produced by Foreman Homes in order to discharge Condition 6 of the outline consent) has been approved (application reference: P/83/21/DOC) and the local centre reserved matters application proposals reflect this design code.
- 7.6 This report concludes that:
- i. the spine road arrangement is appropriate and will help ensure low vehicle speeds along the spine road fronting the local centre. This is shown on HTp plan 2152/07/C provided at **Appendix 6**.
 - ii. the car and cycle parking arrangements are appropriate
 - iii. the refuse storage arrangement is appropriate.
 - iv. the site layout is appropriate for service vehicles
 - v. securing a Service Vehicle Management Plan via a planning condition is appropriate which will including limiting the size of service vehicle to 11.0 metres and prohibit articulated service vehicles.
 - vi. the reserved matters application will result in fewer vehicular trips than permitted within the outline permission and is therefore appropriate.
- 7.7 This report finally concludes that the reserved matters proposals for the local centre and care home are acceptable in transport development terms.

Appendix 1

Outline Decision Notice P/140/16/OUT



Town & Country Planning Act 1990 (as amended)
Town & country Planning (Development Management
Procedure) (England) Order 2015 - Article 5
Application for Outline Consent
DECISION NOTICE

Application Ref: P/140/16/OUT

To Addressee

Hunter Page Planning Ltd
 Thornbury House
 18 High Street
 Cheltenham
 GL50 1DZ

Site Address

Land South of Summer Lane
 & West of Pagham Road

Description of Development

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

In pursuance of their powers under this Act and related Orders and Regulations the Council **PERMIT** this development to be carried out in accordance with the application and plans and subject to compliance with the following conditions and Section 106 Agreement.

- 1 The permission hereby granted is an outline permission under s92 of the Town and Country Planning Act 1990 (as amended) and an application for the approval of the Local Planning Authority to the following matters must be made not later than the expiration of 3 years beginning with the date of this permission:-

- (a) Layout;
- (b) Scale;
- (c) Appearance;
- (d) Landscaping.

Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

- 2 The development hereby permitted shall be begun before the expiration of 5 years from the date of this permission, or before the expiration of 2 years from the date of the approval of the last of the reserved matters to be approved, whichever is the later.

Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

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

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

Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with policy D DM1 of the Arun Local Plan (2011-2031).

- 4 No development shall take place until a detailed scheme of phasing for the construction of the dwellings and associated highways and public areas has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a schedule identifying the order of anticipated commencement and completion within each phase of construction.

Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with Policy D DM1 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition because the phasing of the development needs to be satisfactory before work commences.

- 5 No development in any phase shall be carried out unless and until a schedule of materials and finishes to be used for that phase for external walls and roofs of the proposed buildings has been submitted to and approved by the Local Planning Authority. No development in any phase shall be carried out unless and until a 'statement of detail' for that phase has been submitted to and approved setting out details of proposed windows and doors, details of the depth of recess/reveal from the brickwork, sills and lintels, brick bonding, brick detailing, eaves detailing and rainwater goods. The materials and 'statement of details' so approved shall be used in the construction of the buildings.

Reason: To enable the Local Planning Authority to control the development in details in the interests of amenity by endeavouring to achieve buildings of visual quality in accordance with Policy D DM1 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition because the use of satisfactory external materials goes to the heart of the planning permission.

6

Prior to the submission of any reserved matters application a design code masterplan shall be submitted to, and approved in writing, by the Local Planning Authority. This document shall demonstrate how the detailed proposals will reflect the objectives of the;

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

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

Reason: To enable the Local Planning Authority to control the development in details in the interests of amenity by endeavouring to achieve buildings of visual quality in accordance with Policy D DM1 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition because the design of the scheme goes to the heart of the planning permission.

