

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	WSCC – Highways Authority
DATE:	16 th April 2026
LOCATION:	Land North of Summer Lane Pagham
SUBJECT:	P/30/26/OUT Outline application with some matters reserved, except access, for up to 120 No residential dwellings including means of access into the site (not internal roads). This application is a Departure from the Development and affects a Public Right of Way.
DATE OF SITE VISIT:	10 th April 2026
RECOMMENDATION:	No Objection

Background

WSCC in its role of Local Highway Authority (LHA) has been consulted on the proposals for highway safety, capacity and access.

This scheme proposes that 50 dwellings will be accessed via Summer Lane, with the access arrangement modified since the pre-application discussions; access to the site will be via a new 5.5 metre wide simple priority junction (narrowing to 4.8 metres, and with widening on the bends), and Summer Lane will continue along its existing alignment. The remaining 70 dwellings will access the site via the access road approved under the application for 120 dwellings (P/15/24/OUT).

The applicant engaged in pre-application advice with the LHA in October 2025, the contents of which formed the basis for the Transport Assessment (TA) dated February 2026 which is included in this submission. The LHA undertook a site visit on Friday 10th April 2026.

Access (Summer Lane)

The part of the application proposes a new 5.5m wide access provided directly onto Summer Lane as shown on Drawing 01 within the TA. The access will have 6m radii allowing large vehicles to be able to manoeuvre in and out of the access easily. A separate 2m wide footway will be provided into the site providing safe access for pedestrians. Tactile paving will be provided to allow crossing to the footways on the southern side of Summer Lane. The works for the access would be subject to a Section 278 Agreement with the LHA's Highway Agreements Team.

The TA has demonstrated that visibility splays of 2.4 metres x 25 metres can be achieved in both directions, these would be in line with the posted speed limit (20 mph) and standards within Manual for Streets parameters.

Visibility from Summer Lane onto Pagham Road was observed as acceptable on our site visit. Waiting restrictions are in place to prevent parking in the visibility splay and are provide a deterrent to parking the visibility splay in both directions. During the site visit no cars were parked on either side of the junction.

The LHA has reviewed the most recently available accident data for this proximity of Summer Lane and there have not been any recorded road traffic collisions within the immediate vicinity of the proposed point of access or from Summer Lane to Pagham Road.

In terms of servicing delivery, refuse and deliveries will take place from on-site and an internal turning area will be provided to allow access and egress the site in a forward gear. Appendix 8 of the TA includes swept path diagrams demonstrating turning for larger vehicles within the site.

Access (South of Summer Lane)

It is proposed that 70 dwellings will access the site via the access road approved under the application for 120 dwellings (P/15/24/OUT).

FP100 runs through this point and is due to have bridleway rights conferred upon it which means cyclists and equestrians will become legitimate PRow users of it.

Should Highways not adopt Summer Lane (FP100), it's legal status will remain that of a PRow with private access rights. The safety of PRow users (pedestrians, cyclists and equestrians) should therefore be a priority over that of vehicular users. WSCC's PRow team will provide a formal response to this application in due course and more detail with advice on this from their perspective.

Drawing 01 shows the site access details, this will include a carriageway of 6.5 metres narrowing to 3.7m, to reduce vehicular speeds and reduce crossing distance, with a raised table and tactile paving to promote safe use of the crossing. Drawing 01 shows visibility splays of 2.4 by 25 metres at the point of access, working on a 20-mph limit. The splays as shown are considered sufficient for the likely vehicles speeds. No forward visibility splays have been provided; however, the layout is considered acceptable to promote sufficient forward visibility for drivers, cyclists and pedestrians.

Drawing 01 shows to the south of Summer Lane, a 2.0-metre-wide footway is shown on the western side of the carriageway, crossing to the eastern side and continuing across Summer Lane to the northern side of the access road. In principle, the LHA would be satisfied with the arrangements as demonstrated.

Stage 1 Road Safety Audit (RSA)

In accordance with the adopted LHA's 'Road Safety Audit Policy', a Stage 1 RSA has been undertaken in accordance with the GG119 governance document on both access strategies by an independent Audit. All matters that have been raised within the RSA have been addressed and there are no outstanding matters raised through the audit process. The LHA should be provided with a Word Editable Document to complete and formally sign off the audit.

Vision Led Approach

In line with paragraphs 115 and 118 of the National Planning Policy Framework (NPPF) a vision-led transport planning seeks to set out a preferred future in terms of how people will travel and cater for that vision, promoting active and sustainable travel. It seeks to move away from a Predict & Provide approach. Where future travel forecasts are predicated on historical travel data and the assumption that future travel habits will mirror those in the past. The Vision-led approach also incorporates more rigorous monitoring, and potentially additional mitigation, should the monitoring show that forecasts do not materialise as envisaged at application stage.

