

LAND NORTH OF HOOK LANE, PAGHAM

Residential Travel Plan

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Land North of Hook Lane, Pagham:
Residential Travel Plan
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1 WHAT IS A TRAVEL PLAN?

- 1.1 A Travel Plan is a dynamic management tool which brings together transport and other issues in a co-ordinated strategy.
- 1.2 A Travel Plan aims to:
- Encourage the use of more sustainable modes of transport, such as walking, cycling and using public transport;
 - Reduce unnecessary travel; and
 - Encourage the use of sustainable travel by improving facilities and providing information.
- 1.3 Travel Planning is an on-going process which will grow and develop with time. A Travel Plan will reflect the changing circumstances faced by individual residents, and the environment in which they live. This Travel Plan should be read as the document which acknowledges the current position of the development land together with the need for further work to develop the measures in order to meet the targets identified.
- 1.4 It is acknowledged that to be successful, the residential development should involve:
- A designated Travel Plan co-ordinator who will be responsible for the development, implementation and day to day running of the Travel Plan;
 - Communication with residents identifying the various methods of transport available; and
 - Involvement of other organisations, such as public transport companies, and other local organisations as well as the local authority.
- 1.5 The Travel Plan co-ordinator is likely to be a director of or as nominated by the management company relating to the development, the details of the Travel Plan co-ordinator will be identified when the management company has been set up. The Travel Plan co-ordinator will be responsible for collating information and will be the key point of contact with the residents and the local authority.

Central Government Planning Policy

- 1.6 In the context of Transportation and when considering new development, it is appropriate to assess the development in relation to the relevant planning policy guidance. The current planning policy guidance set by the government is the National Planning Policy Framework (NPPF) adopted in March 2012, updated in July 2018.
- 1.7 The NPPF set out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which people and their councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.
- 1.8 Paragraph 108 states that:
- “In assessing site that may be allocated for development in plans, or specific applications for development, it should be ensures that:
- a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - b) Safe and suitable access to the site can be achieved for all users; and

- c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

1.9 And Paragraph 111 states that:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

Travel Plan Summary

- 1.10 This Travel Plan has been prepared for circa 300 residential dwellings on land to the North of Hook Lane, Pagham, West Sussex. A site location plan for this development has been provided at **Appendix A** of this report.
- 1.11 Proposed development sites should be capable of satisfying a range of criteria related to their level of services and facilities, including a good level of accessibility. Promotion of sustainable development requires sites to be accessible to a range of local facilities to reduce the need to travel by private car. A local facility plan for the site is included in **Appendix B** of this report. The accessibility of the site is discussed further in Section 3.

Document Format

- 1.12 This document has been prepared with due regard to the current best practice advice on the preparation of Travel Plans.
- 1.13 This document sets out the draft objectives and targets based on discussions with WSCC (West Sussex County Council) as well as suggesting a number of measures which may be suitable for implementation on this site. It has been prepared as a standalone document and is based on Transport Assessment findings.

2 DEVELOPMENT PROPOSALS

Site Context

- 2.1 The site is located to the north west of Bognor Regis, in the village of Pagham, West Sussex and is currently agricultural land. The site is bound to the north by Sefter Road, to the east and south by Hook Lane and to the west by Pagham Road.

Development Proposals

- 2.2 The planning application proposes a development of circa 300 residential dwellings and an 80 bed Care Home. The proposed residential development will be a mix of 2, 3, 4 and 5 bedroom dwellings of which 30% will be affordable. In addition to the above 4,000sqm of D1 Use (potential GP Surgery or Nursery) is also proposed on the site.
- 2.3 This site forms part of the site allocations identified by Arun District Council for Pagham which includes 1,200 dwellings, care home facilities and a one-form entry primary school (with scope to expand to a 2FE). A new primary school will be located with the development proposal on land to the north of Sefter Road.
- 2.4 Details of the Masterplan layouts are provided in the Design & Access Statement and a copy is included in **Appendix C**.
- 2.5 The vehicle access arrangements, pedestrian and cycle linkage and parking provision are considered in greater detail below.

Proposed Vehicular Access Arrangement

- 2.6 Vehicular access to the site will be via three locations. Two priority junctions will be formed off Hook Lane and one will be provided off Pagham Road. Plans showing the proposed access arrangements are included in **Appendix C**.
- 2.7 All of the vehicular accesses will be provided with a 6m wide access reducing to 5.5m as it enters the site. The 6m width of access is sufficient to allow two large vehicles to pass and re-pass and consistent with the advice contained within Manual for Streets (MfS). It is proposed that the junction radii are provided at 6m to accommodate the swept path of the largest design vehicle that accesses the site on a regular basis which will be a large refuse vehicle. Details of the swept path analysis are provided in the accompanying TA.
- 2.8 The access proposed off Pagham Road will be in the form of a simple priority junction arrangement. The proposal also includes for the existing 30mph zone to be moved further northward, although the level of visibility has been designed to reflect existing 85th percentile speeds taken from a point further north on Pagham Road, within the 60mph speed limit.
- 2.9 The proposed access arrangement on Pagham Road will be just within the national speed limit, however it is very close to the existing 30mph zone as such vehicle speeds will be significantly lower than the signed speed limit. The access has been designed to meet DMRB standards based on the existing vehicular approach speeds. The deceleration lane has been designed to accord to DMRB standards for a 30mph speed limit as it is only just outside the 30mph speed limit and as such vehicle speeds will be much lower.
- 2.10 Therefore, if for any reason the 30mph speed limit was not repositioned, the proposed access arrangement accords to the relevant design standards based on the existing vehicular speeds.
- 2.11 The access roads will include 2m wide footways on both sides the access allowing easy access for pedestrians joining the local footway network. Dropped kerbs with tactile paving will also be provided at the junctions to accommodate north / south pedestrian movements.

- 2.12 As part of the proposed access to the northern end of Hook Lane, the existing bus stop will be needed to be repositioned approximately 28m northwards of its current location. This will ensure that a bus stopping at this stop does not affect the movements into and out of the proposed access.