7

The landscaping and layout particulars to be submitted in accordance with Condition 1 shall include:

- i. Details of all existing trees and hedgerows on the land, showing which are to be retained and which removed;
- ii. Details of the positions, height, design, materials and type of boundary treatment to be provided;
- iii. Details of any proposed alterations in existing ground levels, and of the position of any proposed excavation, within the crown spread of any retained tree
- iv. The detailed landscape design for the development including the layout and design of the public realm within the development;
- v. Details of the surfacing, lighting and signage of all footpaths, cycle routes and a phasing plan for their provision;

No hedge or tree shall be felled, uprooted or otherwise removed before, during or after the construction period except where removal is indicated on a plan approved by the Local Planning Authority.

Reason: In the interests of amenity and of the environment of the development in accordance with Policy ENV DM4 of the Arun Local Plan.

- 8 Landscaping (hard and soft) shall be carried out in accordance with the approved details. All planting, seeding or turfing comprised in the approved details shall be carried out in the first planting and seeding seasons following the first occupation of each phase or sub phase of the development hereby permitted or the completion of the development, whichever is the sooner, and any trees or plants which within a period of 5 years from the completion of the phase or sub-phase die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In the interests of amenity and of the environment of the development in accordance with Policy D DM1 of the Arun Local Plan.

- 9 Prior to the commencement of each phase of the development an Arboricultural Method Statement and Tree Protection Plan shall be submitted for that phase to and approved in writing by the Local Planning Authority and the development shall be undertaken in strict accordance with the details so approved.

Reason: To ensure the retention and maintenance of trees and vegetation which are an important feature of the area in accordance with Policy D DM1 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition as the protection and retention of trees goes to the heart of the planning permission.

10

Development shall not commence until full details of the proposed surface water drainage scheme have been submitted to and approved in writing by the local planning authority, and shall include;

- The design should follow the hierarchy of preference for different types of surface water drainage disposal systems as set out in Approved Document H of the Building Regulations, and the recommendations of the SuDs Manual Produced by CIRIA. Winter groundwater monitoring to established highest annual ground water levels and percolation testing to BRE 365, or similar approved, will be required to support the design of any infiltration drainage.

- The development shall not proceed until formal consent has been approved in writing from the Lead Local Flood Authority (WSCC) or its agent (ADC) for the discharge of any flows to watercourses, or the culverting, diversion, infilling or obstruction of any watercourses on the site. Any discharge of watercourse must be at a rate no greater than the pre-development run off values.

- Arrangements for future access and maintenance of any watercourse or culvert (piped watercourse) crossing or abutting the site.

No building shall be occupied until the complete surface water drainage system serving it has been implemented in accordance with the agreed details and the details so agreed shall be maintained in good working order in perpetuity.

Reason: To ensure that the proposed development is satisfactorily drained in accordance with Policies D DM1, W DM2 and W DM3 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition to ensure that the surface water disposal scheme is agreed before construction commences and to protect existing watercourses prior to the commencement of development.

11

Development shall not commence until full details of the maintenance and management of the surface water drainage system is set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The manual is to include details of financial management and arrangements for the replacement of major components at the end of the manufacturer's recommended design life. Upon completed construction of the surface water drainage system, the owner or management company shall strictly adhere to and implement the recommendations contained within the manual.

Reason: To ensure that the proposed development is satisfactorily drained in accordance with Policies D DM1, W DM2 and W DM3 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition to ensure that the future maintenance and funding arrangements for the surface water disposal scheme are agreed before construction commences.

- 12 Upon completed construction of the surface water drainage system but prior to occupation of any part of the scheme, the owner or management company shall either provide the local planning authority with an updated copy of the management manual incorporating any changes as a result of construction/implementation or confirm in writing that no changes are required to the manual.

No further changes shall be made to the approved surface water drainage system Maintenance & Management Plan/Regime including the management company responsible or the financial arrangements between the owners of the dwellings & the management company other than with the written consent of the Local Planning Authority.

The owner or management company shall thereafter strictly adhere to and implement the recommendations contained within the manual to ensure that the system is maintained in perpetuity.

