RIDGE

PLANNING STATEMENT: FOR SPINE ROAD RESERVED MATTERS AND DISCHARGE OF CONDITIONS AT LAND SOUTH OF SUMMER LANE, PAGHAM

FOR NORTHGATE PROPERTIES LTD
DECEMBER 2025

RIDGE

PLANNING STATEMENT: FOR SPINE ROAD RESERVED MATTERS AND DISCHARGE OF CONDITIONS AT LAND SOUTH OF SUMMER LANE, PAGHAM

December 2025

Prepared for

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1. INTRODUCTION

Statement Background

1.1 This Planning Statement has been prepared by Ridge and Partners on behalf of the applicant, Northgate Properties Ltd, in support of an application for the approval of reserved matters and the discharge of conditions pursuant to outline application P/15/24/OUT (appeal ref APP/C3810/W/25/3365661) at Land South of Summer Lane, Pagham, PO21 4NZ, in relation to the spine road. The description of development as allowed under appeal APP/C3810/W/25/3365661 is as follows:

> *"Outline application with some matters reserved for a proposed residential development of up to 120 No dwellings including means of access into the site (not internal roads), with all other matters (relating to appearance, landscaping, scale and layout) reserved. "*

1.2 The access details of the site, excluding internal roads, were approved in detail as part of the above outline planning permission. All other matters were reserved for future consideration, with Conditions 1 and 2 of the outline planning permission stating:

> *"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 2 years beginning with the date of this permission:*
>
> *1. Layout.*
> *2. Scale.*
> *3. Appearance.*
> *4. Landscaping.*
>
> *2. The development hereby permitted shall be begun either before the expiration of 4 years from the date of this permission, or before expiration of 2 years from the date of approval of the last of the reserved matters to be approved, whichever is the later."*

1.3 In accordance with the above conditions, this application is seeking Arun District Council's approval of reserved matters in relation to the main spine road running through the site. This has been made within 2 years of the approval of the outline planning application (i.e. by 29th September 2027), as required by Condition 1. This application also seeks to discharge several pre-commencement conditions attached to the extant permission to allow for the implementation of the permission. These are discussed in greater detail further within this Statement.

Statement Structure

1.4 This Statement is divided into eight sections. Firstly, the context of the application site will be described (Section 2), followed by an assessment of relevant planning history and key parameters set by the outline planning permission (Section 3). A detailed description of the proposals is then set out (Section 4) before providing a summary of the relevant planning policy (Section 5). An assessment will then be made which addresses the key planning considerations of the scheme (Section 6) before details of the conditions to be discharged as part of this application are described (Section 7). Finally, conclusions will be made on the key points raised in this Statement (Section 8).

1.5 This Statement should be read in conjunction with the plans prepared by GTA Civils & Transport Ltd, Davies Landscape Architects and DFL-UK, as well as the following documents:

- Technical Note for Conditions 11-15, prepared by GTA Civils & Transport Ltd
- Lighting Design Summary Report, prepared by DFL-UK
- Estate Road Construction and Environmental Management Plan, prepared by Highgate Transportation
- Soil Resource Plan, prepared by Reading Agricultural Consultants
- Tree Survey, prepared by Mark Welby
- Employment and Skills Plan Condition 18 Response, prepared by Northgate Properties Ltd

2. SITE AND SURROUNDING AREA

Site and Surrounding Area

2.1 The site subject to the outline planning application/appeal is a roughly square shaped agricultural field located to the south of Summer Lane in the southwest of Pagham. To the north the site is bound by an established strip of hedgerow and trees and, beyond that, Summer Lane itself. To the east and south, the site is also bound by hedgerow with an unnamed track beyond. Finally, open agricultural land lies to the west.

2.2 Beyond the immediate boundaries of the outline planning application site lies agricultural land to the north, east and west and Church Barton House to the south. However, it is noteworthy that this context will change significantly as a result of the adjoining land being allocated for development and having extant planning permission for residential and commercial development.

2.3 The site subject to this reserved matters application sits within this wider land parcel and includes a strip of land through the centre of the site. It also includes land proposed to the north-east corner of the wider site for attenuation.

Designations

2.4 The site is location in Flood Zone 1 and is therefore at the lowest risk of flooding. It is located within the Pagham Harbour Buffer Zone (a 5km buffer) and within a designated Gap Between Settlements. These elements have been considered as part of the outline planning application. The site is also situated adjacent to the Built-Up-Area Boundary and the Pagham South SD1 Strategic Housing Allocation. Moreover, the north-eastern part of the site is located within a Biodiversity Opportunity Area.