Pedestrian / Cycle Access

- 2.13 In terms of pedestrian access the scheme design seeks a permeable development. The development proposal will include a number of points for pedestrians to access the site in addition to the proposed vehicular accesses. The pedestrian routes that are not linked with the vehicular access will be a minimum of 3m wide and will link with the existing footway network.
- 2.14 The internal road layout will include routes that pedestrians can safely walk along and also provide a link between Hook Lane and Pagham Road. the internal roads would also be suitable for on-road cycling.
- 2.15 The footway from the northern access point on Hook Lane will also continue northwards towards Sefter Road to join with the footway provision and crossing point proposed as part of the development proposal on land north of Sefter Road (App Ref: P/134/16/OUT).

PT Enhancements

- 2.16 The proposal also includes for the existing bus stop on Pagham Road (north of its junction with Hook Lane) to have a formal bus lay-by designed to accord with DMRB standards. This bus stop will include raised kerbs, bus timetable information and if room is available a bus shelter and or seating.
- 2.17 The bus stops on the western side of Pagham Road, Hook Lane and Lodsworth Road close to Hook Lane will also be provided with raised kerbs and new bus flags.

Accessibility Contributions

- 2.18 In addition to the measures identified above, contributions will also be provided towards;
- Sustainable transport measures on the wider highway network; and
 - Upgrading of footpaths 100,106 and 104 to bridleways permitting use by horses and cycles.

3 SITE ACCESSIBILITY

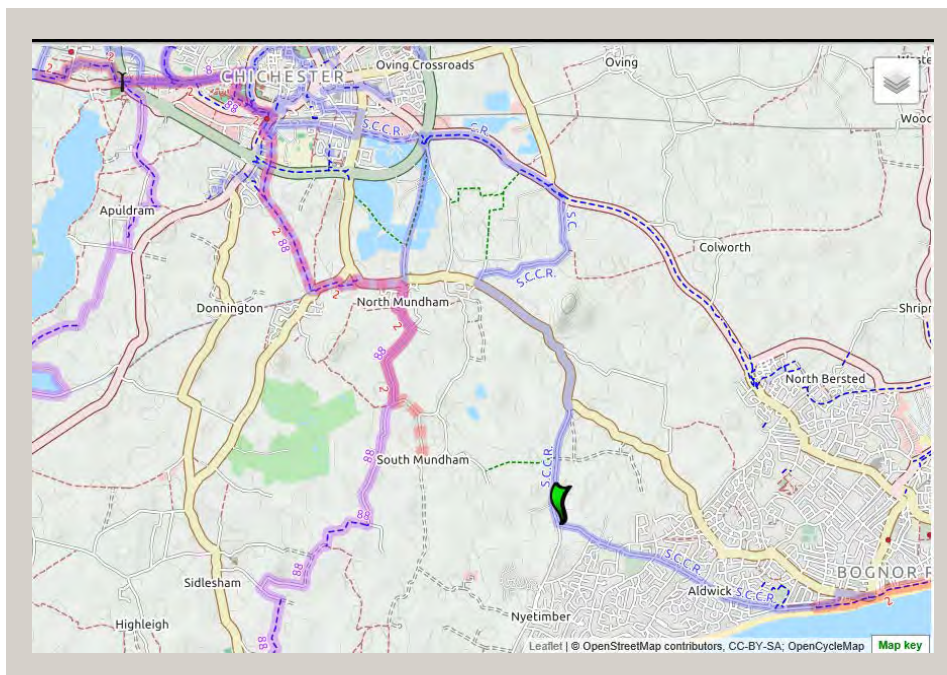
Introduction

- 3.1 The modal choice for a particular journey is dependent on a number of factors. These include the type of development, trip purpose and availability of public transport, car ownership and distance from the development. The mode of transport taken relates closely to the facilities available at both ends of the journey and to a lesser extent, choice of travel made by the individual. Where a choice of modes exists, the individual may prefer not to travel by private car, however, the overriding decision relates to the location and trip purposes.
- 3.2 This section of the report considers the sustainability of the site in terms of accessibility to public transport infrastructure as well as opportunities for cycling and walking.

Walking and Cycling

- 3.3 The development site benefits from a good level of accessibility for pedestrians. The existing road network to the north, east and south of the site has footways with street lighting and provide connections to local facilities surrounding the site.
- 3.4 A plan showing the walking isochrones from the site is provided in **Appendix B**, based on a walking speed of 80m per minute (circa 4.8kph), up to a maximum walking distance of 2km from the edge of the site. The walking isochrones demonstrate that within a 5 minute walk of the site, individuals can reach bus stops on Pagham Road and Hook Lane to the south and east of the site.
- 3.5 There are no identified cycle paths or cycle facilities within the vicinity of the site although the local roads to the east and south of the site are relatively lightly trafficked and would be suitable to cycle on road enabling all local facilities to be within easy cycle distance of the proposed residential development.
- 3.6 The West Sussex County Council's web site does however identify a 'South Coast Cycle Route' which continues along Sefton Lane and then northwards onto Pagham Road towards Chichester as shown in Figure 1 below:

Figure 1: South Coast Cycle Route



- 3.7 A plan showing the cycle isochrones from the site is provided in **Appendix B**, this is based on a cycling speed of 200m per minute (circa 12kph). The cycle isochrones indicate that individuals can reach Bognor Regis town centre and railway station within approximately a 24 minute cycle ride.

Public Transport

Bus

- 3.8 The nearest bus stops to the site are located Pagham Road and Hook Lane to the west and east of the site and provide access to bus routes 600, 660 and 62.
- 3.9 The Pagham Road bus stops are located at the south west corner of the site in the vicinity of the priority junction with Hook Lane. The south bound bus stop is located immediately to the north of the junction with Hook Lane. The north bound bus stop and shelter is located opposite the junction with Hook Lane. The bus stops are within 400m walking distance from the centre of the site. The Pagham Road bus stops provided access to bus services 600 and 660.
- 3.10 A bus stop is also located on the eastern side of Hook Lane adjacent to Hook Close to the North West corner of the site and on Lodsworth Road close to its junction with Hook Lane. These bus stops are also within 400m walking distance from the centre of the site and provide access to bus service 62.
- 3.11 **Table 3.1** summarises the route and frequency of the bus services and a bus route plan is provided at **Appendix D** of this report.