Reason: To ensure the efficient maintenance and on-going operation of the surface water drainage system and to ensure the best practice in line with guidance set out in 'The SuDS Manual' CIRIA publication ref: C753 Chapter 32, in accordance with Policies D DM1, W DM2 and W DM3 of the Arun Local Plan.

- 13 Before the development hereby permitted is commenced, details of a proposed foul drainage system shall be submitted to and approved in writing by the Local Planning Authority (including details of its siting, design and subsequent management/maintenance, if appropriate) and no dwelling shall be occupied until works for the disposal of sewage have been fully implemented in accordance with the approved details.

Reason: To ensure adequate infrastructure is provided to enable the scheme to be satisfactorily drained in accordance with Policies D DM1, W DM1 and W SP1 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition as the foul drainage system goes to the heart of the planning permission.

- 14 Occupation of the development is to be phased and implemented to align with the delivery by Southern Water of any sewerage network reinforcement required to ensure that adequate waste water network capacity is available to adequately drain the development.

Reason: To ensure adequate foul capacity is available to satisfactorily drain the development and avoid adverse impacts upon the Pagham Harbour SPA/Ramsar in accordance with policies D DM1, W DM1, W SP1, ENV DM2 and H SP2a of the Arun Local Plan.

- 15 Prior to the commencement of construction works or any preparatory works an Ecological Management and Mitigation Plan including a Schedule of Works shall be submitted to the LPA for approval and will be based on the recommendations within the supporting Ecological Assessment - Dec 2016 5633.EcoAss.vf1. All approved details shall then be implemented in full and in accordance with the agreed timings and details.

Reason: This condition is necessary to ensure the protection of wildlife and supporting habitat and secure opportunities for the enhancement of the nature conservation value of the site in line with national guidance and Policy ENV SP1 and ENV DM5 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition because of the need ensure measures are in place to protect wildlife and habitats on site prior to any disturbance.

- 16 Prior to the occupation of any dwelling of a particular phase, a scheme for external lighting shall be submitted and approved in writing by the Local Planning Authority. The scheme shall ensure that the lighting is sensitive to bats by minimising the lighting of the woodland along the southern and western boundaries and shall comply with Institution of Lighting Engineers Guidance Notes for the Reduction of Obtrusive Light, Obtrusive Light Limitations for Exterior Lighting Installations for Zone E3.

Reason: To control the residential amenities of the local environment in accordance with Policies D DM1 and QE DM2 of the Arun Local Plan.

- 17 Prior to the commencement of development, including any works of demolition, a Construction Management Plan shall be submitted for approval in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- full details of the construction compound,
- soil resources plan,
- dust mitigation measures,
- noise reduction measures,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of effective wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area in accordance with Policy D DM1 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition because of the safety and amenity issues that need to be addressed.

- 18 During the construction phase no machinery/vehicles or plant shall be operated on the site, no process shall be carried out and no deliveries taken at or despatched except between the hours of:
- 7.00 a.m. and 6.00 p.m. on Mondays to Fridays inclusive
8.00 a.m. and 1.00 p.m. on Saturday
Not at any time on Sundays or Public Holidays
- Reason: In the interests of amenity in accordance with Policies D DM1 and QE DM1 of the Arun Local Plan.
- 19 No raw materials, finished or unfinished products or parts, crates, packing materials or waste shall be stacked or stored on the site except within the storage areas identified in the Construction Management Plan at any time approved by the Local Planning Authority.
- Reason: To safeguard the amenities of neighbouring properties in accordance with Policy D DM1 of the Arun Local Plan.
- 20 Prior to commencement of development the applicant shall prepare and submit for approval an Employment and Skills Plan for the construction phase of development. Following approval of the Employment and Skills Plan the developer will implement and promote the objectives of the approved plan.
- Reason: in accordance with Policy SKILLS SP1 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition to as it relates to the construction phase of development.
- 21 The vehicular and pedestrian accesses and bus stop lay by as indicatively shown on drawing no.1616/01 Rev L ("the Northern Access") including appropriate visibility splays shall be completed in accordance with the requisite Agreement under s278 of the Highways Act 1980 with the local highway authority prior to the occupation of any phase of the development served by the Northern Access. Once provided the visibility splays for said access shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metres above the adjoining carriageway level or as otherwise agreed.
- Reason: In the interests of amenity and to avoid unacceptable harm to highway safety in accordance with policy GEN7 of the Arun District Local Plan. It is considered necessary for this to be a pre-commencement condition as establishing an access to the site goes to the heart of the planning permission.

