HighgateTransportation

Highgate Transportation Ltd
First Floor, 43-45 Park Street, BRISTOL BS1 5NL
0117 934 9121
Company Registration Number: 07500534

TECHNICAL NOTE

PROJECT: Land west of Pagham Road – Approval of Reserved Matters (planning references: P/155/21/RES and P/158/21/RES)

REPORT: 2152/TN/03 – Response to highway officer consultation dated 30th November 2021

DATE: December 2021

Background

1. This Technical Note has been prepared by Highgate Transportation in order to respond to the highway officer consultation response regarding the Reserved Matters applications for the local centre comprising retail, community and commercial uses, 20 residential flats and a 70 bed care home. The application site is located within the northern part of the Pagham South development.

2. This part of the Pagham South development will be served by new junction with Pagham Road that already has S278 approval. From this junction a spine road will serve the northern part of the Pagham South site including the local centre and care home to the north of the care home and the proposed primary school to the south of the spine road. It is anticipated that WSCC as the Education Authority will submit a detailed planning application for the school in due course.

3. The Reserved Matters application is supported by a Transport Statement (also prepared by Highgate Transportation) and Highgate Plan 2152/07/C showing the proposed site access arrangements which 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.

4. In addition to the Reserved Matters applications associated with the local centre, there is an additional Reserved Matters application submitted by Foreman Homes which covers the north-western part of the Pagham South development and includes the spine road along the frontage of the local centre. Both Foreman Homes and the Reserved Matters applicant for the local centre have collaborated to ensure that the layout of the spine road proposed is identical.

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5. It is noted that the highway officer's consultation response accepts matters relating to the proposed car parking provision according with Arun District Council's standards and trip attraction arising.

6. The highway officer's consultation response dated 30th November 2021 is in response to Highgate Transportation's Transport Statement and is provided at **Appendix 1**. The response highlights the following for further consideration:

   i. A Stage 1 Road Safety Audit should be submitted due to the presence of the future school.
   ii. Along the frontage of the local centre and school the spine road is shown with a width of 7.3 metres, further justification of this width should be provided to show that it is compatible with the 20mph speed restriction proposed.
   iii. Further consideration should be given to the potential demands arising from the school site (e.g. parent parking, footway widths, yellow lines and school keep clear TROs).
   iv. The proposed raised tables on this section of the spine road should be reviewed.
   v. A servicing management plan for the retail uses should be secured by means of a planning condition.
   vi. Further justification should be provided for the proposed car parking provision at the care home.
   vii. The proposed disabled car parking provision for the care home should be reviewed.

7. This report responds to these points in turn.

Response to highway officer comments

<u>A Stage 1 Road Safety Audit should be submitted due to the presence of the future school</u>

8. The Reserved Matters applications for the Local Centre do not include the school site, the proposals for the school will be the subject of a separate application that will be submitted by the Education Authority in due course. It will include the details of the school proposals and will consider the demands arising from the school such as drop off/collection, yellow lines and school keep clear markings. It is not for these Reserved Matters applications to consider these matters as the detail of the school proposal are yet to be confirmed.

9. The site access proposals that support the local centre show an indicative access for the school and a 2.0 metre footway along the frontage of the school site. It would be inappropriate to consider any further detail associated with the school within these Reserved Matters applications as no details are available. Therefore, it will be for the Education Authority to submit a detailed planning application for the school in due course.

10. It is therefore not proposed to carry out a Road Safety Audit as the school does not form part of the Local Centre Reserved Matters applications.

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Along the frontage of the local centre and school the spine road is shown with a width of 7.3 metres, further justification of this width should be provided to show that it is compatible with the 20mph speed restriction proposed

11. Swept path analysis for an 11.0 metre refuse collection vehicle was provided within the Transport Statement that supports the application and is provided at **Appendix 2** for ease of reference. From this it can be seen that the road width is required to serve the local centre via the proposed access. It also likely that a similar road width would be required, in any event, for school buses/coaches (including those required for school trips).

12. The 7.3 metre road width is proposed to ensure that large vehicles are able to conveniently and safely serve the local centre and school sites. Speed tables form part of the spine road design to ensure compatibility with the 20mph speed restriction. The S278 approval for the spine road/Pagham Road junction confirms the spine road width to be 7.3 metres.

Further consideration should be given to the potential demands arising from the school site (e.g. parent parking, footway widths, yellow lines and school keep clear TROs)

13. The Reserved Matters applications for the Local Centre do not include the school site and the proposals for the school will be the subject of a separate application that will be submitted by the Education Authority in due course. This separate application will include the details of the school proposals and will consider the demands arising from the school such as drop off/collection, yellow lines and school keep clear markings. It is not for the Reserved Matters applications to consider these details and the details of the proposed school are yet to be confirmed.

14. The site access proposals that support this application show an indicative access to the school and a 2.0 metre footway along the frontage. It would be inappropriate to consider any further detail within these Reserved Matters applications. Therefore, it will be for the Education Authority to submit a planning application for the school in due course.

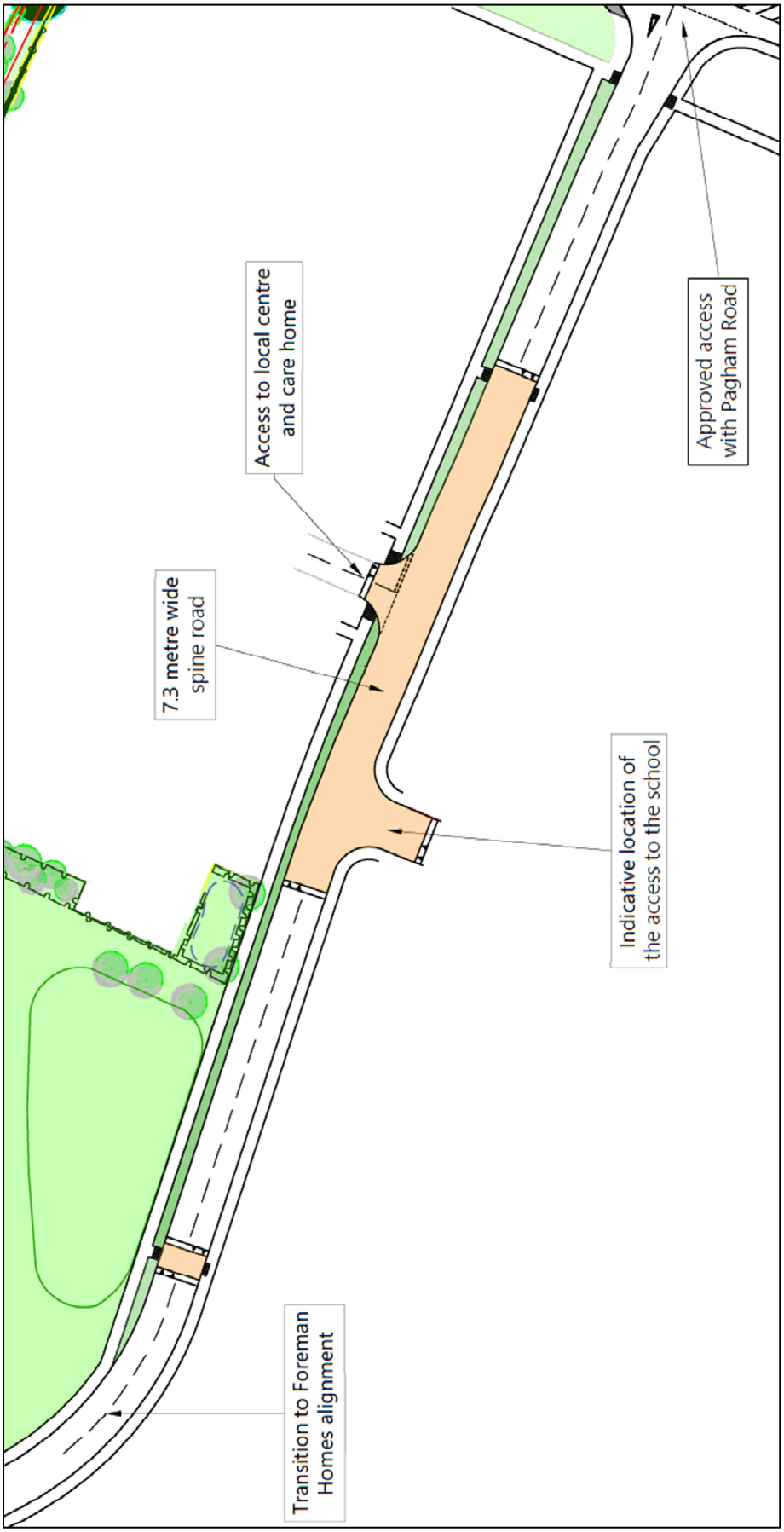
The proposed raised tables on this section of the spine road should be reviewed