The TA provides some further commentary and clarification on how the sit will focus on the Vision Led approach. A summery is provided below:

- TRICS Data-** TRICS is a database containing surveys of other completed and occupied developments. The database can be refined to use comparably located site uses to forecast potential traffic generation. TRICS is an accepted means of determining traffic generation.
 It is expected that trip generation will be lower over a five year period from the traditional results obtained from TRICS with the Travel Plan measures in place, as well as a National Policy drive for an increase in sustainable transport uses, i.e. increase the percentage of short journeys in towns and cities that are walked or cycled to 50% in 2030 and to 55% in 2035. The TRICS data within the TA includes a 25% reduction has been applied to the trip generation associated with this development.
- Travel Plan (TP)** -the submission includes a TP. Section 4.6 of the TP does indicate further incentives may be provided. The LHA would advise these needs specify what more specifically-such as another round of vouchers/personalised Travel Planning if the site does not reach the target for example. Another area of mitigation to consider is a discount offer for residents for a supermarket delivery to more than one house as another incentive.
 The applicant should note that WSCC apply an auditing fee to all new travel plans. The travel plan and associated auditing fee would be secured via a s106 agreement. The Travel Plan auditing fees reflect the amount of local authority officer time required to evaluate the initial plan, assess the monitoring data and participate in on-going review and agreement to any amended plans in the future, including post planning once the development is built out and occupied. The costs have been benchmarked against fees charged by other Local Authorities and are considered to proportionate and reflective of the costs incurred.

Network Capacity

Traffic flow information has been provided with the current application within the TA and includes a split between the two access points for each phase of the 120 dwellings and as above includes a Vision Led approach to trip generation. The traffic flow generation is based upon the use of TRICS. The TRICS assessment for this development has been assessed and considered acceptable in terms of study parameters.

Using this data, it is evident that the overall trip generation for the proposed development would result in 61 and 62 in the AM and PM peaks overall for the 120 units. The proposed development overall is likely to result in one movement every 2/3 minutes from the Summer Lane and Pagham Road access points.

The trip split would result in Summer Lane having an additional 26 two-way vehicle movements in the AM and PM peak hours, and up to 241 vehicle movements daily trips. And South of Summer Lane would result in 36 two-way vehicle movements in the AM and PM peak hours, which would equate to 337 vehicle trips daily.

The TA also includes an assessment via the Junctions 9 software to identify the impact of the proposed facility on nearby junctions on the network. Having assessed the information within the assessment it is likely the proposed vehicular accesses provide sufficient capacity to meet the traffic demands associated with this development.

In reviewing the standalone impact it is evident that the proposed development will not have a severe impact on the operation of the local network. The National Planning Policy Framework (paragraph 116) indicates that development should only be resisted where the cumulative impact is severe. While the development will see an increase in vehicular movements the modelling demonstrates that it will continue to operate within theoretical operating capacity in a future year scenario, therefore the impact is not considered to be severe.

Layout and Parking

Whilst it is acknowledged the application is for Outline consent only the LHA has reviewed the indicative drawings submitted within the TA and would offer the following comments to be taken into consideration:

- Internal layouts will be supported by swept path diagrams
- Fire and refuse collection should be demonstrated as some of the drives/narrower access roads etc. might make it difficult for access by said vehicles.
- Service margin missing from northern edge (this could also be put in as a footway).
- Driveways widths for some of the plots look narrow – recommend 6.0m min width to give decent space to open doors.
- Raised tables should be considered to allow help slow vehicles
- A carriageway width of 6.5 metres to the south of Summer Lane which crosses the existing carriageway and then reduces in width to 5.5 metres is acceptance
- A 2.0 metre wide footway on the western side of the carriageway to the south of Summer Lane, which crosses to the eastern side with tactile paving has been indicated
- A pedestrian crossing with tactile paving across Summer Lane with 2.0 metre wide footways on both sides of the carriageway to the north of Summer Lane is welcomed and would aid connectivity
- The TA acknowledges that parking will be in accordance with LHA parameters.

Sustainable Transport and Travel Plan (TP)

The site is located within reasonable walking distance of bus stops serving the circa 20 min service via the no 600 which provides onward connections to destinations such as Chichester. Chichester rail station can be accessed via the number 600 service which links to Brighton, Portsmouth, Gatwick Airport and ultimately London Victoria. As a mitigation measure the bus stop adjacent to the Summer Lane access could be upgraded to Real Time Information as a result of this application. This could be added to any formal s106 agreement.

The TA identifies the potential for walking and cycling opportunities. Paragraph 2.22 of DfT document LTN 01/20 Cycle Infrastructure Design considers that two out of every three personal trips are less than 5 miles (or 8km) in length which is achievable for most people. There are currently no dedicated cycle facilities in Pagham. However most local roads in the vicinity of the site are lit, and subject to a 30mph posted speed. It is therefore reasonable to expect that cycling within Pagham and towards Bognor Regis is possible for sustainable journeys and experienced cyclists.

Within Section 2.28 of the TA provides a breakdown of areas of employment, retail, health and leisure within achievable walking or cycling distance. The LHA consider there is a choice of facilities within reasonable walking or cycling distance of the site. The principles and conclusions within the TA are considered relevant and accepted.

Conclusion

Having assessed the content of the TA the LHA does not consider that the proposal would have 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paras 115 and 116), and that there are no transport grounds to resist the proposal. There are some points such as the RSA sign off and other small details that can be confirmed in due course however.

Any approval of Planning Permission would be subject to the following conditions:

Access (Access to be provided prior to first occupation)

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on drawings 01 Sheet 1 of 2 and 01 Sheet 2 of 2.

Reason: In the interests of road safety.

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- the prevention of deliveries at the site during school drop-off and pick-up time (generally 0800-0900 and 1430-1530),
- Access arrangements from the public highway, including temporary accesses and alterations to existing accesses.
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Travel Plan (to be approved)

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

Reason: To encourage and promote sustainable transport.

INFORMATIVE

The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Highway Agreements Team Leader [REDACTED] to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Jamie Brown
West Sussex County Council – Planning Services

PL- Consultation- WSCC Highways response



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Regards

Jamie Brown

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