- 22 The vehicular and pedestrian accesses as indicatively shown on drawing no.1616/02 Rev K ("the Southern Access") including appropriate visibility splays (in line with any S278 approval) shall be completed in accordance with the requisite Agreement under s278 of the Highways Act 1980 prior to the occupation of any phase of the development served by the Southern Access. Once provided the visibility splays for said access shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metres above the adjoining carriageway level or as otherwise agreed.

Reason: In the interests of amenity and to avoid unacceptable harm to highway safety in accordance with policy T SP1 of the Arun Local Plan.

- 23 No part of the development shall be first occupied until visibility splays of 2.4 metres by 49 metres have been provided at the proposed northern and southern site vehicular accesses onto Pagham Road in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metres above the adjoining carriageway level or as otherwise agreed.

In the interests of amenity and to avoid unacceptable harm to highway safety in accordance with policy T SP1 of the Arun Local Plan.

- 24 Before development commences a scheme identifying the principles to be incorporated into detailed building design as the means of energy conservation, together with on-site energy renewable devices, shall be submitted to and agreed with the Local Planning Authority. Such scheme as is submitted shall seek as a target the provision of on-site renewable energy which will generate an estimated 10% of annual energy requirements of the buildings granted planning permission. In determining the provision of on-site energy generation account will be taken of the impact on the viability of the development. Such scheme as is approved will be implemented in accordance with the scheme.

Reason: In accordance with Policy ECC SP2 of the Arun Local Plan. It is considered necessary for this be a pre-commencement condition as sustainability goes to the heart of the approval.

- 25 Prior to the commencement of development, a strategy for the provision or facilitation of broadband provision to future occupants of the site shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall seek to ensure that upon occupation of a dwelling, either a landline or ducting to facilitate the provision of a broadband service to that dwelling from a site-wide network, is in place and provided as part of the initial highway works and in the construction of frontage thresholds to dwellings that abut the highway. Unless evidence is put forward and agreed in writing by the Local Planning Authority that technological advances for the provision of a broadband service for the majority of potential customers will no longer necessitate below ground infrastructure, the development of the site shall be carried out in accordance with the approved strategy.

Reason: To ensure that the needs of future residents to connect to the internet does not necessarily entail engineering works to an otherwise finished and high quality living environment in accordance with Policy TEL SP1 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition because the provision of broadband needs to be incorporated into the design for the site.

- 26 No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport in accordance with Policies D DM1 and T SP1 of the Arun Local Plan.

- 27 No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority.

Reason: The site has the potential to contain unknown remains of archaeological importance therefore in accordance with Policies D DM1 and HER DM6 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition because archaeology can only be investigated before construction commences.

- 28 Prior to commencement of development a badger survey should be undertaken to ensure badgers are not using the site. If a badger sett is found onsite, Natural England should be consulted and a mitigation strategy produced and submitted to the Local Planning Authority for approval.

Reason: In accordance with with Policies ENV SP1 and ENV DM5 of the Arun Local Plan. It is considered that this condition must be pre-commencement to prevent harm to potentially vulnerable species on site.