2.5 A Public Right of Way ('PRoW') (ref: PAG 100/3) runs along the northern boundary of the site (along Summer Lane).

3. PLANNING HISTORY

Outline Permission

3.1 The site has planning permission for 110 dwellings and 120 dwellings respectively. This reserved matters application relates to the application for up to 120 dwellings (application reference P/15/24/OUT, appeal reference APP/C3810/W/25/3365661), which was allowed by the Inspector in September 2025. The outline application description of development is as follows:

> *"Outline application with some matters reserved for a proposed residential development of up to 120 No dwellings including means of access into the site (not internal roads), with all other matters (relating to appearance, landscaping, scale and layout) reserved. "*

3.2 Under the outline approval, access into the site was submitted and approved in detail and all other matters were reserved.

3.3 Subsequently, a non-material amendment (NMA) application (P/136/25/NMA) was submitted and approved in October 2025, the description of development for which is as follows:

> *"Non material amendment following the grant of P/15/24/OUT (APP/C3810/W/25/3365661) relating to condition 3 (removal of drawing 05 to be replaced with drawing HTp/23 106/13/A)."*

3.4 The above NMA was submitted because it was identified that there was a discrepancy between the approved plans listed in Condition 3 of the appeal decision and the plans included within the submitted Transport Assessment (TA). The wording of Condition 3 was therefore amended to ensure alignment of the submission documents and the list of approved plans.

3.5 The outline planning application was subject to a number of planning conditions which specify the details required for the reserved matters submission. Where these are relevant to the reserved matters submission requirements, information has been provided as part of this submission. This is explained below. Further information has been provided in respect of the pre-commencement conditions, which form a separate submission to the reserved matters.

4. THE PROPOSED DEVELOPMENT

Key Requirements for the Reserved Matters Application

4.1. As set out above, all matters were reserved as part of the outline planning permission, with the exception of access into the site.

4.2. Conditions 1 and 2 of the outline planning permission state:

> *"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 2 years beginning with the date of this permission: 1. Layout. 2. Scale. 3. Appearance. 4. Landscaping.*
>
> *2. The development hereby permitted shall be begun either before the expiration of 4 years from the date of this permission, or before expiration of 2 years from the date of approval of the last of the reserved matters to be approved, whichever is the later."*

4.3. This application relates to the construction of the spine road, including associated infrastructure and surface water and foul drainage systems. The application is being submitted within the two-year timeframe, as required by Condition 2.

4.4. Condition 3 of the extant permission, as amended by P/136/25/NMA, requires the reserved matters to be in accordance with the parameters shown on the approved plans. The exact wording of this condition is as follows:

> *"The development hereby approved shall be carried out in accordance with the following approved plans:*
>
> *1. Location Plan - Red Line Boundary Dwg 02 Rev P16.*
> *2. Proposed Access Arrangement Dwg 04.*
> *3. Summer Lane Pedestrian/Cycle Access HTp/23106/13/A*
> *4. Proposed Pedestrian/Cycle Access with Summer Lane (North) Dwg 06.*
> *5. Proposed Access Arrangements with Horns Lane Dwg 18 Rev B; and*
> *6. SFRA Parameter Plan Dwg 2051 DLA XXX DR L 45 Rev 01."*

4.5. The above plans mainly secure the points of access into the site, namely the main vehicular access from the adjacent development to the south-east across Horns Lane, as well as pedestrian and cycle

access points to Summer Lane to the north. The SFRA Parameter Plan identifies an area of land where residential development is restricted.

Description of Development Proposals

4.6. As aforementioned, this reserved matters application relates specifically to the construction of the spine road infrastructure which is located within the eastern part of the site and will serve the future residential development. To confirm, this application does not deal with any dwellings, public open space or infrastructure outside of the spine road corridor.

4.7. This application includes details of the proposed soft landscaping associated only with the estate road. It is proposed to plant new trees and vegetation, implement gravel drainage inlets and deliver swales and retention pond planting.

4.8. Moreover, to facilitate the estate road alignment, the existing ditch along the eastern boundary will be culverted at the crossing point. It is intended that surface water runoff from the highway will be collected via kerb gullies and conveyed through a network of pipework and chambers to a proposed attenuation pond located in the northeast corner of the site. The pond provides storage for critical storm events and discharges to the existing ditch network via a hydrobrake flow control.

4.9. In addition to the piped network, shallow swales are proposed adjacent to sections of the estate road which will receive runoff via flush kerb arrangements, allowing intermittent discharge from the highway into vegetated channels. This information is included within the reserved matters submission but also provides sufficient detail to discharge pre-commencement conditions 12-15 as explained further below.

Matters not Included

Other Reserved Matters

4.10. Conditions 6 to 11 of the outline planning permission specify information that should be submitted as part of reserved matters submissions. This application is solely for the approval of reserved matters pursuant to the spine road and associated infrastructure including drainage. As such, only matters within these conditions relevant to the spine road have been submitted. Section 6 of this Statement sets out what has been submitted, and those which are not relevant to this reserved matters submission.

4.11. This application does not look to provide the information required to address matters relating to layout, scale, appearance and landscaping in respect of the residential development parcels and public open space, where this falls outside of the spine road infrastructure as highlighted above. All outstanding matters will be subject to future reserved matters applications.