15. It is understood that the highway officer is referring to the raised crossing the to the east of the main raised table. The raised table to the west of the main table is intended to ensure speed are kept low between the local centre/school and the wider residential development to the west.

16. A plan of the updated access proposals (HTp/2152/07/D) combining the main and eastern raised tables is provided at **Appendix 3** with an extract at **Figure 1**.

ARUN DISTRICT COUNCIL P/158/21/RES

Figure 1 – Extract of updated access proposals



ARUN DISTRICT COUNCIL P/158/21/RES

17. From this it can be seen that the site access plan shows:

    i. A raised table that includes the junction with the local centre, school and a pedestrian crossing
    ii. Uncontrolled pedestrian crossing at the junction with Pagham Road
    iii. Raised uncontrolled pedestrian crossings of the Spine Road, including tactile paving 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.

18. It is therefore concluded that the proposed raised table arrangement is appropriate and will be effective at reducing vehicle speeds.

<u>A servicing management plan for the retail uses should be secured by means of a planning condition</u>

19. As set out at Section 4.0 of the Transport Statement, *"A Service Vehicle Management Plan is expected to be secured by means of a planning condition."* This is expected to include:

    - 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.
    - Limit the length of delivery vehicles to 11.0 metres and prohibit articulated vehicles.

20. It is therefore agreed that a servicing management plan for the retail uses can be secured by means of a planning condition.

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Further justification should be provided for the proposed car parking provision at the care home

21. The ADC parking standards does not make specific mention of care homes and it was confirmed at the pre-application stage that a first principles approach was acceptable.

22. 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. This is based on:

    i. Ensuring that there is sufficient car parking to accommodate all overnight staff should they choose to drive on personal safety grounds or due to lack of frequent public transport at those times.
    ii. Provide car parking for around 10 of the 14 staff members during day shifts.
    iii. Providing car parking at around 1 space per 5 beds for visitors (70/5 = 14). Which, assuming two visitation periods per day, would equate to each resident being visited an average of twice per week if visitors stayed for the whole period.

23. The proposed car parking provision for the care home is considered appropriate.

The proposed disabled car parking provision for the care home should be reviewed

24. The highway officer's consultation response requested that disabled car parking for the care home is provided.

25. From the Architect's proposed site plan that was included within the Transport Statement (provided at **Appendix 4** for ease of reference) it can be seen that three disabled car parking bays are proposed for the care home. An extract of this plan with the disabled bays towards the top right corner is provided at **Figure 1**.

Figure 1 – Extract of Architect's Plan showing disabled care home car parking bays

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Summary and Conclusions

26. This Technical Note has been prepared by Highgate Transportation in order to respond to the highway officer consultation response regarding the reserved matters application for the local centre comprising retail, community and commercial uses, 20 residential flats and a 70 bed care home.

27. This report concludes that:

    i. An independent Stage 1 Road Safety Audit of the spine road in not necessary as the school proposals do not form part of these Reserved Matters applications
    ii. The 7.3 metre wide access road has been provided to ensure access to the local centre and school by large vehicles is safe and convenient.
    iii. The details of drop off/collection arrangements, double yellow lines and school keep marking will be for consideration as part of the future planning application for primary school.
    iv. The raised table arrangement has been modified and is considered appropriate and is compatible with the proposed 20mph speed restriction.
    v. It is agreed that the servicing management plan for the retail uses should be secured by means of a planning condition.
    vi. The justification for the proposed care home car parking provision is appropriate.
    vii. The proposed disabled car parking provision for the care home has been clarified.

28. This report finally concludes that the proposals are acceptable in transport development terms.

ARUN DISTRICT COUNCIL P/158/21/RES

Appendix 1

Highway Officer's Consultation Response

ARUN DISTRICT COUNCIL P/158/21/RES

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO:David Easton
FROM:	WSCC - Highways Authority
DATE:	30 November 2021
LOCATION:	Land West of Pagham Road Pagham
SUBJECT:	P/158/21/RES Approval of reserved matters (layout, scale, appearance and landscaping) following outline consent P/140/16/OUT for the 'local centre' parcel which comprises of retail, community and commercial uses, 20 No residential apartments and a 70 bed care home (alternative scheme to P/155/21/RES).
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information
S106 CONTRIBUTION TOTAL:	n/a

It's acknowledged that another reserved matters application has been submitted for this development under P/155/21. Whilst the differences between the two application is noted, there's nothing within the current application in highway terms that would result in any change in response to the highway comments made for P/155/21. Consequently, the response below repeats that already made for P/155/21.

Comments are made in respects of,

Proposed Site Layout, drawing no. 10165 PL 01 rev C
Transport Statement, dated October 2021

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.

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. A single audit must be provided for P/153/21 and the current application. Separate

Safety Audits must not be undertaken by the applicants for the two planning applications.

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. This includes that length of road forming part of the current proposals. This length of access road also forms part of P/153/21 (the reserved matters application for 375 residential dwellings). A number of comments were made in respects of the access road as part of P/153/21. These are repeated below.