- 29 Prior to the commencement of development, an Electric Vehicle Charging Strategy will be prepared and submitted to the Local Planning Authority which identifies the nature, form and location of electric charging infrastructure to be provided across the development. The electric vehicle strategy shall then be implemented in accordance with the approved details.

Reason: New petrol and diesel cars/vans will not be sold beyond 2040, and to mitigate against any potential adverse impact of the development on local air quality, in accordance with Policy D DM1 and Policy QE DM3 (c) of the Arun Local Plan and the NPPF. It is considered necessary for this to be a pre-commencement condition to ensure that the requisite charging infrastructure is designed into the housing development and it is implemented.

- 30 No development shall commence until the applicant has submitted and the local planning authority (in consultation with Natural England) has approved the detailed management and maintenance scheme for the adjacent Pagham Harbour SPA Enhancement Land (as defined and referred to within the Agreement under s106 of the Town and Country Planning Act associated with the permission) which shall provide for:

- (a) the delivery of habitat enhancements (including some areas of additional planting) for Brent Geese on said land so as to achieve no net loss of foraging habitat for Brent Geese due to the development proposals;
- (b) the management of field boundary vegetation, associated with specific adjoining fields to enhance sight lines for Brent Geese, making this field matrix more suited to use by them; and
- (c) cessation of bird scaring initiatives on said land;

said measures and scheme to substantially accord with the details set out in Chapter 4 of the Ecology Solutions Ltd "Brent Goose Mitigation Plan" December 2017 submitted in support of the application.

Reason: This condition is necessary to ensure that the management and maintenance of the Pagham Harbour SPA Enhancement Land accords with national guidance and Policy ENV DM2 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition because of the need ensure measures are in place to avoid any detrimental impact of the development upon the SPA/Ramsar prior to development commencing.

INFORMATIVE: The applicant should note that under Part 1 of the Wildlife and Countryside Act 1981, with only a few exceptions, it is an offence for any person to intentionally take, damage or destroy the nest of any wild birds while the nest is in use or being built. Birds nest between March and September and therefore removal of dense bushes, ivy or trees or parts of trees etc. during this period could lead to an offence under the act.

INFORMATIVE: This notice does not give authority to destroy or damage a bat roost or disturb a bat. Bat species are protected under Section 39 of the 1994 Conservation (Natural Habitats etc) Regulations (as amended), the 1981 Wildlife and Countryside Act (as amended) and the 2000 Countryside and Rights of Way Act. It is illegal to damage or destroy any bat roost, whether occupied or not, or disturb or harm a bat. If you are aware that bats roost in a tree(s) for which work is planned, you should take further advice from Natural England (via the Bat Conservation Trust on 0845 1300228) or an ecological consultant before you start. If bats are discovered during the work, you must stop immediately and contact Natural England before continuing.

INFORMATIVE: Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure)(England) Order 2015. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant,

acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.



Neil Crowther
Group Head of Planning

Case Officer: Mr D Easton

Date of Decision:

22 November 2018

Arun District Council
The Arun Civic Centre
Maltravers Road
Littlehampton
West Sussex BN17 5LF

IT IS IMPORTANT THAT YOU READ THE NOTES ATTACHED TO THIS DOCUMENT

APPEALS TO THE SECRETARY OF STATE

If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.

If this is a decision on a planning application relating to the same or substantially the same land and development as is already the subject of an enforcement notice, and you want to appeal against this planning application decision, then you must do so within 28 days of the date of this notice.

If an enforcement notice is served relating to the same or substantially the same land and development as in your application and you want to appeal against this planning application decision, then you must do so within 28 days of the date of service of the enforcement notice, or within 12 weeks of the date of this notice, whichever period expires earlier.

Otherwise, if you want to appeal against this decision then you must do so within 6 months of the date of this notice.

Appeals must be using a form which you can get from the Secretary of State at Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN (Tel: 0303 444 5000) or online at <http://acp.planninginspectorate.gov.uk>

The Secretary of State can allow a longer period for giving notice of an appeal but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to the Secretary of State that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

PURCHASE NOTICES

If either the local planning authority or the Secretary of State refused permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council (that is, where the land is situated in a National Park, the National Park authority for the Park, or in any other case the district council in whose area the land is situated).