S106 Requirements

4.12. None of the obligations set out within the S106 are to be considered as part of the approval of this application.

5. PLANNING POLICY CONTEXT

5.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990 requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. This section provides an overview of relevant planning policy and guidance to the proposed development, where relevant to design.

5.2. The development plan for site consists of:

- Arun Local Plan 2011 – 2031

5.3. There is no 'made' Neighbourhood Plan for Pagham. Pagham Parish Council previously were preparing a neighbourhood plan; however, Arun District Council received instruction from Pagham Parish Council on 25 February 2021 to withdraw the Pagham Neighbourhood Plan. Thus, no weight should be given to previous versions of the Neighbourhood Plan and it is not considered further.

5.4. The Arun Design Guide, National Planning Policy Framework and Planning Practice Guidance comprise further material considerations relevant to the proposed development.

The Development Plan

Arun Local Plan 2011 – 2031

5.5. The Arun Local Plan covers the period 2011-2031 for the area of Arun District (excluding the area covered by the South Downs National Park Authority) and was adopted on the 18th of July 2018.

5.6. **Policy SD SP1** sets out that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will work pro-actively with applicants to jointly find solutions which mean that proposals can be approved wherever possible and to secure development that will contribute to the social, economic and environmental conditions south of the National Park through to the coast and throughout its settlements.

5.7. **Policy D SP1** concerns design and sets out that all development proposals should seek to make efficient use of land but reflect the characteristics of the site and local area in their layout, landscaping, density, mix, scale, massing, character, materials, finish and architectural details**.** **Policy D DM1** follows by adding the aspects of form and design quality that the council will have regard to when considering applications.

5.8. **Policy T SP1** concerns transport and development and sets out that the Council will ensure that development: provides safe access on to the highway network; contributes to highway improvements and promotes sustainable transport, including the use of low emission fuels, public transport improvements and the cycle, pedestrian and bridleway network. The Policy adds that the council will support development which:

> *"a. Is designed to reduce the need to travel by car by identifying opportunities to improve access to public transport services and passenger transport services whilst making provision for safe access to the highway network through improvements to the existing road network and the promotion of vehicles which use low-carbon energy;*
> *b. Is incorporated into the District's green infrastructure network and gives priority to pedestrian and cycle movements;*
> *c. Protects committed and indicative lines of major road schemes from development and, where applicable, contributes towards new road schemes which improve north-south links between Bognor Regis and Littlehampton and the A27, to ensure that they are delivered in line with strategic growth in the District;*
> *d. Incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision and the forthcoming Arun Design Guide taking into consideration the impact of development upon on-street parking and;*
> *e. Is supported by an effective and deliverable Transport Assessment which demonstrates that the transport effects of development on the local and strategic road network can be satisfactorily mitigated and a Travel Plan, which is effective and deliverable, and;*
> *f. Explains how the development has been designed to:*
> *i. accommodate the efficient delivery of goods and supplies;*
> *ii. give priority to pedestrian and cycle movements and have access to high quality public transport facilities;*
> *iii. create safe and secure layouts for traffic, cyclists and pedestrians whilst avoiding street clutter;*
> *iv. incorporate facilities for charging electric and plug-in hybrid vehicles (where charging facilities are to be omitted from the development, evidence of market demand and viability must be provided); and*
> *v. consider the needs of people with disabilities by all modes of transport.*
> *vi. Provides improved crossing points over the railway line to improve transport links between the coast and the A27, in particular at Ford."*

5.9. **Policy ENV1** concerns the natural environment, it sets out that the council will encourage and promote the preservation, restoration and enhancement of biodiversity and the natural environment through the development process and particularly through policies for the protection of both designated and non-designated sites.

5.10. **Policy W DM2** relates to flood risk and states that development in areas at risk from flooding, identified on the latest Environment Agency flood risk maps and the Council's Strategic Flood Risk Assessment (SFRA), will only be permitted where all of the following criteria have been satisfied:

a. The sequential test in accordance with the National Planning Policy Guidance has been met.

b. A site specific Flood Risk Assessment demonstrates that the development will be safe, including access and egress, without increasing flood risk elsewhere and reduce flood risk overall.

c. The sustainability benefits to the wider community are clearly identified.

d. The scheme identifies adaptation and mitigation measures. e. Appropriate flood warning and evacuation plans are in place; and

f. New site drainage systems are designed to take account of events which exceed the normal design standard i.e. consideration of flood flow routing and utilising temporary storage areas.

The reports prepared as part of the criteria above must take into account contingency allowances, taking climate change into account as set out in Flood Risk Assessments: climate change allowances section of the NPPG. In locations where strategic flood defence or resilient and resistant construction measures are necessary within the site itself, proposals will be required to demonstrate how measures have been incorporated as an intrinsic part of the scheme in a manner which is compatible with the latest Strategic Flood Risk Assessment.'