In terms of more detailed matters, WSCC Highways have previously 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 applicants for P/153/21 and the current application will need to incorporate such elements into the design.

It's also recommended that the single raised feature to the west of the raised feature incorporating the community uses and school accesses are combined to form a single feature across the school/community use frontages. The single short raised feature in isolation serves little purpose particularly given it's close proximity the longer raised table.

The internal layout highway-wise effectively comprises car parking for the various uses. Manoeuvring for a 11 metre wide refuse vehicle is demonstrated around the site.

Limited details are presented of servicing provisions for the retail uses. These won't however be known until the occupier of the retail units are known. It's recommended that a servicing management plan is secured via condition for the retail uses. The management plan should include all pertinent details surrounding deliveries to the retail unit, including the size of vehicle to be used.

The level of car parking is understood to comply with the Arun District Council standards. For the care home, 25 parking spaces are proposed. It's recognised that there is no parking standard for care homes. Parking provision has consequently been considered on a first principles basis although it's not entirely clear exactly how the number of spaces has been determined. The TS and Site Layout refers to 5% of spaces being for disabled users. There is notably no

disabled parking for residents or visitors to the care home. It's not unreasonable to expect that there may be some visitors to the care home that would need disabled parking provision.

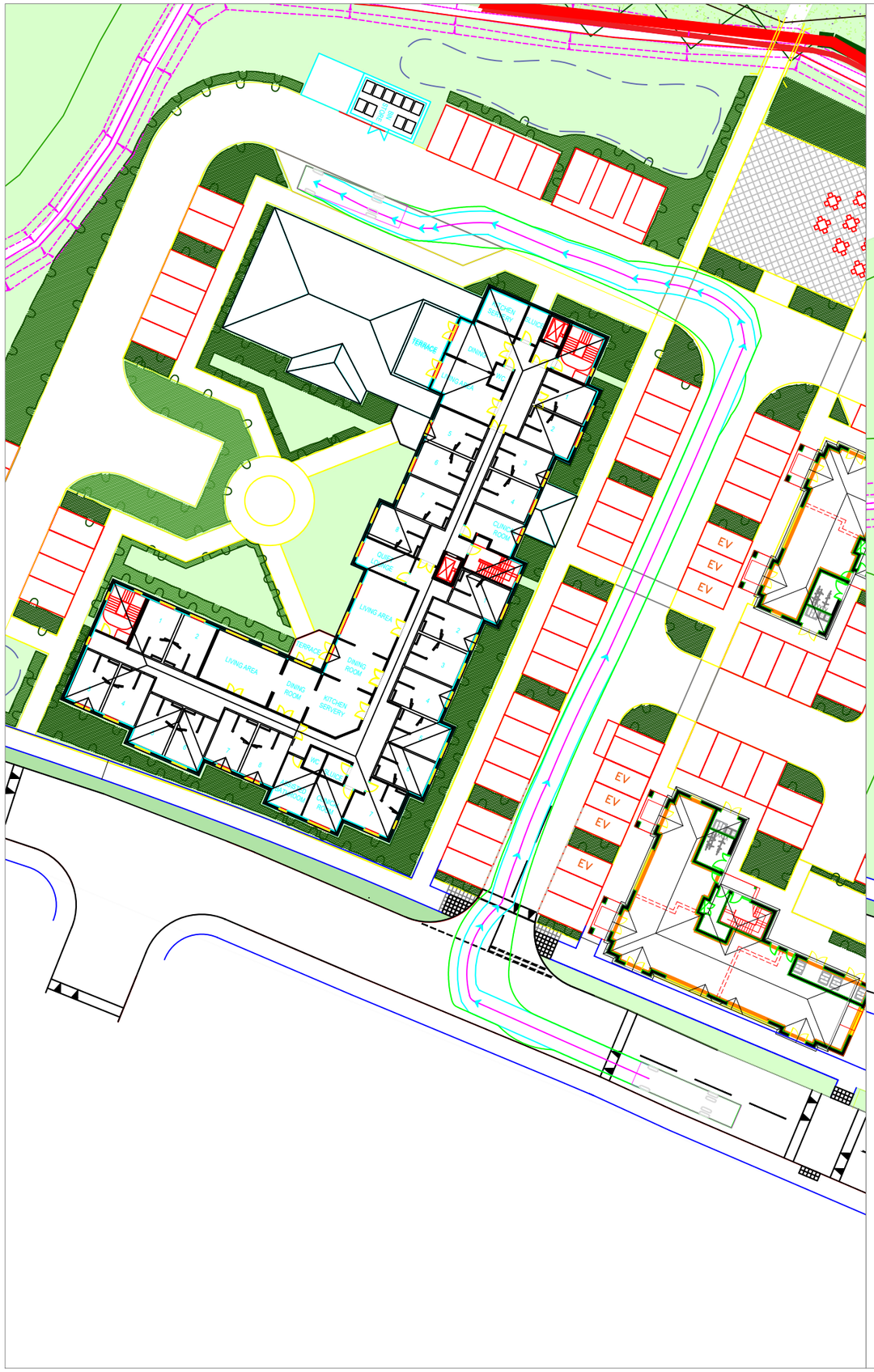
In summary, further information would be sought.