This notice will require the Council to purchase the owner's interest in the land in accordance with the provisions of Chapter 1 of Part VI of the Town & Country Planning Act 1990.

Please note that this decision notice only relates to matters under the Planning Acts and does not give consent under any other legislation that may apply to the development. You will need to carry out your own checks to determine whether any other consents or permissions are required. For example, the Building Regulations are likely to apply to most developments, and a Highways Licence may be required from West Sussex County Council for any development within the public highway (including the placing of skips on highway land).

Appendix 2

Pre-application Responses from ADC and WSCC highways

Initial thoughts and comments on PAA/99/21

- Car park layout feels overly complex in terms of layout. Consideration should be given to simplifying the car park layout.
- There is no central route through the car park for pedestrians and given this is the local centre a stronger pedestrian dominance should be considered. Currently the layout feels particularly car dominated and has poor legibility for users.
- I am unconvinced with splitting up the units in the manner proposed. I suspect this was in order to reduce the massing and bulk of the proposed buildings. However, I feel this has been taken too far and increases the impression of the proposal being car dominated. Based upon the layout it appears that the buildings have not been to create a sense of place.
- Consideration should be given to the orientation of uses on the site. This is intended to be a local centre to meet the needs of the new development as well as existing communities. Therefore, orientation of uses should be to best meet the needs of both. Has engagement been undertaken with the Parish to understand their wants/needs or the expectations of the community?
- Given that the proposed development is intended to be mixed use it would be good to understand how it is intended for the private residential parking and retail parking to be segregated to avoid any conflicts between the uses.
- It would be good to understand the connectivity (pedestrian/cycle movements) with the rest of the allocation and existing community facilities. It would be useful to know if discussions have taken place with WSCC regarding the school site and the likely access/parking/drop off provision or conflict with the proposed local centre.
- There appears to be a real lack of public realm as part of the proposal – consideration should be given to the Arun Design Guide H.02.
- It would be good to better understand how this has been designed to create and act as a focal point for this new neighbourhood. Its unclear from the layout where people can sit, gather or socialise. Consideration should be given to the Arun Design Guide G.01 and H.02 as well as street furniture and soft landscaping to create a sociable public realm. Figures 135/136 – Civic green space.
- Definition between the public and private spaces should be considered further (Figure 95, Arun Design Guide H.01. Currently the buildings have not been used to increase definition or enclosure and this should be explored.
- It would be useful to understand how communal amenity space as well as private amenity space will be delivered as part of the local centre. As an example, balconies with a minimum 3sqm of usable space see Arun Design Guide H.04.
- It would be good to understand how ELV charging will be incorporated into the development.
- It would be useful to see the scheme in the context of the wider site to better understand how it works and addresses specific design considerations of the wider allocation.

[REDACTED]

To: [REDACTED]
Subject: RE: 2152 - Pagham South (P/140/16/OUT) - Reserved Matters Discharge Local Centre - Pre-app (PAA/99/21)

From: Ian Gledhill <ian.gledhill@westsussex.gov.uk>
Sent: 13 August 2021 15:55
To: dave.tighe@highgatetransportation.co.uk
Cc: 'Fiona Bennett' <fiona.bennett@highgatetransportation.co.uk>
Subject: RE: 2152 - Pagham South (P/140/16/OUT) - Reserved Matters Discharge Local Centre - Pre-app (PAA/99/21)

Hello Dave, thanks for this. The following comments were provided to Arun DC earlier this week.

Comments are made against the numbered points within the submitted TN.

3.2 – Car parking principles have been discussed and agreed with WSCC Highways prior to the current pre application enquiry. The potential for shared parking areas for the various commercial uses was raised by WSCC; such an approach could reduce the overall number of parking spaces provided. The developer has nevertheless provided for each unit and use separately.