5.11. **Policy W DM3** sets out the council's policy on sustainable urban drainage system it sets out that proposals for major development must incorporate SUDS within the private areas of the development in order to provide source control features to the overall SUDS design. As well as integrate SUDS within public open spaces and roads, reflecting discussion with the appropriate bodies. SUDS must therefore be integrated into the overall design of a development and must:

a. Contribute positively to the appearance of the area, integrating access to allow maintenance of existing watercourses and the system.

b. Effectively manage water (including its quality)

c. Accommodate and enhance biodiversity by making connections to existing Green Infrastructure assets and

d. Provide amenity for local residents (ensuring a safe environment)

e. Retain the existing drainage network of the site and the wider area,

f. Be maintained in perpetuity, supported through a Maintenance and Management Plan/Regime, including its financing, agreed with the Local Planning Authority.

5.12. The policy adds that in order to ensure that SUDS discharge water from the development at the same or lesser rate, as prior to construction, developers must:

f. 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 SUDS manual produced by CIRIA.

g. Undertake up to six months groundwater monitoring within the winter period.

h. Undertake winter percolation testing in accordance with BRE365.

i. The proposed drainage system must be designed to ensure that there is no flooding on a 1 in 30 year storm event.

j. The design must also take account of the 1 in 100 year storm event plus 30% allowance for climate change, on stored volumes, to ensure that there is no flooding of properties or the public highway or inundation of the foul sewerage system. Any excess flows must be contained within the site boundary, and within designated storage areas.

Other Material Considerations

National Planning Policy Framework (NPPF)

5.13. The National Planning Policy Framework was revised and updated in December 2024 and sets out the government's planning policies for England and how these are expected to be applied.

5.14. **Paragraph 117** states that development applications should:

a) *'give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.''*

5.15. **Chapter 12** looks to achieve well-designed places. **Paragraph 131** states the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. **Paragraph 135** states planning policies and decisions should ensure that developments:

a) *"will function well and add to the overall quality of the area, not just for the short term but over the lifetime of development;*

b) *Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*

c) *Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*

d) *Establish or maintain a strong sense of place, using the arrangements of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*

e) *Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*

f) *create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience"*

5.16. **Paragraph 136** highlights that trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible.

5.17. **Paragraph 139** identifies that 'significant weight should be given to *"development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes"*

5.18. **Paragraph 181** states major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate.

Arun Design Guide

5.19. The Arun Design Guide Supplementary Planning Document was updated in 2024 to provide a guide to ensuring good design across the District.

5.20. Chapter F of the Design Guide provides guidance in respect of the movement framework, and notes the following:

- New routes should link with existing routes and access points to create connections between homes and facilities located within new development and those which exist beyond, providing benefits for both sides. Streets should also be 'future proofed' through design which makes it possible to connect to future developments.
- The movement framework should incorporate a range of routes in order to offer people a choice over how to move, and follow a clear street hierarchy
- Main routes should incorporate roadways which are wide enough for buses and traffic flow, while also ensuring that pavement widths can accommodate wheelchairs, pushchairs and mobility scooters, and provide a comfortable and inclusive pedestrian experience through grade and surfacing. Pedestrian pavements must be a minimum of 2m wide.

Planning Practice Guidance (PPG)

5.21. The PPG, at Paragraph 006, Reference ID 14-006-20140306, sets out that Reserved Matters are those aspects of a proposed development which an applicant can chose not to submit details of with an outline planning application (i.e., they can be 'reserved' for later determination). It goes on to note that these are defined in article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 as:

- *"'Access' – the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding road network.*
- *'Appearance' – the aspects of a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.*
- *'Landscaping' – the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes: (a)*

screening by fences, walls or other means: (b) the planning of trees, hedges, shrubs or grass; (c) the formation of banks, terraces or other earthworks; (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public area; and (e) the provision of other amenity features.

- *'Layout' – the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.*
- *'Scale' – the height, width and length of each building proposed within the development in relation to its surroundings."*

5.22. Those of relevance to this application are primarily access, landscaping and layout.

6. PLANNING ASSESSMENT

6.1. This section provides an assessment of the proposed development against the key parameters established by the outline planning permission, as well as relevant planning policy and guidance detailed in Section 5.

Consistency with the Outline Planning Permission

6.2. The outline planning permission established the principle of a residential development of up to 120 dwellings including means of access into the site, excluding external roads, with all of matters reserved.

Parameter Plans

6.3. The outline planning permission secured a number of plans, as defined by Condition 3, as amended by the NMA. These mainly relate to the access points into the site. This proposal links to the approved access point from the south-east (Proposed Access Arrangement Dwg 04), and includes the access arrangements with Horns Lane (Proposed Access Arrangements with Horns Lane Dwg 18 Rev B).

6.4. The SFRA Parameter Plan (Dwg 2051 DLA XXX DR L 45 Rev 01) relates to residential development being restricted within the north-eastern corner of the site, where there is an area at future risk of flooding. The proposed development does not include any residential development and therefore is fully in accordance with this parameter plan.