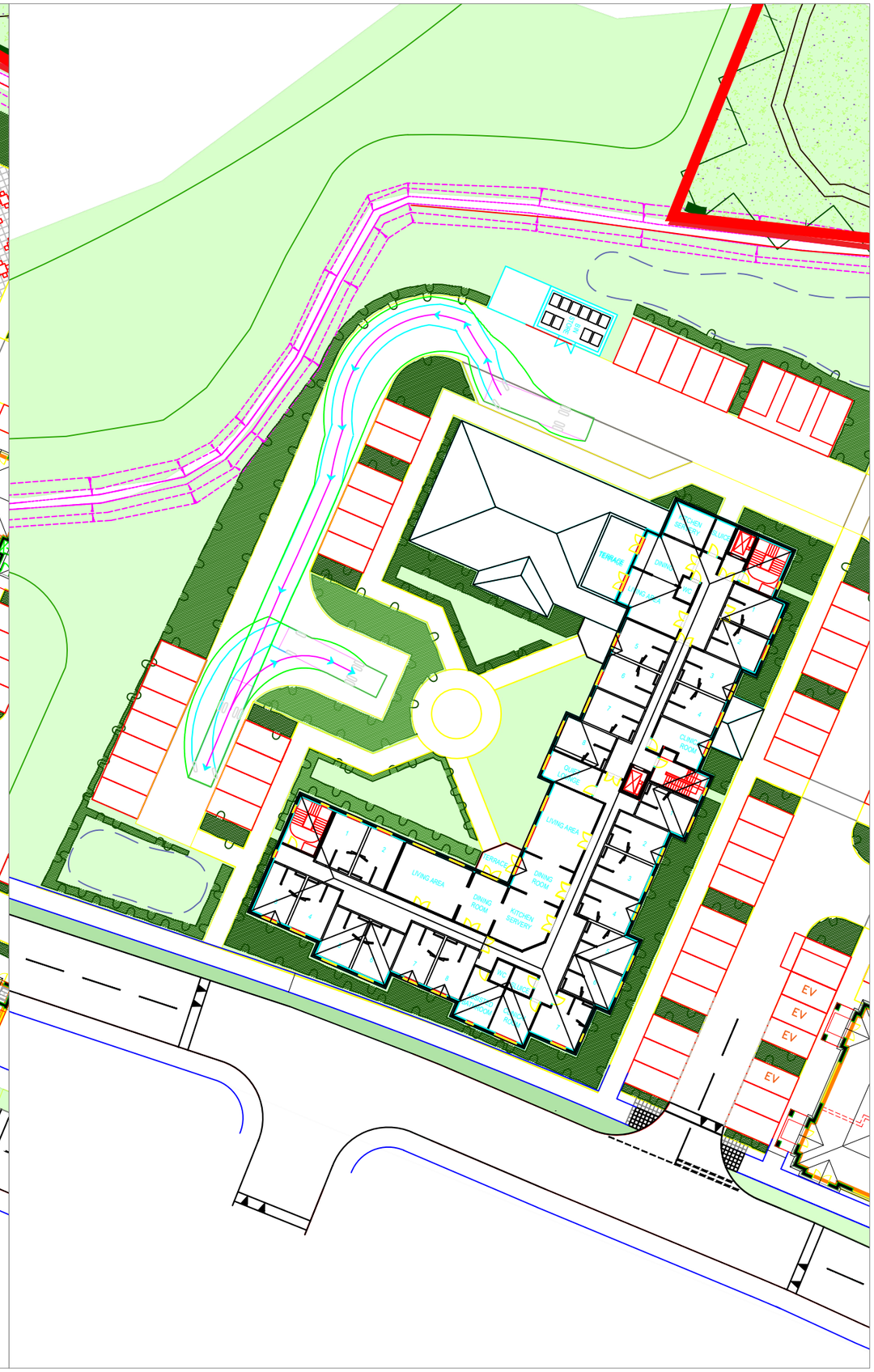
Ian Gledhill
West Sussex County Council – Planning Services

Appendix 2

Swept Path Analysis

ARUN DISTRICT COUNCIL P/158/21/RES





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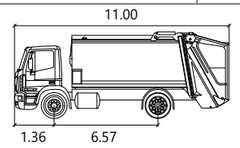

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PAGHAM PHASE C RM

CLIENT:

HANBURY (PM) LIMITED

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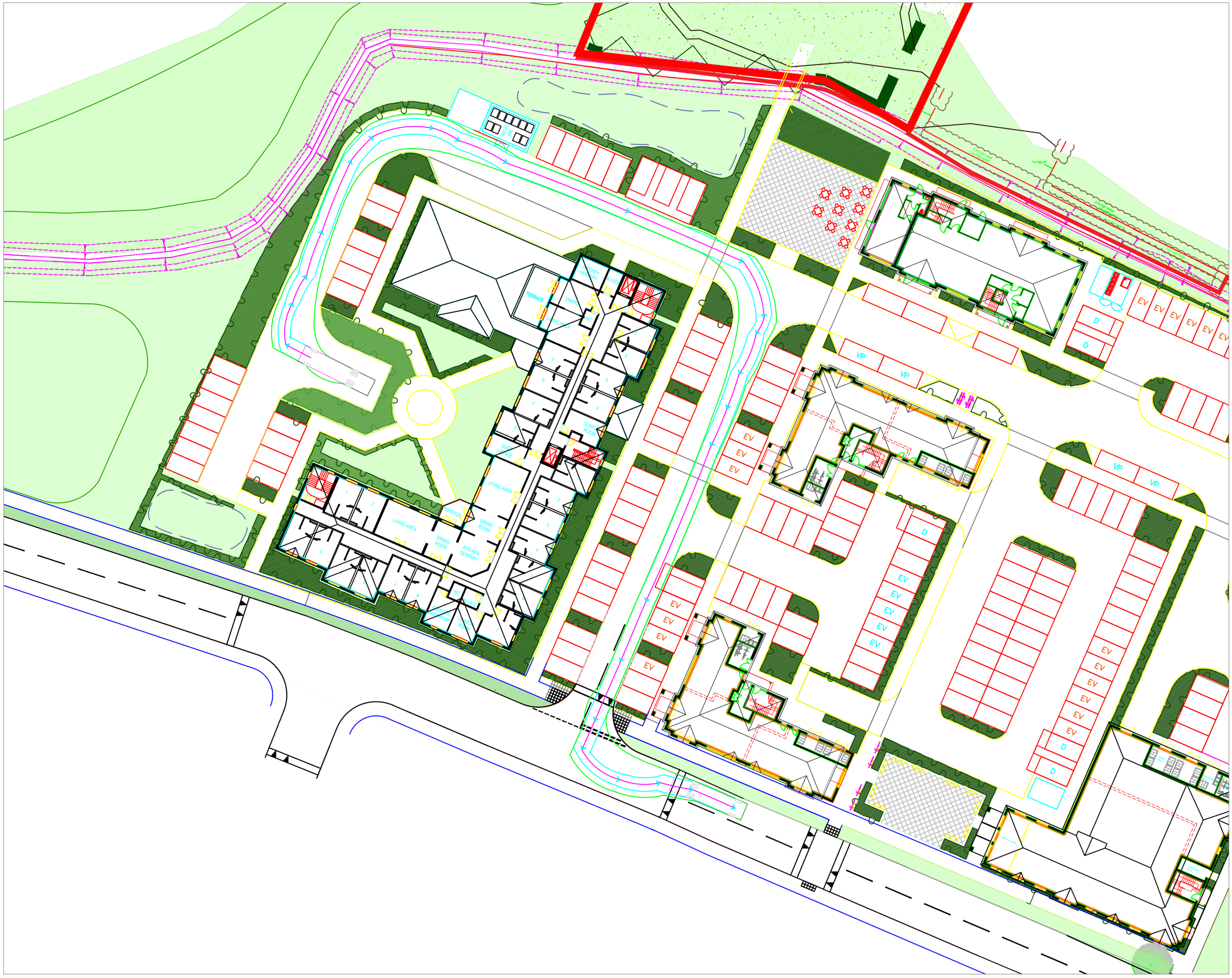

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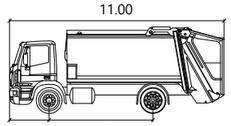