3.6 – It's suggested that the developer should provide further justification for the level of parking for the care home element. It's not, for example, clear how many staff may be present on site at any one time. Whilst staffing levels are only one factor that could influence parking provisions, there should still be a more in depth consideration of parking requirements.

3.10 – The parking provisions for the residential units are understood to comply with current Arun DC standards.

3.18 – Details of cycle parking are noted as being to follow. For those long stay cycle parking areas (e.g. for staff at the commercial or car home), covered areas must be provided.

4.1 – The design vehicle is noted and in the circumstances is considered reasonable. The length of delivery vehicles couldn't however be reasonably conditioned. It would be advisable for a servicing management plan to be provided to control deliveries associated with the commercial units once the end occupiers are known.

5.0 - These details are noted, however there is a separate planning application (P/83/21) under consideration covering the design code for the roads within the development. The access road shown within section 5 of the submitted TN is included in the design code submission. The details for the access road should be consistent.

With respects to the above point, a raised feature is indicated. A similar feature is not indicated in the design code submission. Whilst there are no in principle issue with the raised feature, it is recommended that this is extended to the west to incorporate the school accesses. The raised feature then becomes more of a design/traffic management feature at the entrance into the development and more importantly across the school frontage into which a school safety zone can be incorporated. At present, the raised feature is perhaps relatively isolated and of limited purpose.

6.0 – Trip generation is noted as complying with or being less than that agreed with the outline planning consent.