Condition Requirements

6.5. Conditions 6 to 11 are compliance conditions which specify the information that should be submitted as part of reserved matters applications. Some of these conditions require information regarding the residential parcels and future public open space, and therefore are not relevant to the spine road. Only information which is relevant to the spine road has been submitted, and this is set out below.

Condition Requirement	Information Submitted
6. The landscape and layout details to be submitted for the development or any phase thereof pursuant to condition 1 shall include (as applicable) the following items: 1. Details of all existing trees and hedgerows on the land indicating which are to be retained and which are to be removed. These required details are to include a 'Tree Survey Schedule', a 'Root Protection Area (RPA) Schedule', a 'Tree Constraints Plan', and in the event that a root protection area of any tree which is proposed	This condition makes clear that only those items that are applicable are required. The information submitted as part of the spine road reserved matters includes:

for retention overlaps the development, then an 'Arboricultural Method Statement' and a 'Tree Protection Plan'. Development shall be carried out in accordance with the approved details. 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. Full landscaping details including the use of native trees and compensatory planting on the basis of 2 trees/hedge units for every 1 lost. 2. Full landscaping details including the use of native trees and compensatory planting on the basis of 2 trees/hedge units for every 1 lost. 3. The use of triple staggered native hedging along the open western site boundary to reflect the landscaping approved on the adjacent Church Barton reserved matters scheme. 4. A greater amount of Public Open Space than is policy compliant to ensure sufficient on-site mitigation to deter new residents accessing the Pagham Harbour SPA via footpaths in the area. 5. Details of the position, design, materials, height, and type of all boundary treatments to be provided. The boundary treatments shall be provided to each dwelling before the dwelling is occupied or in accordance with the approved phasing plan. Gaps shall be included at the bottom of the fences to allow movement of small mammals across the site. Development shall be carried out in accordance with the approved details and permanently retained in a useable condition thereafter. 6. Full details of all new external lighting (including type of light appliance, the height and position of fitting, predicted illumination levels and light spillage). This submission should also cover new streetlighting if required. The scheme should seek to conform with the recommendations of the Institution of Lighting Professionals (ILP) "Guidance Notes for the Reduction of Obtrusive Light" (GN01:2011) but also be designed to be sensitive to bats. The scheme shall include a bat friendly Lighting Plan. The recommended lighting specification shall use LED's (at 3 lux) with the recommended spectrum being 80% amber and 20% white with a clear view, no UV, a horizontal light spread of less than 70 degrees and a timer. A 3D plan of the illumination level should be supplied so that the Local Planning Authority can assess the potential impact on protected species. All external lighting shall be installed in accordance with the specifications and locations set out in the scheme and maintained thereafter in accordance with the scheme. Under no circumstances should any other external lighting be installed without prior consent from the Local Planning Authority.	1. Tree Survey which shows that no trees are located in this area which would need to be removed. 2. Landscaping proposals for the road corridor and attenuation ponds, including planting details and proposed trees. 6. Lighting details for the proposed street lighting including a Design Summary Report, lighting layout and details, lux levels, and a risk assessment. Items 3, 4 and 5 are not relevant to this reserved matters submission.
7. The layout, scale, and appearance details to be submitted for the development or any phase thereof pursuant to condition 1 shall include (where applicable) the following items: 1. A scheme for the provision of facilities to enable the charging of electric vehicles in accordance with the Arun Parking Standards SPD to serve the approved dwellings. This requires that where a dwelling has a driveway or garage then one of those parking spaces shall be provided with a charging point, with electric ducting provided to all other spaces where appropriate to provide passive provision for these spaces to be upgraded in future. The individual	This condition makes clear that only those items that are applicable are required. The information submitted as part of the spine road reserved matters includes: 1. Whilst full details of EV parking can not be provided at this stage, in order to give certainty on the delivery of