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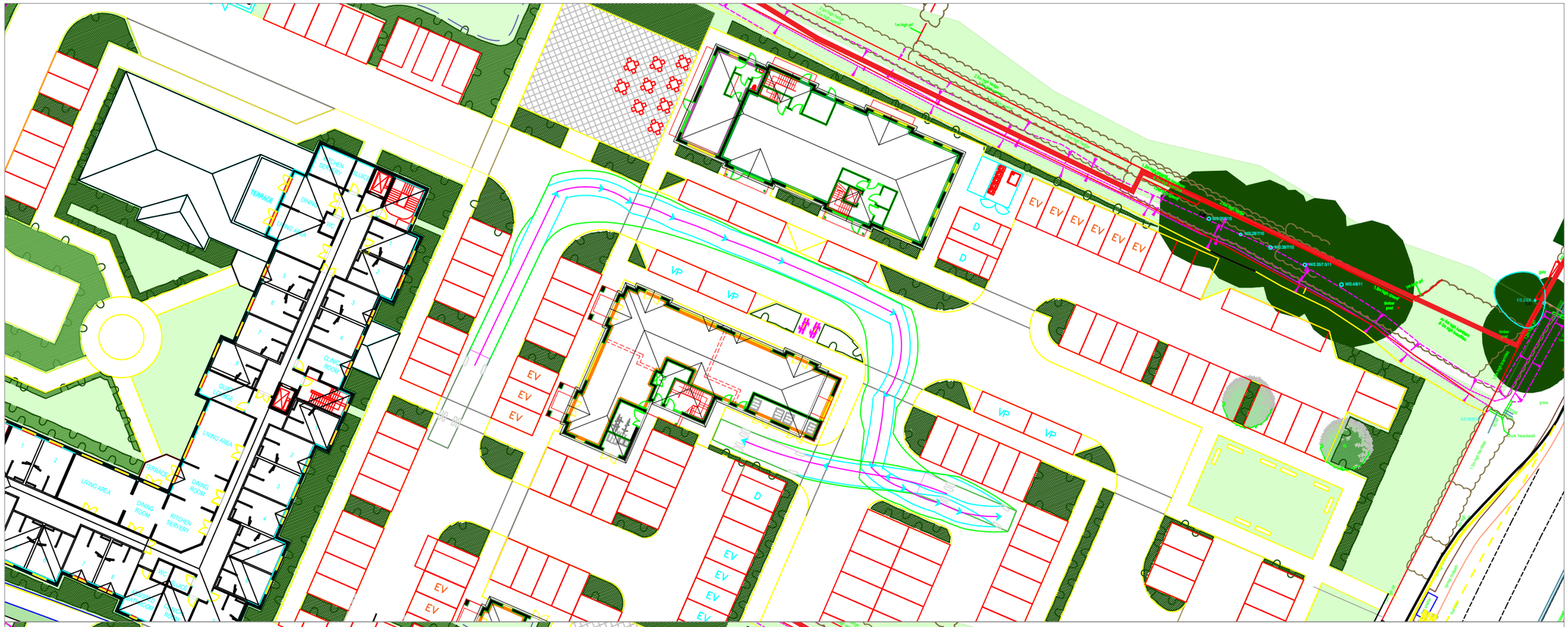
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EV
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TERRACE
DINING ROOM
KITCHEN SERVERY
LIVING AREA
CLINICAL ROOM
CLINICAL LOUNGE
WC
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2m high fence
2.5m high fence
Lockable bollard
Lock headwall
grass
AS.SSR.01
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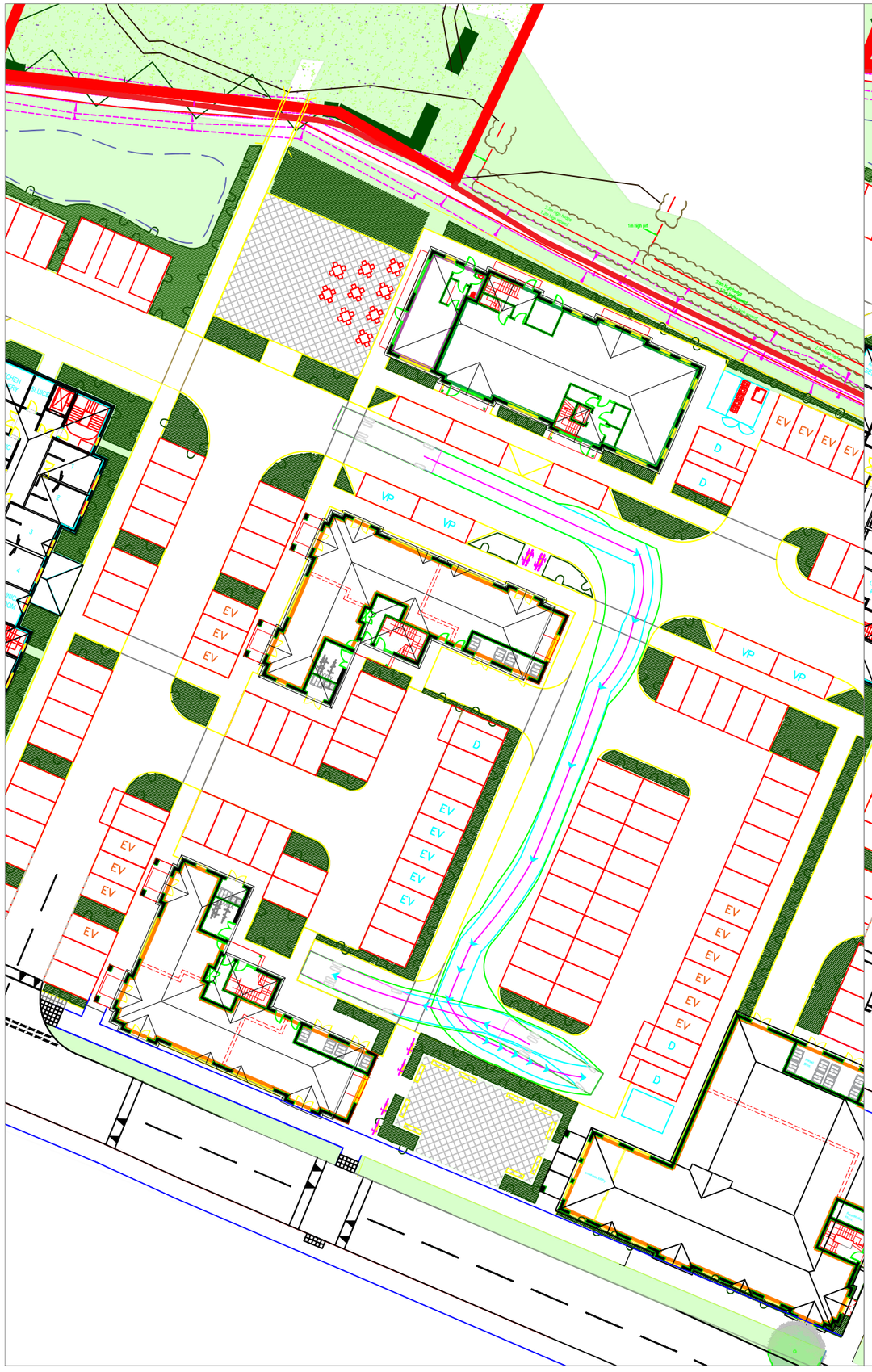