Table 3.1 – Frequency of Local Bus Services

Service	Route	Average Frequency (per hour)				
		Mon - Fri			Sat	Sun
		AM Peak	Off Peak	PM Peak		
Hook Lane						
600	Elmer - Bognor Regis – Chichester	4	3	3	3	1
660	Chichester Schools - Bognor Regis	0	1	0	No service	No service
Hook Lane Close/ Lodsworth Road						
62	North Bersted - South Bersted - Bognor Regis - Aldwick - Nyetimber (Circular)	0	1	0	1	No service

Source: Travel Line South East

- 3.12 Bus service 600 provides a high frequency service 7 days a week and connects to Bognor Regis and Chichester town centres and provides the potential for interchange to Bognor Regis railway station. The frequency of the bus service 600 would provide a reasonable alternative to the private car for future residents of the proposed development.

Rail

- 3.13 Bognor Regis rail station is located approximately 4.8km to the east of the site. The station is operated by Southern Railways and is a terminus at the end of a short branch of the West Coastway Line. The station has a ticket office, car park, 4 platforms, Express café bar and newspaper shop. In addition, 184 cycle parking spaces are provided next to the taxi rank and on the platform.
- 3.14 Monday to Saturday there are four services per hour from Bognor Regis and these are as follows:

- Two trains per hour to London Victoria;
- Two trains per hour to Littlehampton; and
- Two trains per hour to Barnham.

3.15 On Sundays, there are two services per hour from Bognor Regis and these are as follows:

- One train per hour to London Victoria;
- One train per hour to Littlehampton; and
- Two Trains per hour to Barnham.

Accessibility to Local Facilities

3.16 In line with planning policy, sites should be accessible by a variety of transport modes allowing a reduction in the reliance on the private car.

3.17 Within **Appendix B** a plan is provided that shows the location of day-to-day facilities and services in the vicinity of the site proposed development.

Policy Background

3.18 Manual for Streets (paragraph 4.4.1) states the following:

“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.”

3.19 The Institution of Highways and Transportation (IHT) “Guidelines for Providing Journeys on Foot” (2000) suggests acceptable, desirable and maximum walking distances. Table 3.2 contains the suggested walking distances for pedestrians without mobility impairment for some common trip purposes.

Table 3.2: Acceptable, Desirable and Maximum Walking Distances

Definition	Walking Distances (m)		
	Town Centres	Commuting / Schools	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Source: IHT ‘Guidelines for Providing Journeys on Foot’

3.20 PPG13 (Planning Policy Guidance 13 Transport) has been superseded by NPPF (National Planning Policy Framework), however the fundamental information provided within PPG13 is still relevant and in Paragraph 74 it states in part:

“Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.”

3.21 Paragraph 77 states in part:

“Cycling also has the potential to substitute for short car trips, particularly those under five kilometres, and to form part of a longer journey by public transport.”

3.22 The table below identifies the walking and cycle distance and time to the local facilities within 5km, measured from the centre of the proposed development.

Table 3.3: Accessibility to Local Facilities

Facility	Approx. Distance (m)	Approx. Walking Time (mins)	Approx. Cycle Time (mins)
Public Transport			
Pagham Road Bus Stops	400m	5 mins	N/A
Hook Lane Bus Stop	200 - 250m	3 mins	N/A
Bognor Regis Rail Station	4800m	N/A	24 mins
Local Shops and Schools			
Local parade of shops to the south of the site on Pagham Road including Tesco Express	700m	8 mins	4 mins
Co-op Convenience Store, The Southern Co-operative Rose Green Road	800m	10 mins	4 mins
Local parade of shops on Rose Green Road including Barclays Bank, Co-op, Post Office, restaurants and take-aways.	1200m	15 mins	6 mins
Bognor Regis Town Centre	4600m	N/A	23 mins
Rose Green Junior School	690m	8 mins	3 mins
Rose Green Infant School	600m	8 mins	3 mins
Healthcare Facilities			
Grove House Surgery, Pryors Lane	1Km	13 mins	5 mins
Lloyds Pharmacy, Rose Green Road	1200m	15 mins	6 mins
Bognor Regis War Memorial Hospital	4900m	N/A	24 mins

* Based on a walking speed of 80m per minute (circa 4.8km/h)

* Based on a cycling speed of 200m per minute (circa 12km/h)

3.23 As can be seen local facilities including bus stops, schools, retail and health services are either within walking or easy cycle distance of the site.

Accessibility Summary

3.24 The site benefits from good accessibility to bus service 600 which operates 7 days a week at a high frequency and connects to Bognor Regis town centre, Bognor Regis rail station and Chichester. The frequency of the bus service 600 would provide a reasonable alternative to the private car for future residents of the proposed development.

3.25 The site is within a reasonable cycle distance of Bognor Regis rail station which provides access to London Victoria and Littlehampton. In addition, Bognor Regis station is also accessible via a short walk from bus service 600 that accesses the town centre bus stops.

3.26 The local parades of shops on Pagham and Rose Green Road and local schools are within a reasonable walking distance from the site. It is considered that future residents would be able to walk or cycle to access local facilities within Pagham.

- 3.27 In terms of sustainability, it is clear that the site benefits from reasonable accessibility to existing bus and rail services given its semi-rural location. Local facilities including shops, health services and education are accessible by walking and cycling modes. The site will therefore provide residents with a realistic alternative choice to the private car.

4 DRAFT AIMS, OBJECTIVES AND TARGETS

Aims

- 4.1 The principal aim of this Travel Plan is to promote travel by sustainable modes such as walking, cycling and public transport, whilst being aware of the need to also provide for use of the private car for some journeys. The sustainable travel measures described within the travel plan aim to allow residents of the development to make informed travel and mode choices.
- 4.2 The development content and layout of the site aims to provide good quality walking and cycling provision at the new development from the outset. Providing good quality amenities within the site and links to the surrounding area for pedestrians and cyclists, aims to encourage travel by these modes before less sustainable travel patterns become established.