charge points shall be in accordance with the technical requirements set out in Part S, section 6.2 of the Building Regulations applicable at the time (or any subsequent guidance). The electric vehicle charge points shall thereafter be retained and maintained in good working condition. 2. A detailed level survey of the site including existing and resulting ground levels and the slab levels of the buildings the subject of this approval. 3. 5% of all parking provided as suitable for disabled persons. This must include a percentage of the proposed visitor parking spaces. 4. Full details of cycle storage including elevations where such is provided in separate buildings; and 5. A colour schedule of the materials and finishes to be used for the external walls and roofs of the proposed buildings.	the infrastructure required for EV parking, the Drainage Layout shows EV cabling. 2. Existing and proposed levels, where relevant to the spine road rather than slab levels. Items 3, 4 and 5 are not relevant to this reserved matters submission.
8. The layout and landscape details to be submitted pursuant to condition 1 shall include full details of the required public open space (POS) and play areas to include details of proposed management arrangements. The POS and play areas shall thereafter be implemented in accordance with the provision as agreed prior to occupation of the 61st dwelling and permanently retained thereafter. The approved management details shall be permanently adhered to.	This requirement is not relevant to this reserved matters submission. A landscape management plan for the landscaping proposed as part of this reserved matters application has been submitted.
9. Detailed plans and particulars of the Reserved Matters submitted to the Local Planning Authority for approval pursuant to condition 1 shall ensure that the scheme makes provision for accommodation to meet the Building Regulations Standards M4(2) and M4(3) in accordance with the Council's guidance note "Accommodation for Older People and People with Disabilities Guidance"	This requirement is not relevant to this reserved matters submission.
10. The layout, scale and appearance details referred to in Condition 1 shall include details of any temporary sales areas that may be required during the construction and marketing of the development. Such details shall include any temporary buildings or temporary changes to buildings and any temporary change to the development layout. The approved details shall be for a temporary period only ending on or before the date that the last dwelling on the site has been sold. The buildings or area shall be returned to their approved permanent appearance within 3 months of the date of the last building sold.	This requirement is not relevant to this reserved matters submission.
11. As part of the submission of each Reserved Matters application for the development of any phase thereof hereby permitted, details of a scheme for the disposing of surface water by a means of sustainable drainage system shall be submitted to and approved in writing by the Local Planning Authority in accordance with the approved drainage strategy and discharge rates (2.86 l/s for the 1 in 1 year event and 9.06 l/s for the 1 in 100 plus climate change event) as contained within section 5.3 of the Drainage Strategy (prepared by Ridge, dated June 2024, Rev. P05). The scheme shall be implemented in full in accordance with the approved details prior to first use of the development. The submitted details shall: 1. Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharge from the site via a proposed Sustainable drainage system which utilises source control features prior to site control features and the measures taken to prevent pollution of the receiving surface waters.	All of the requirements outlined by this condition have been provided. The reserved matters submission is supported by a Technical Note, and the specific information required by this condition can be found in: 1: Section 3, Calculations in Appendix C and drawing 13226/1650 2: Calculations in Appendix C,

2. Demonstrate that the proposed surface water drainage system does not surcharge in the 1 in 1 critical storm duration, flood in the 1 in 30 plus climate change critical storm duration or the 1 in 100 critical storm duration. 3. Demonstrate that any flooding that occurs when taking into account climate change for the 1 in 100 critical storm event in accordance with NPPF does not leave the site uncontrolled via overland flow routes, safe, and does not impact any of proposed built development. 4. Provide an exceedance plan for any storm event that exceeds the design standards of the surface water drainage SuDS system to ensure no built development is impacted.	3: Calculations in Appendix C, drawing 13226/1650, 13226/1851, 13226/1655 4: Drawing 13226/1655

Other Key Documents/Plans

6.6. Whilst the application was submitted in outline, consideration was given to the access through the site within the Officers Report to committee:

> *The application proposes to take vehicular access from the adjacent strategic development (ref P/140/16/OUT) which in turn is accessed from Pagham Road. The access road carriageway will be 6.1m wide with footway initially only on the northern side. However, the illustrative layout suggests that there would be footway on both sides before the proposed play area. The access road will cross a ditch and also intersect with Horns Lane (where dropped kerbs will be provided to allow vehicles using this route to cross). Members should note that Horns Lane is a private track and not a public footpath. In addition, two shared pedestrian/cycle accesses will be provided onto Summer Lane to the North. Further footpath accesses to the north, east and south are also shown by the illustrative plans.*

6.7. It goes on to state that the comments of WSCC have been addressed and overall WSCC conclude no objection and consider that there would not be an unacceptable impact on highway safety, and no severe residual cumulative impacts on the road network.

6.8. The proposed spine road follows a similar alignment to that suggested on the previous illustrative masterplan and includes footways along the route. Whilst access through the site was not a matter considered in detail as part of the outline permission, the proposed route and general arrangement of the spine road is in line with what was previously submitted and considered by the officer as part of the outline application.

Consistency with Planning Policy

6.9. This section provides an assessment of the proposed reserved matters against policy. As above, this is relative to the proposed development, with consideration given to matters relevant to the spine road only. Matters relating to the layout, scale, appearance and landscaping of the future development parcels are reserved for future consideration.

6.10. The proposed spine road follows the general arrangement as set out in the illustrative masterplan submitted with the outline permission and considered above. It provides a link through the site, providing an appropriate route whilst also allowing flexibility for the future development of the remaining parcels. Whilst indicative bellmouth locations have been suggested, future links from the development parcels onto the spine road will be for future consideration.

6.11. Landscaping for the spine road corridor has also been proposed which includes planting along the verges and within the proposed SUDs pond, as well as tree planting in this area. In line with policy, there will be no loss of trees as part of this phase of development.

6.12. Policy TSP1 of the Arun Local Plan and Paragraph 117 of the NPPF look for safe and secure layouts, and priority to be given to pedestrians. As above, the spine road incorporates footways on both sites, providing pedestrian access through the site. In addition, consideration has been given to the need for EV car parking, with the infrastructure provided as part of this development in line with Policy TSP1.