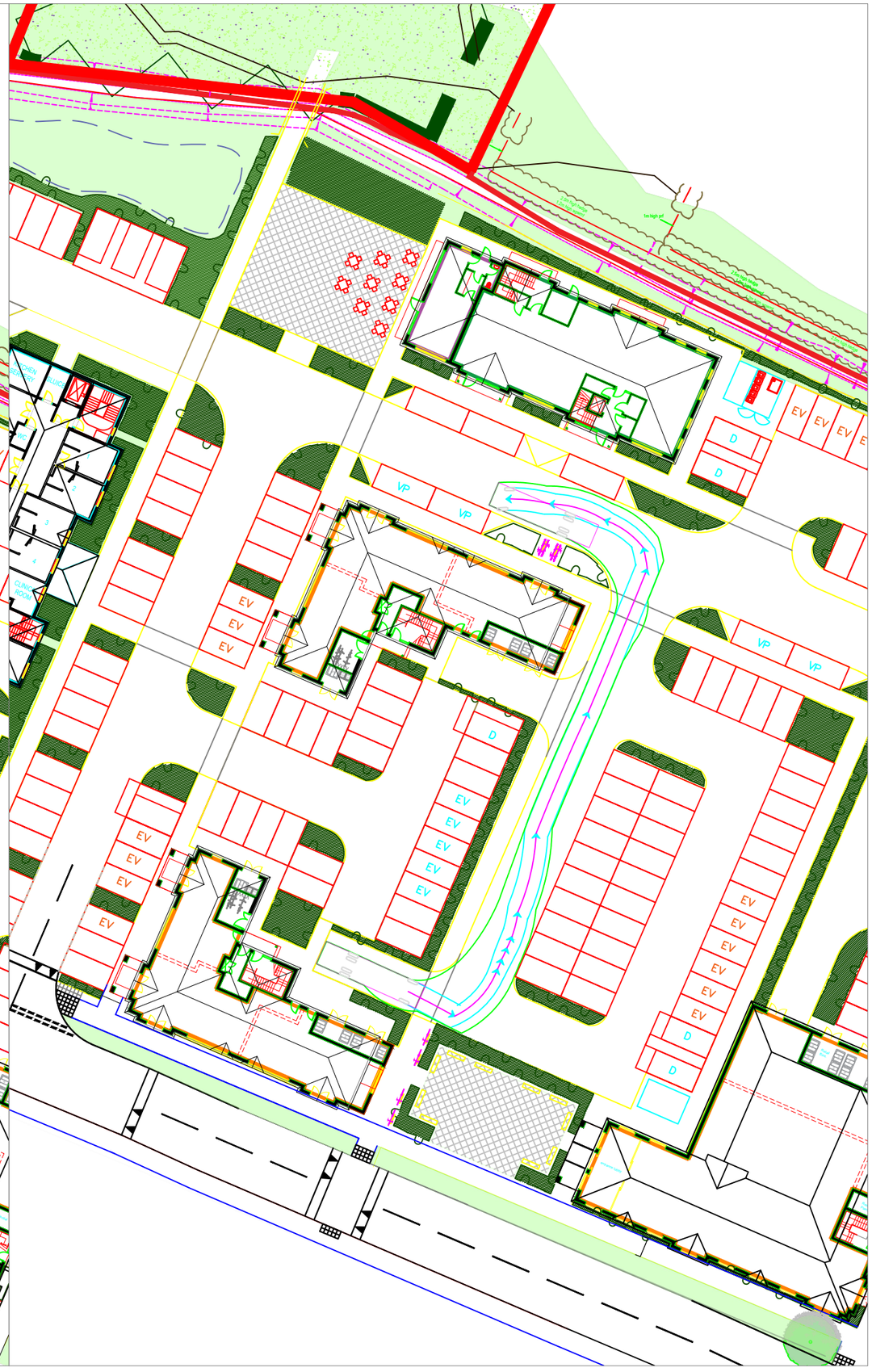

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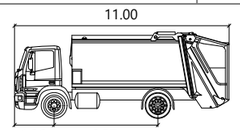

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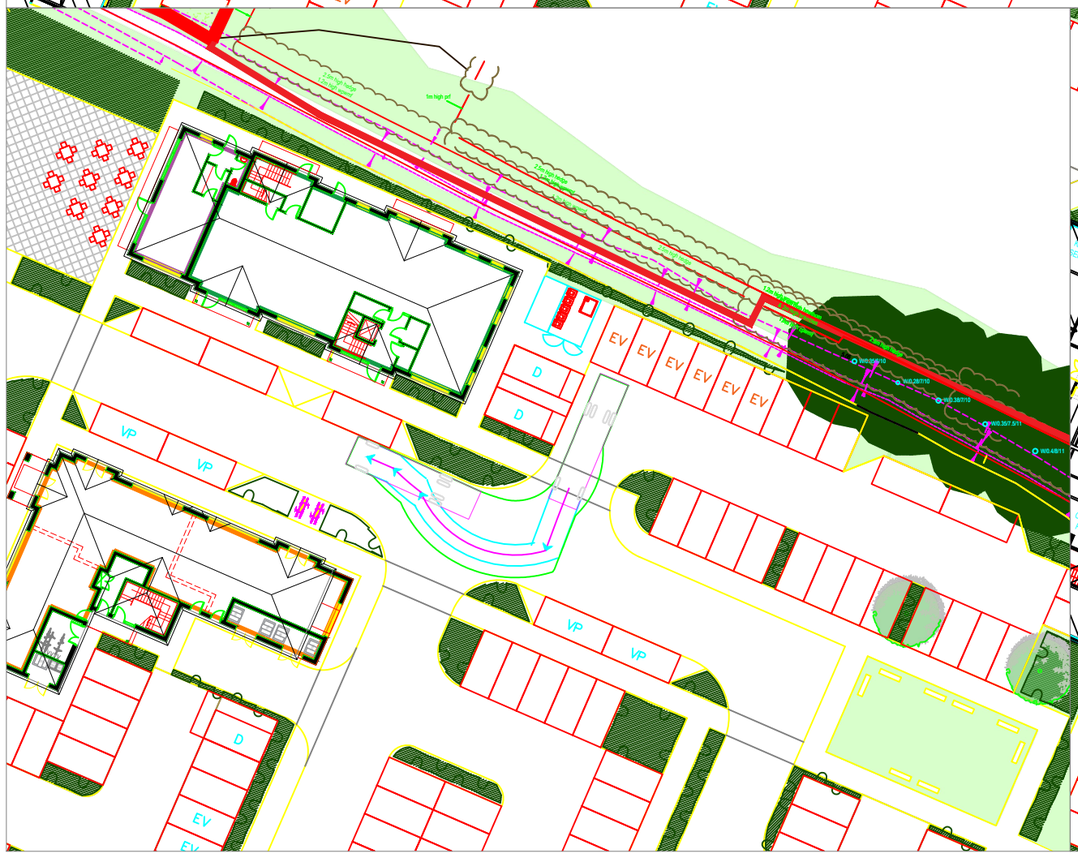