Objectives

- 4.3 The objectives of the Travel Plan are as follows:
1. Minimise the number of additional car traffic movements to and from the residential development;
 2. Support walking, cycling and public transport use;
 3. Provide adequately for those with mobility difficulties;
 4. Promote healthy lifestyles and sustainable, vibrant communities; and
 5. Encourage good urban design principles that open up the permeability of the site to walking and cycling.
- 4.4 The development site is well located to reduce the need to travel, as it is located in close proximity to many day-to-day facilities within Pagham and surrounding area.

Target Setting

- 4.5 Travel Plan targets should be SMART (specific, measurable, achievable, realistic and time bound). From discussions with WSCC it was advised that the target will be on the basis of the number of trips identified in the Transport Assessment which are identified as follows:

Table 4.1: TRICS Residential Trip Rates and Predicted Trip Generation for 300 Residential Dwellings

	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip Rate	0.144	0.359	0.503	0.299	0.179	0.478
Vehicle Movements	40	101	141	84	50	134

- 4.6 The trips identified above have been based on other similar sized sites in similar locations and as such is considered to be realistic. In order to review the predicted number of trips against those actually generated an automatic Traffic Counter will be positioned on the access roads leading into the site for a one-month period. These ATC's will be put down upon completion of the development i.e. full occupation and no large construction vehicles on site.
- 4.7 Given that there is a route through the development linking Pagham Road and Hook Lane, manual counts and/ or video surveys may be required to identify the vehicle registrations to discount

through traffic movements. A methodology will be agreed with WSCC prior to the surveys being carried out.

- 4.8 Once the data has been obtained, an average of the weekday trips will be calculated to review against the trips identified above. This information will be presented to WSCC for their review.
- 4.9 The initiatives and measures that will be provided as part of the development proposal are identified in Section 5; this details the information that will be presented to residents so that they will be made aware of the alternative modes / routes available to access local facilities.
- 4.10 If the average weekday trips are identified as being 5% greater than the figures identified in **Table 4.1** above, the actions identified in Section 6 will be introduced. The figure of 5% is considered reasonable as any additional trips below this figure are unlikely to make a material difference to the operation of the local highway network.

5 INITIATIVE AND MEASURES

Travel Information

5.1 Allowing residents of the development to make informed travel mode choices is the main way of encouraging a move away from travel by private car. Providing sustainable travel information to residents when they first occupy their new property will help engender an understanding of the sustainable alternatives that are available before less sustainable mode choices are made. The developer will provide a Welcome Pack to each first homeowner upon occupation, which will include the following travel information:

- Pedestrian and cycle network maps and information;
- Bicycle equipment vouchers;
- Information on the health benefits of walking and cycling;
- Information regarding local businesses selling bicycles and protective clothing, and providing cycle maintenance services;
- Vouchers to obtain a taster bus pass;
- Published timetables for bus and train services operating in and through Pagham;
- Details of local businesses providing home delivery services;
- Details of “Safer Routes to School” initiatives for local schools;
- Information on initiatives and proposals detailed in this Travel Plan;
- Information on sources of travel information, both local and national (telephone numbers and internet links); and
- Information about car sharing including details of any local Car Share websites.

5.2 The Welcome Pack will also contain information on the travel plan aims, objectives, targets and measures, alongside details of where copies of the Travel Plan are available and also details of the Travel Plan Co-ordinator (TPC), who is likely to be part of the management company for the site. The TPC will be responsible for preparing and updating the Welcome Pack as and when required.

Walking

5.3 Government planning guidance identifies walking as an important mode for replacing car journeys under 2km in length. In order to encourage walking as a mode, pedestrian routes need to be direct, convenient, of good quality, safe and give pedestrians priority over the private car where possible.

5.4 The majority of short distance trips are to local facilities within a settlement, such as schools and shops, and also to bus stops as part of a wider journey by public transport. The developer proposes to provide good quality footways to link the development to the existing footway network and in turn to the local facilities available within Pagham. The Welcome pack will include information about local facilities and the pedestrian/ cycle routes within / around Pagham.

5.5 Within the development, walking will be encouraged through good design. This is illustrated in the development master plan in **Appendix C**.

Cycling

- 5.6 Whilst it has been superseded by NPPF, PPG13 previously indicated that cycling can replace car journeys for distances of up to 5km or form part of a longer journey by public transport. In order for cycling to be seen as a safe and attractive mode of travel, dedicated facilities are needed including cycle lanes and paths and secure cycle parking at destinations.
- 5.7 The developer will consider providing a cycle equipment discount purchase scheme with a local bicycle retailer, which could offer residents a discount on the purchase of a bicycle and/or associated safety equipment.
- 5.8 Within the development, secure cycle parking facilities will be made available to all resident's integral to their property or in a garage.

Public Transport

Bus

- 5.9 Bus services are a good alternative to the private car, as they cover longer distances than either walking or cycling journeys.
- 5.10 The site is within easy walking distance of local buses services located on Pagham Road and Hook Lane. The frequency of the bus services operating in Pagham is good and offers regular services to Bognor Regis Town Centre and Bognor Regis railway station. The frequency of the bus services would provide a realistic alternative to the private car for future residents at the proposed development.
- 5.11 In order to meet agreed targets for mode share it may be appropriate for the developer to provide each household with a voucher which can be used for a limited time period on the local buses.
- 5.12 Publicity material about the local bus services and the location and access to the bus stops from the site will be provided to all residents of the site and would be made available to all occupiers as part of a wider information pack. Information will also be provided about local rail services and the relevant timetables.

Rail

- 5.13 Bognor Regis rail station is located approximately 4.8km to the east of the site. The station is operated by Southern Railways and is a terminus at the end of a short branch of the West Coastway Line. Whilst too far to walk, it is within a reasonable cycling distance or can be accessed using the local bus services. The Welcome Pack will provide train timetable information and also provide web site links to the Southern Railways.