6.13. Furthermore, the proposed development accords with the movement framework set out in the Arun Design Guide, as follows:

- The new route links with existing routes and access points to create connection between this phase of development with the developments to the south-east. The layout is also 'future proofed' through design which would make it possible to connect to future developments.
- The spine road incorporates roadways which are wide enough for buses and traffic flow, while also ensuring that pavement widths can accommodate wheelchairs, pushchairs and mobility scooters. Pedestrian pavements are a minimum of 2m wide in line with the recommendations.

6.14. In terms of drainage, the proposed development accommodates foul and surface water drainage, with consideration also given to its ongoing management. In terms of surface water, the drainage strategy has been developed to serve the estate road infrastructure within the eastern portion of the site and is intended for future adoption by the relevant authority. The system has been designed

in accordance with national SuDS guidance with consideration given to site constraints and long-term performance. Surface water runoff from the highway will be collected via road gullies and conveyed through a network of pipework and chambers to a proposed attenuation pond located in the north-east corner of the site. The pond provides storage for critical storm events and discharges to the existing ditch network via a hydrobrake flow control. Foul drainage for the eastern portion of the site will be discharged via gravity to an existing foul connection in the adjacent development, and all pipework will be laid to self-cleansing gradients.

6.15. The supporting Technical Note provides further information regarding the proposals, but demonstrates a strategy to manage and protect the drainage system during construction, alongside the mitigation measures required to control surface water quantity and quality throughout the works phase. These provisions ensure that neighbouring properties and the surrounding environment are not adversely affected.

6.16. As such, the proposed development is considered to be in line with the policy requirements for the area, meeting the technical requirements for a spine road, whilst ensuring flexibility for the design of the future residential parcels subject to the outline planning application.

7. DISCHARGE OF CONDITIONS APPLICATION

7.1. In tandem with the Reserved Matters submission, detailed in Chapter 4 of this Statement, a separate application also seeks the formal discharge of several relevant pre-commencement conditions relating to this phase of development attached to the outline planning permission.

7.2. The table below provides a list of the necessary information and material that has been submitted to discharge the conditions. The majority of the information has been submitted for the first phase of development only, although the wider site strategy is outlined where required.

Condition Requirement	Information Submitted
12. Prior to the commencement of development of each phase for the development hereby permitted, construction drawings of the surface water drainage network, associated sustainable drainage components, flow control mechanisms and a construction method statement have been submitted to and approved in writing by the Local Planning Authority. The scheme shall then be constructed in accordance with the approved drawings, method statement and Micro drainage calculations prior to the first occupation of the development hereby approved. No alteration to the approved drainage scheme shall occur without prior written approval of the Local Planning Authority.	Technical Note for Conditions 11 – 15, prepared by GTA Civils: • Section 3 • Drawings 13226/1650, 13226/1551, 13226/1552 • Calculations at Appendix C
13. No development, including preparatory works, shall commence or any phase thereof until details and method statement of measures indicating how additional surface water run-off from the site within that phase will be avoided during the construction works have been submitted to and approved in writing by the Local Planning Authority. The applicant may be required to provide collection, balancing and/or settlement systems for these flows. This should include the maintenance proposals during construction. The site works and construction phases shall thereafter be carried out in accordance with approved method statement, and the approved measures and systems shall be brought into operation before any works to create buildings or hard surfaces commence for the relevant phase.	Technical Note for Conditions 11 – 15, prepared by GTA Civils: • Section 3 • Section 4
14. Before the development hereby permitted is commenced on any phase, details of the proposed foul drainage system for the phase 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). Occupation of the development shall be phased and implemented to align with the delivery by Southern Water of any sewerage network reinforcement required to ensure that waste water network capacity is available to adequately drain the development and no dwelling shall be occupied until works for the disposal of sewage have been fully implemented in accordance with the approved details of any phase or sub-phase.	Technical Note for Conditions 11 – 15, prepared by GTA Civils: • Section 3 • Drawing 13226/1650
15. No development authorised by this permission shall commence unless and until full details (including appropriate drawings) of how the new access road will cross the existing ditch on the eastern boundary have been submitted to and approved in writing by the Local Planning Authority. The access road crossing shall be built in accordance with the approved scheme and permanently retained so thereafter.	Technical Note for Conditions 11 – 15, prepared by GTA Civils: • Section 3 • Section 4 • Drawings 13226/1650, 13226/1552, 13226/1851, 13226/1861