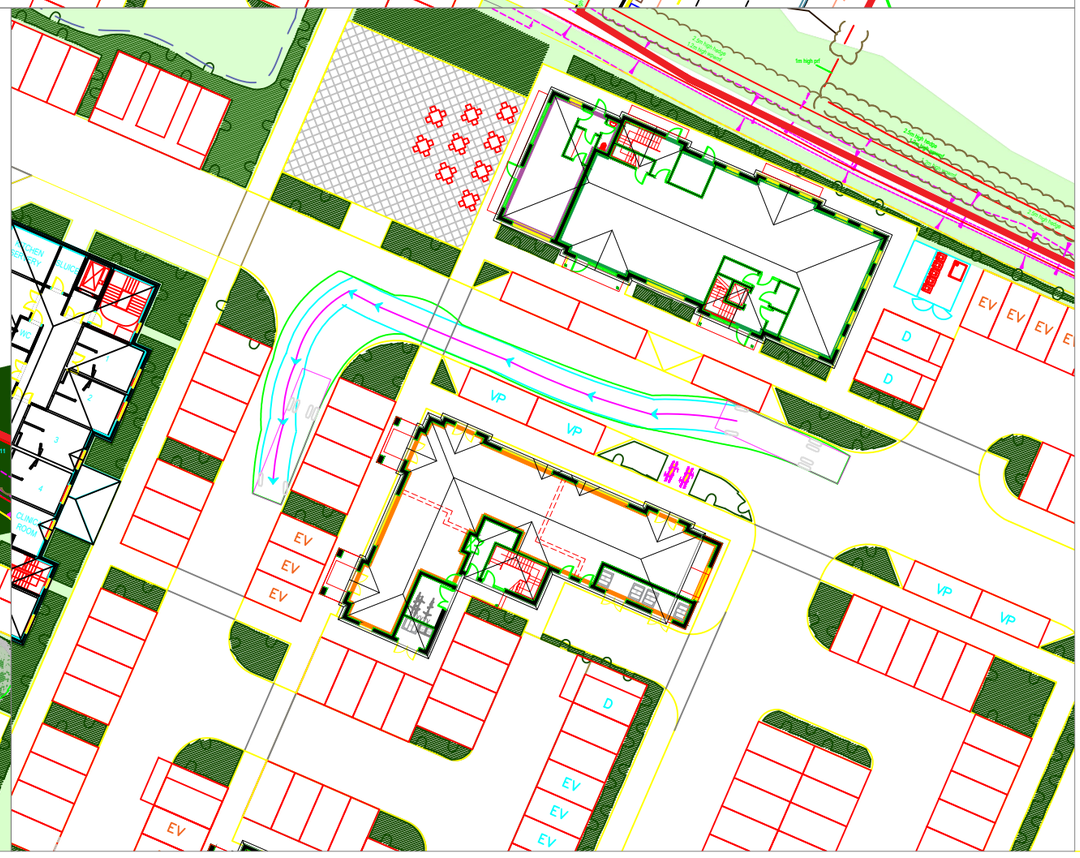

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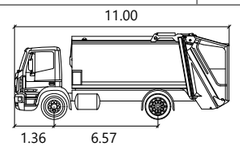

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Appendix 3

Updated Access Proposals

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C	Line colours modified	BL	29.10.21
B	Overview sheet added and pages renumbered	BL	28.10.21
A	Scale bar updated	BL	26.10.21

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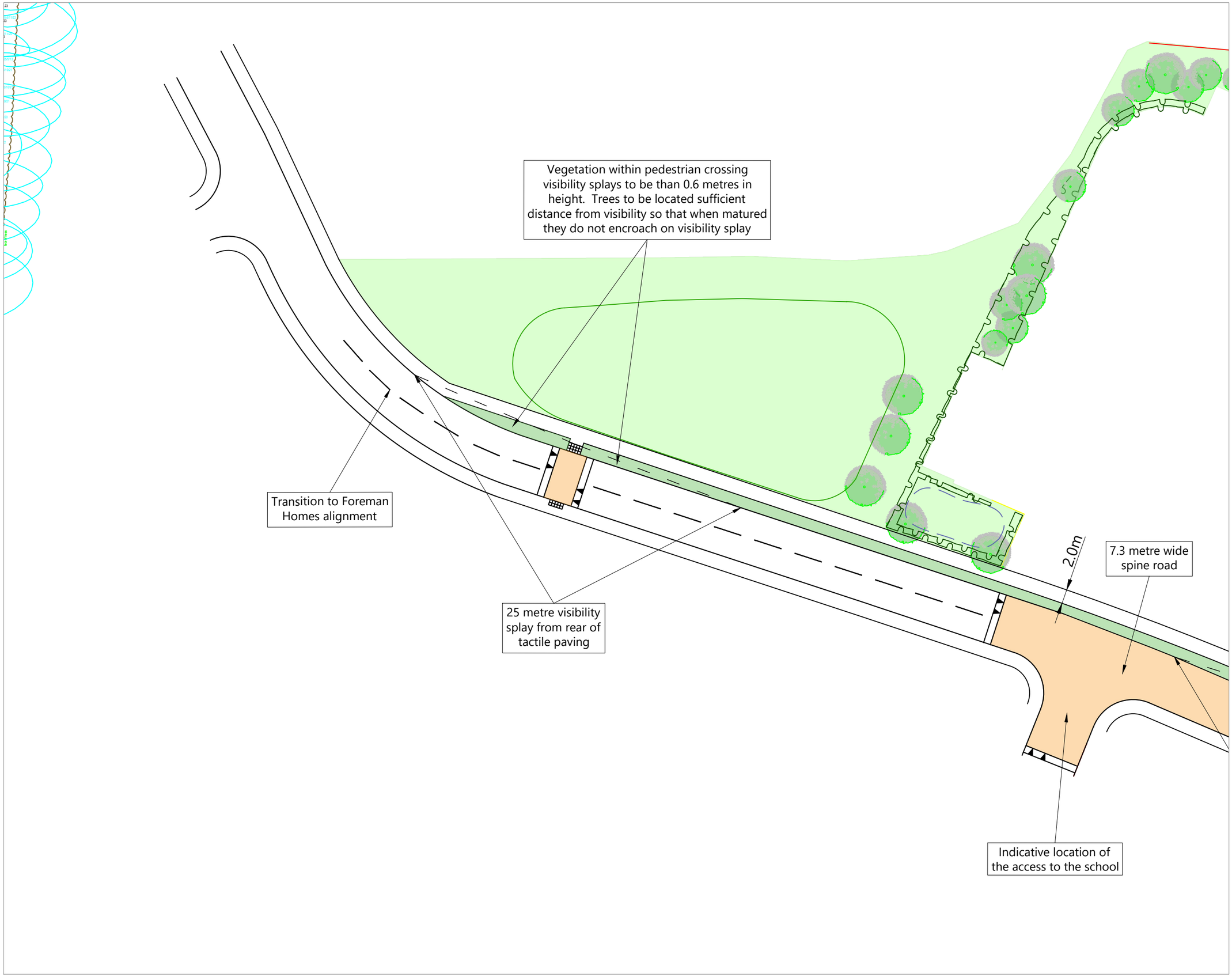