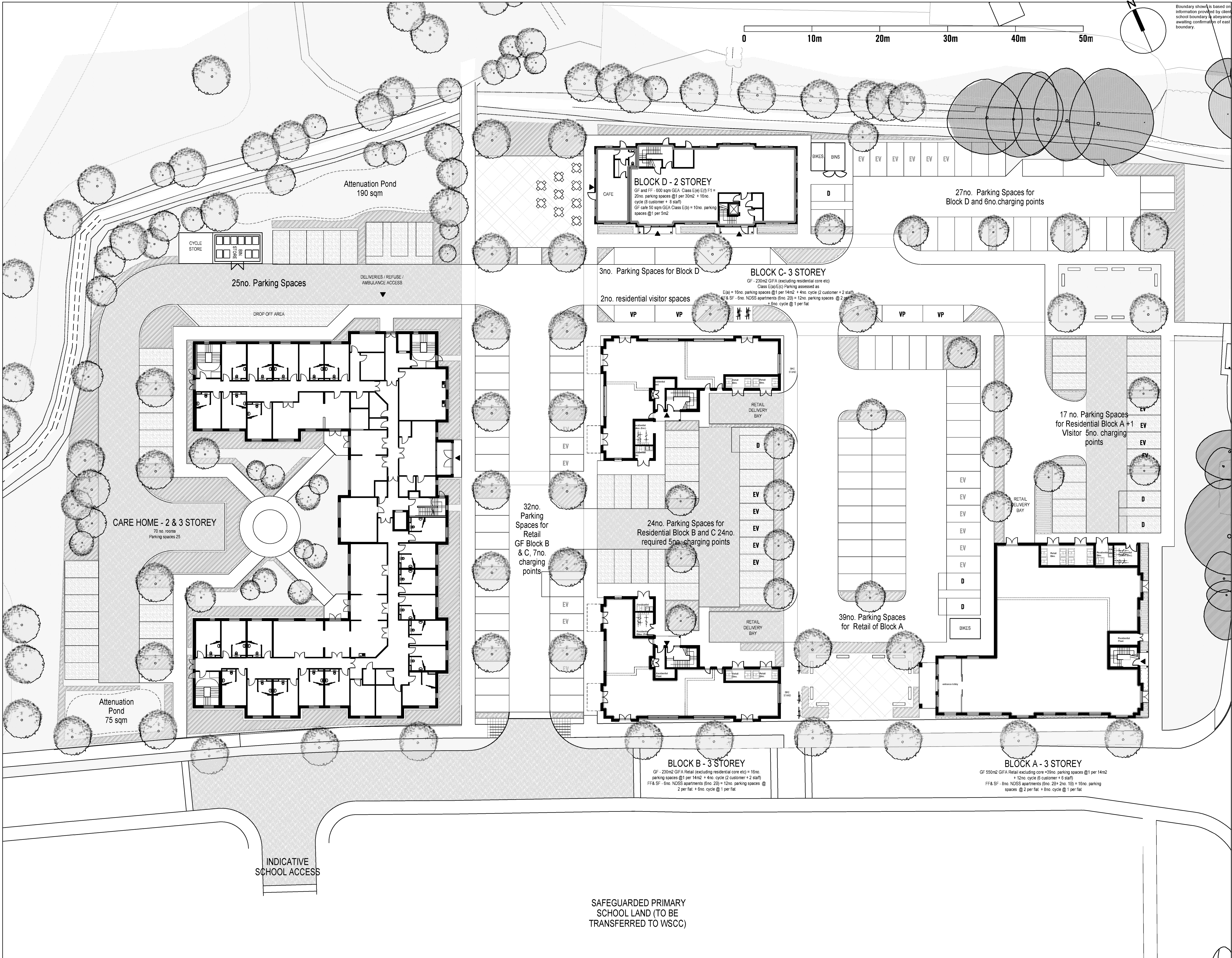
Kind regards

Ian Gledhill



Appendix 3

Architect's Plan of the Proposed Local Centre



Boundary shown is based on information provided by client. School boundary is a reference only and does not constitute a confirmation of east boundary.

This drawing is the copyright of Roberts Limbrick Ltd and should not be reproduced in whole or in part or used in any manner whatsoever without their written permission.

Do Not scale off this drawing, use only figured dimensions and report any discrepancies or omissions to the Architect immediately.

rev. date description

Total Commercial/Retail

BLOCK	E(a) sqm	E(b) sqm	E(a)/E(c) sqm	E(c), E(e), E(f), F1(sqm)	TOT (sqm)
A	550				
B	230				
C			230		
D		50		600	
	780	50	230	600	1660

Total Flats

TYPE	N.	%
1B2P	2	10
2B4P	18	90
	20	100

PARKING PROVISION

Total parking spaces = 149
Total residential required = (20x2)+(20/5)v = 44

Total retail/commercial req=102
1010:14=72
600:30=20
50:5=10

CHARGING POINTS

Residential 20% of 44 = 9
Commercial 20% of 102 = 20

DISABLED PARKING

Residential 5% of 44 spaces = 2
Commercial 5% of 102 = 5

Key

- VP Visitor parking
- EV Residential charging points
- EV Retail charging points
- D Residential disable parking
- D Retail disable parking
- Outline of E(a) at GF level
- Outline of E(c), E(e), E(f), F1
- Outline of E(b)
- Outline of E(a)/E(c) at GF level

Note | Roberts Limbrick Architects is not responsible for the red line boundary position. Hanbury Property to confirm red line boundary position.

Roberts Limbrick ARCHITECTS

project
Pagham Community Hub RM
-
-
client
Hanbury Properties
drawing
Proposed Site Layout
-
-

status
PRELIMINARY

ROBERTS LIMBRICK LTD
The Carriage Building, Bruton Way, Gloucester, GL1 1DG
The Estates Office, 25 - 26 Gold Tops, Newport, NP20 4PG
T. 03333 405 500
mail@robertslimbrick.com
www.robertslimbrick.com

Registered Office : England No. 06658029

scale 1/250 @ A1

date 08/11/21 author DP

project drg no. rev.

10165PL 22

SAFEGUARDED PRIMARY SCHOOL LAND (TO BE TRANSFERRED TO WSCC)