16. No development shall take place, (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), until a Construction & Environmental Management Plan and accompanying Site Setup Plan has been submitted to and approved in writing by the Local Planning Authority (who shall consult with National Highways, WSCC Highways, and the council's Environmental Health Officer as appropriate). Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. This shall require the applicant and contractors to minimise disturbance during demolition and construction and will include (but not be limited to) details of the following information for approval: 1. The phased programme of construction works. 2. The anticipated, number, frequency, types, and timing of vehicles used during construction (construction vehicles should avoid the strategic road network during the peak hours of 0800- 0900 and 1700-1800 where practicable). 3. The preferred road routing for all construction traffic associated with the development. 4. Provision of wheel washing facilities (details of their operation & location) and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulations Orders). 5. Details of street sweeping. 6. Details of a means of suppressing dust & dirt arising from the development. 7. A scheme for recycling/disposing of waste resulting from demolition and construction works (i.e., no burning permitted). 8. Details of all proposed external lighting to be used during construction (including location, height, type & direction of light sources and intensity of illumination). 9. Details of areas for the loading, unloading, parking, and turning of vehicles associated with the construction of the development. 10. Details of areas to be used for the storage of plant and materials associated with the development. 11. Details of the temporary construction site enclosure to be used throughout the course of construction (including access gates, decorative displays & facilities for public viewing, where appropriate). 12. Contact details for the site contractor, site foreman and CDM co-ordinator (including out of-hours contact details). 13. Details of the arrangements for public engagement/consultation both prior to and continued liaison during the construction works. 14. Details of any temporary traffic management that may be required to facilitate the development including chapter 8 traffic signage. 15. Measures to minimise the noise (including vibration) generated by the construction process to include hours of work, proposed method of piling for foundations, the careful selection of plant and machinery and use of noise mitigation barrier(s). 16. Details of pest control. Details of how measures will be put in place to address any environmental problems arising from any of the above shall be provided. A named person shall be appointed by the applicant to deal with complaints, shall be available on site and their availability made known to all relevant parties.	Estate Road Construction and Environmental Management Plan, prepared by Highgate Transportation (HTp/25121/CEMP/01)

No demolition/construction activities shall take place other than from 08:00 hours until 18:00 hours (Monday to Friday) and from 08:00 hours until 13:00 hours (Saturday) with no work on Sunday or Bank/Public Holidays.	
17. Development shall not commence on any phase, until a Soil Resource Plan has been submitted to and approved in writing by the Local Planning Authority for the development of the phase. This shall set out how the best and most versatile soils on the site are to be protected during construction and then recycled/reused in the new development layout. The soil protection/mitigation measures shall be implemented as per the document and then permanently adhered to throughout the construction and development of the site.	Soil Resource Plan, prepared by Reading Agricultural Consultants
18. Prior to commencement of development the applicant shall prepare and submit for approval in writing, an Employment and Skills Plan. Following approval of the Employment and Skills Plan the developer will implement and promote the objectives of the approved plan.	Employment and Skills Plan – Condition 18 Response Note, prepared by Northgate Properties
32. The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition (the biodiversity gain condition) that development may not begin unless: 1. A Biodiversity Gain Plan has been submitted to the planning authority, and 2. The planning authority has approved the plan. This permission will require the submission and approval of a Biodiversity Gain Plan before development is begun. For guidance on the contents of the Biodiversity Gain Plan that must be submitted and agreed by the Council prior to the commencement of the consented development please see the link: https://www.gov.uk/guidance/submit-a-biodiversity-gain-plan	Habitat Management and Monitoring Plan prepared by Phillips Ecology (Overall Strategy Phase A, and Phase 4a – Road Section)

8. SUMMARY AND CONCLUSIONS

8.1 This Planning Statement has been prepared by Ridge and Partners on behalf of the applicant, Northgate Properties Ltd, in support of an application for the approval of reserved matters and the discharge of conditions pursuant to outline application P/15/24/OUT (appeal ref: APP/C3810/W/25/3365661) at Land South of Summer Lane, Pagham, PO21 4NZ, in relation to the spine road. The description of development as allowed under appeal APP/C3810/W/25/3365661 is as follows:

> *"Outline application with some matters reserved for a proposed residential development of up to 120 No dwellings including means of access into the site (not internal roads), with all other matters (relating to appearance, landscaping, scale and layout) reserved. "*

8.2 This application is seeking Arun District Council's approval of reserved matters in relation to the main spine road running through the site.

8.3 This Statement has demonstrated that the proposed development accords with the relevant planning policies covering the area, as well as the principles established as part of the outline planning permission. The requirements of the conditions of the outline planning permission that relate to the submission of reserved matters have been satisfied, where they relate to the spine road. Further information needs to be submitted for the proposed residential parcels, which will be subject to future reserved matters applications.

8.4 Alongside this application, an application to part-discharge a number of pre-commencement conditions in respect of the spine road has been submitted. There is still a requirement to discharge these same conditions for the future residential parcels, as well as discharge the pre-relevant construction conditions and pre-occupation conditions for the site, which will be submitted in due course.

8.5 Overall, it is considered that the proposal accords with requirements of the development plan as well as other material considerations. As such, it is respectfully requested that approval of the reserved matters for the spine road is given.