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A	Scale bar updated	BL	26.10.21

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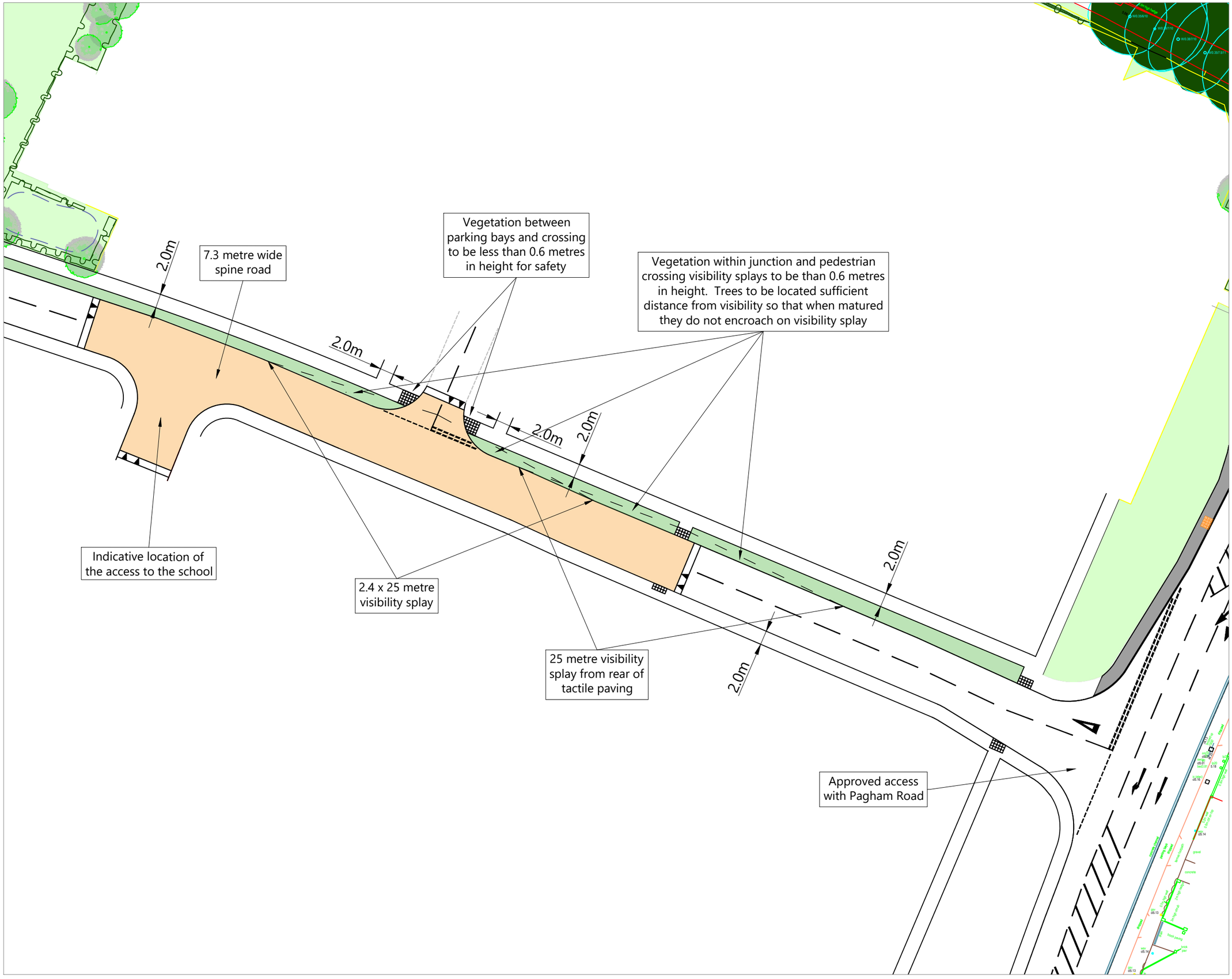

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Appendix 4

Architect's Proposed Site Layout Plan

ARUN DISTRICT COUNCIL P/158/21/RES

Boundary shown is based on information provided by client school boundary in abeyance awaiting confirmation of east boundary.
0
10m
20m
30m
40m
50m
N
BLOCK D - 2 STOREY
GF and FF - 600 sqm GEA Class E(e) E(f) F1 = 20no. parking spaces @1 per 30m2 + 16no. cycle (8 customer + 8 staff)
GF cafe 50 sqm GEA Class E(b) = 10no. parking spaces @1 per 5m2
CAFE
BIKES
BINS
D
EV
27no. Parking Spaces for Block D and 6no.charging points
CYCLE STORE
CYCLE BIN
25no. Parking Spaces
DELIVERIES / REFUSE / AMBULANCE ACCESS
DROP OFF AREA
3no. Parking Spaces for Block D
2no. residential visitor spaces
BLOCK C- 3 STOREY
GF - 230m2 GIFA (excluding residential core etc)
Class E(a)/E(c) Parking assessed as
E(a) = 16no. parking spaces @1 per 14m2 + 4no. cycle (2 customer + 2 staff)
FF& SF - 6no. NDSS apartments (6no. 2B) = 12no. parking spaces @ 2 per flat
+ 6no. cycle @ 1 per flat
VP
RETAIL DELIVERY BAY
BIKE STAND
17 no. Parking Spaces for Residential Block A +1 VIsitor 5no. charging points
32no. Parking Spaces for Retail GF Block B & C, 7no. charging points
24no. Parking Spaces for Residential Block B and C 24no. required 5no. charging points
39no. Parking Spaces for Retail of Block A
BIKES
entrance lobby
BLOCK B - 3 STOREY
GF - 230m2 GIFA Retail (excluding residential core etc) = 16no. parking spaces @1 per 14m2 + 4no. cycle (2 customer + 2 staff)
FF& SF - 6no. NDSS apartments (6no. 2B) = 12no. parking spaces @ 2 per flat + 6no. cycle @ 1 per flat
BLOCK A - 3 STOREY
GF 550m2 GIFA Retail excluding core =39no. parking spaces @1 per 14m2 + 12no. cycle (6 customer + 6 staff)
FF& SF - 8no. NDSS apartments (6no. 2B+ 2no. 1B) = 16no. parking spaces @ 2 per flat + 8no. cycle @ 1 per flat
INDICATIVE SCHOOL ACCESS