Car Travel

- 5.14 Although this Travel Plan aims to promote travel by alternative modes to the car, car travel will still be an important mode of travel from the development for some residents.
- 5.15 In order to help minimise car trips from the development, residents will be made aware of the local car share websites and the national car share database. The Welcome Pack will also contain information about the benefits of car sharing.
- 5.16 Within the development, car parking provision will be provided to comply with the appropriate parking standards guidance.
- 5.17 Electric Car Charging points will also be provided within the development to encourage the use of dual fuel / electric cars.

6 ACTION PLAN

Introduction

- 6.1 **Table 6.1** below provides a summary of all of the actions that will be carried out and also the additional measures (4) which may need to be introduced should the actual car trips surveyed be 5% greater than the predicted trips identified in **Table 4.1**.

Table 6.1: Indicative Action Plan for Residential Travel Plan

	Indicative Travel Plan Measure	Indicative Responsibility	Indicative Timescale
1	Appointment of a Travel Plan Coordinator	Developer	Within 3 months of Survey Data being collected.
2	Carry out a Baseline Travel Survey – This will be a door to door survey of residents or a posted questionnaire survey that will ask residents a number of questions on their travel choice and the reasons why other non-car modes are not used.	Travel Plan Coordinator	Within 3 months of Survey Data being collected.
3	Results to WSCC – The results of the questionnaire survey will be discussed with WSCC to establish where measures can be improved/ provided to encourage lower car use.	Travel Plan Coordinator	Within 1 month after questionnaire survey completion
4	Agreement with WSCC – Measures to be carried out will be agreed with WSCC and may include; • Additional Cycle Parking or set up a community cycle scheme • Improved pedestrian routes • Additional street lighting • Further provision of discount bus vouchers The contribution of costs associated with the measures identified will be agreed with WSCC.	Travel Plan Coordinator / WSCC	

Monitoring and Review

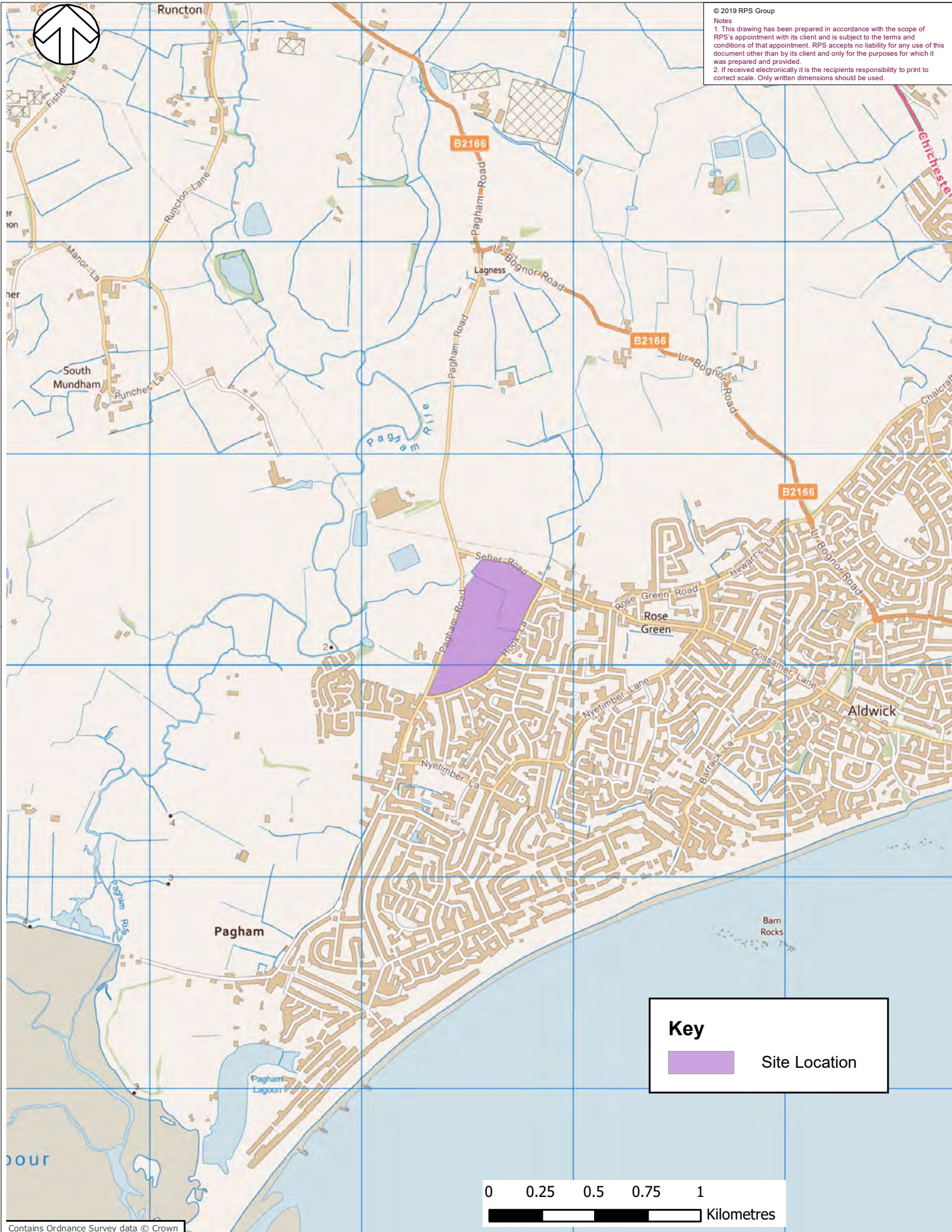
- 6.2 To ensure that the actions undertaken do encourage residents to change their travel behaviour another traffic survey will be undertaken one year after the measures agreed are implemented. The surveys will be arranged by the Travel Plan Coordinator. If the results again show high traffic flows, the above process identified in **Table 6.1** will be repeated unless otherwise agreed with WSCC. The TPC will be the key contact with the local highway authority and other interested parties.
- 6.3 The monitoring of the vehicle trips to the site will be repeated for up to five years post last occupation until such time that the vehicle trips from the site are less than 5% above those identified in the TA.

Appendices

Appendix A – Site Location Plan



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Notes
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Key



Site Location

0 0.25 0.5 0.75 1
Kilometres

Rev	Description	By	CB	Date
Figure Number				Rev
1				-

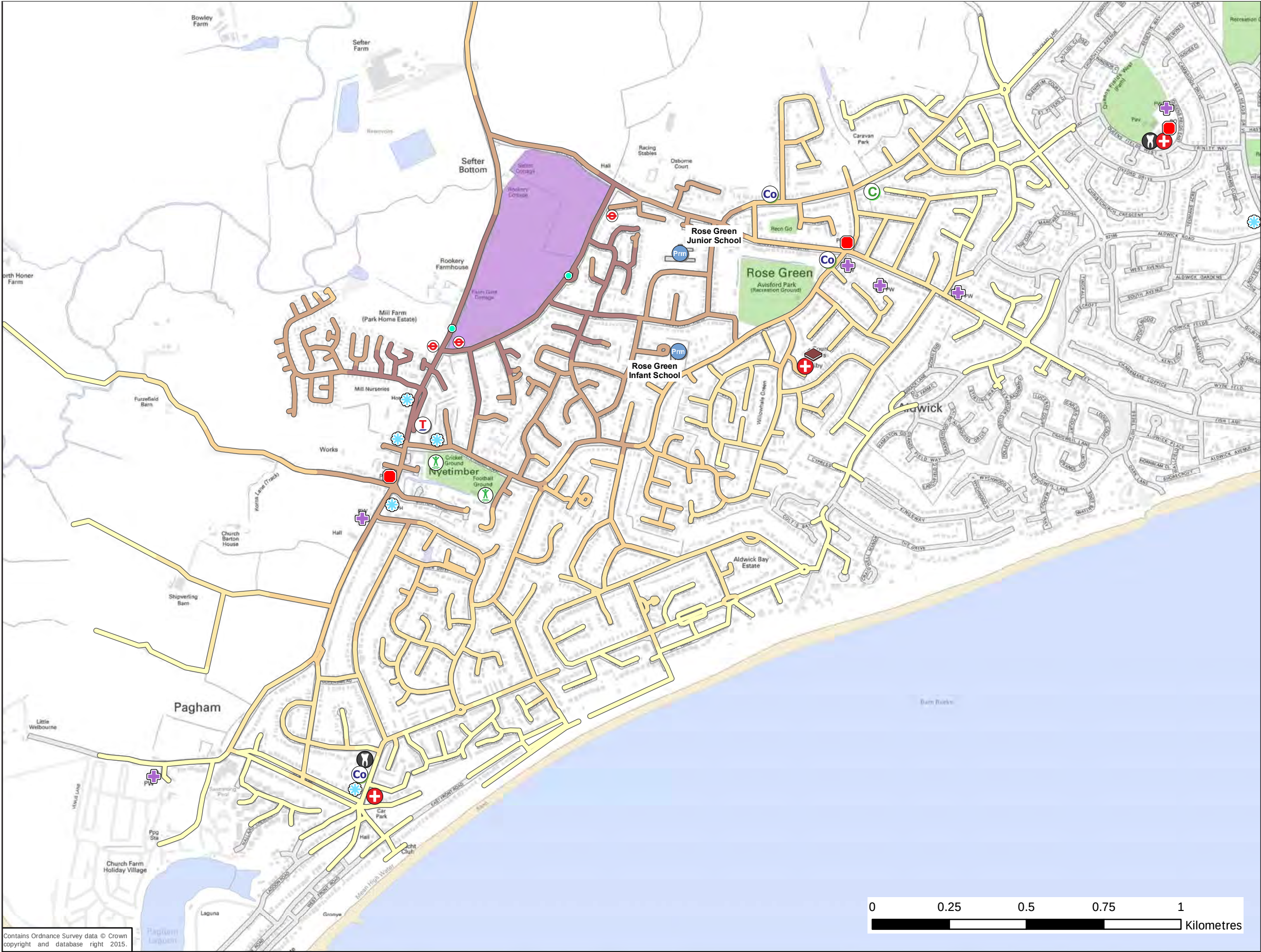
Client **Hallam Land Management**
Project **Land West of Hook Lane, Pagham**
Title **Site Location Plan**

Status
Drawn By **CR**
PM/Checked By **CM**
Project Number **JNY8840**
Scale @ **A3**
Date Created **FEB 2019**

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Appendix B – Walking & Cycling Catchment Plans



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Key

- Site Location
- Recreation / Sports Ground
- Sports / Fitness Venue
- Doctor
- Dentist
- Co-op
- Costcutter / Petrol Station
- Tesco Express
- Primary School
- Library
- Post Office
- Place of Worship
- Pub
- Fire Station
- Bus Stop
- Walk Start
- 0 - 5 minute walk
- 5 - 10 minute walk
- 10 - 15 minute walk
- 15 - 20 minute walk
- 20 - 25 minute walk

Note

Walk Isochrone is based on an average speed of 4.8kph (3mph, 80m per minute).



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Rev	Description	By	CB	Date
Figure Number				Rev
2				-
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Client Hallam Land Management

Project Land West of Hook Lane, Pagham

Title Walking Isochrone

Status DRAFT

Drawn By BG

PM/Checked By CM

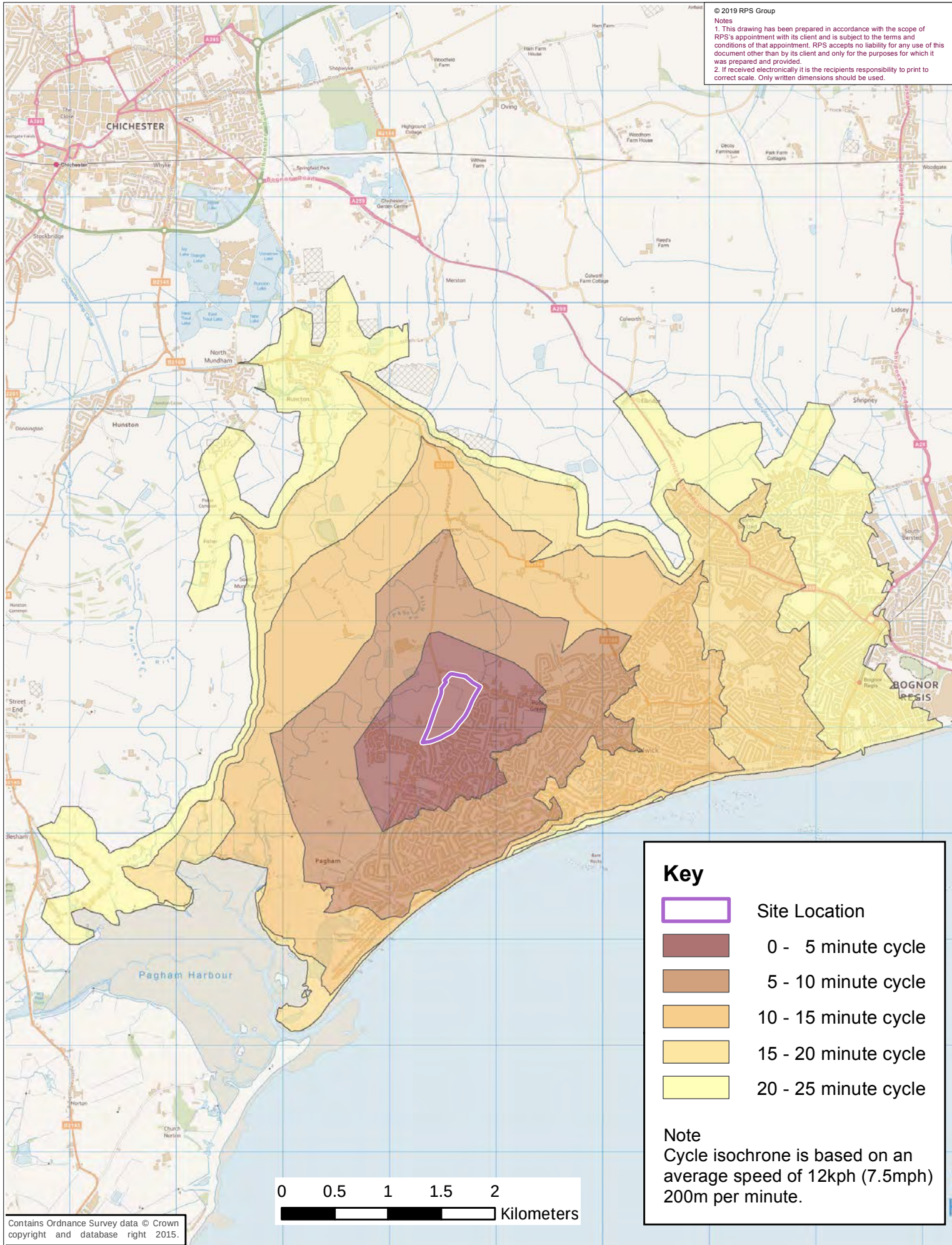
Project Number JNY8840

Date Created FEB 2019

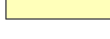
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Key

-  Site Location
-  0 - 5 minute cycle
-  5 - 10 minute cycle
-  10 - 15 minute cycle
-  15 - 20 minute cycle
-  20 - 25 minute cycle

Note

Cycle isochrone is based on an average speed of 12kph (7.5mph) 200m per minute.

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Rev	Description	By	CB	Date
Figure Number	Rev			
3	-			

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Client Hallam Land Management
Project Land West of Hook Lane, Pagham
Title Cycle Isochrone

Status DRAFT
Project Number JNY8840

Drawn By CR
Scale @ A3

PM/Checked By CM
Date Created FEB 2019

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Appendix C – Proposed Master Plan & Access Plans

Application Boundary (17.5ha)

- A Hook Lane - Vehicular Access**
Two vehicular access points are proposed onto Hook Lane. Where practicable the existing boundary hedge and trees are to be retained and reinforced.
- B Hook Lane - Pedestrian Access**
Dedicated pedestrian / cycle access between Hook Lane and the site provide direct access between the site's Public Open Spaces and existing housing to the east.
- C Pagham Road - Vehicular Access**
One vehicular access point is proposed onto Pagham Road to the south of the site.
- D Care Home / Specialist Accommodation for the Elderly**
A proposed new care home (up to 80 beds) with south facing gardens and dedicated car parking.
- E D1 Use - Health Centre / Day Nursery**
A proposed new day nursery. Includes public realm and dedicated car parking. Potential to revert to housing - circa 12 units at 30dph.
- F High Quality Housing**
Up to 288 high quality homes in a mix of sizes and styles.

- G 'Hook Meadow'**
To the south of the site a small green provides an attractive outlook for the proposed care home, informal recreation space and ensures that development is set back from the junction of Hook Lane and Pagham Road.
- H Western Boundary**
Along the site's western boundary a green buffer (minimum 20m in width) is proposed. This will retain existing boundary hedge planting and reinforce this with new woodland planting. A linear Swale / attenuation basin is proposed to run parallel to the boundary. This feature will be predominantly dry, filling to accommodate heavy rainfall events.
- I Play Space**
A proposed new children's play area with wider links to the site's Green Infrastructure network.
- J 'Downs View'**
Within the centre of the site a large area of open space is proposed for informal recreation. The existing watercourse running through the scheme (Point K) is to be realigned and a new viewing mound created for views north towards the South Downs. An existing bench with memorial dedication off Hook Lane is to be relocated and set within the Downs View open space area.
- K**
The existing watercourse running through the site currently has a trapezoidal profile and geometric alignment. This watercourse is to be realigned along a meandering path and opened up to include rifles and pools, riparian planting and waterside seating.
- L 'Sefter Meadow'**
To the north of the site a wide open space is provided for informal ball games, picnics and dog walking.
- M Northern Boundary**
Along the site's northern boundary a green buffer (minimum 20m in width) is proposed. This will retain existing boundary hedge planting and reinforce this with new woodland planting. Existing green space to the east of the Hook Lane / Sefter Road junction is to be mirrored within the development to provide a gateway into Hook Lane from the north.

- Existing tree planting to be retained
- Proposed tree and structural woodland planting
- Proposed Sustainable Drainage (SuDS) - attenuation basins
- Meadow seeding
- Proposed new housing
- Primary road network with key junctions
- Secondary road network - Distributor Roads
- Tertiary road network - Private Drives and Shared Surfaced Areas
- Indicative footways / cycleways



All dimensions to be verified on site. Do not scale this drawing. All discrepancies to be clarified with project Landscape Architect. This drawing is the property of Urban Wilderness Ltd and is issued on the condition it is not reproduced, retained or disclosed to any unauthorised person, either wholly or in part without written consent of Urban Wilderness Ltd. Ordnance Survey material is used with the permission of The Controller of HMSO, Crown copyright LAN1001412.

A 20.12.16 Amendments following consultation
rev | date | details

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client
Hallam Land Management Ltd

project
Hook Lane, Pagham

drawing title
Landscape Masterplan Option 2

drawing status
PLANNING

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NJE

checked by
NJE

date
Nov 16

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1:1250

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167/P/003

rev.
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D	Footway extended and red line boundary amended	HN	MRA	26.03.18
C	Red Line Boundary Added	MRA	BRP	24.01.17
B	Pedestrian accesses adjusted	MRA	BRP	06/01/17
A	Traffic Calming removed & title amended	MRA	BRP	12/12/16
Rev	Description	By	CB	Date



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Client Hallam Land Management

Project Land West of Hook Lane Pagham

Title PROPOSED ACCESS ARRANGEMENT ON HOOK LANE (NORTH)

Status Drawn By PM/Checked by
INFORMATION JEY MRA

Project Number Scale @ A1 Date Created
JNY8840 1:500 19/05/16

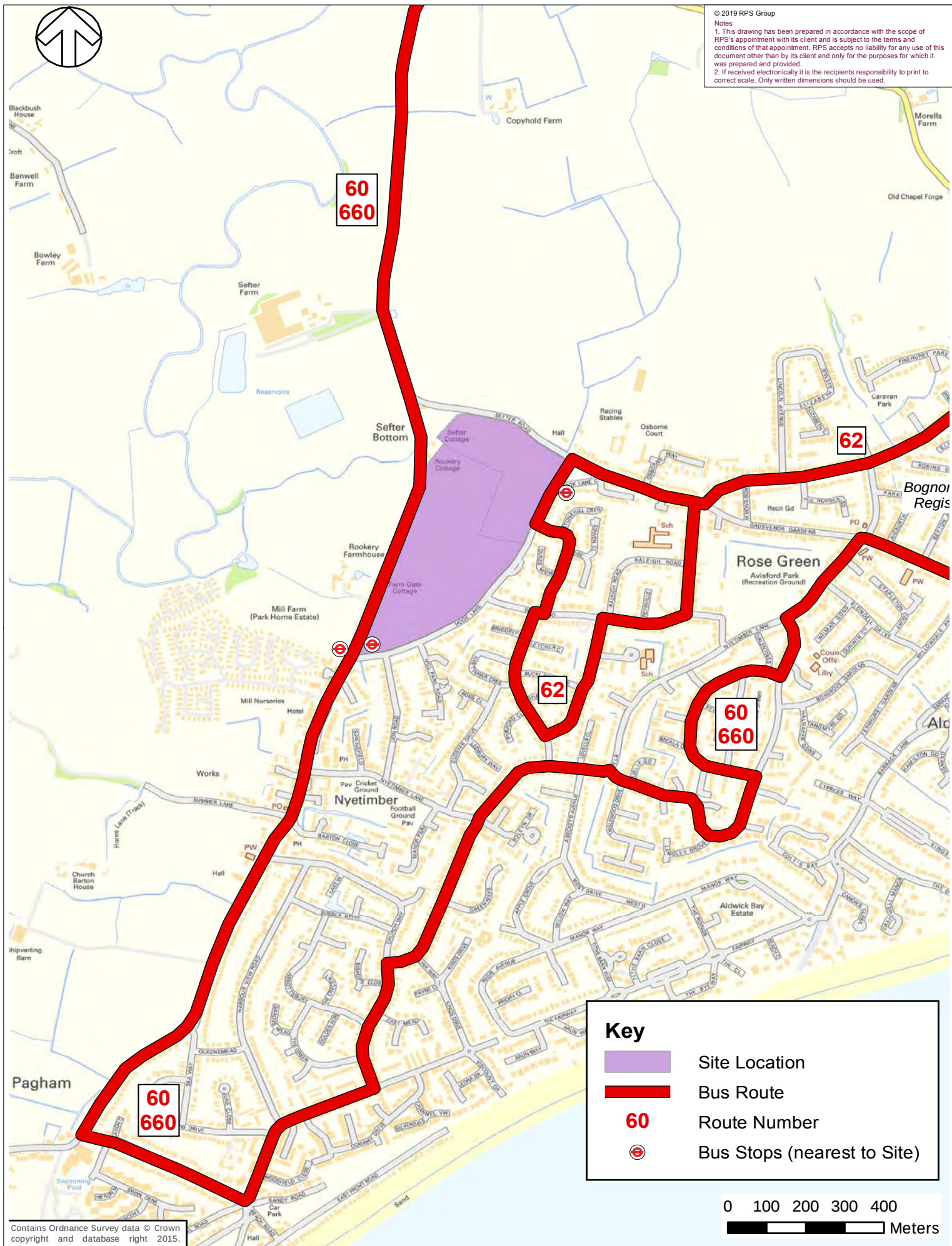
RPS Drawing/Figure Number Rev
JNY8840-09 D

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Appendix D – Bus Route Plan



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Figure Number	4	Rev	-	
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Client	Hallam Land Management
Project	Land West of Hook Lane, Pagham
Title	Local Bus Routes

Status	DRAFT
Drawn By	CR
PM/Checked By	CM
Project Number	JNY8840
Scale	@ A3
Date Created	FEB 2019

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