

Appendix 1

WSCC Highways Pre-Application Responses

**WEST SUSSEX COUNTY COUNCIL
PRE-APPLICATION CONSULTATION**

TO:	Organisation: Highgate Transportation FAO: Alice Howse and Fiona Bennett
FROM:	WSCC - Highway Authority
DATE:	20 October 2025
LOCATION:	Land North of Summer Lane Summer Lane Pagham PO21 4FE
SUBJECT:	Internal Reference: PRE-80-25 Circa 110 residential dwellings on Land to the North of Summer Lane, with circa 50 dwellings to be accessed via Summer Lane, and circa 60 dwellings to be accessed via the recently approved site P/35/24/OUT
DATE OF SITE VISIT:	15 September 2025
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	TBA at planning application stage

The Highway Authority has been consulted for pre-application advice for proposed residential development at the following address/location:

**Land North of Summer Lane
Summer Lane
Pagham
PO21 4FE**

The advice provided below has been prepared by means of a desktop study and site visit, using the information and plans submitted with this request, in conjunction with other available WSCC map information.

I refer to your request for pre-application advice and provide the following site-specific comments.

Site-specific comments.

For ease-of-reading, the following comments use the list found at the foot of the Scoping Note with WSCC replies alongside in *red italic* text:

- i. Pedestrian and cycle linkage to the wider network – *To be included in the TA.*
- ii. A review of the appropriateness of the site for residential development in

transport terms – *This will depend on the resultant impacts on local roads and junctions.*

- iii. A review of the proximity of the site to local services and facilities – *The site is close to local services, pubs, restaurants local shops and a regular bus route/routes and details of this should be documented in any TA.*
- iv. A review of the recent personal injury road traffic collisions – *To be included in the TA.*
- v. The design of the proposed access from Summer Lane for 50 dwellings – *The alignment of the intersection with Summer Lane is a bit tortuous and will require drivers to look back at an acute angle. However, having it with priority into the development is likely to work better as if the access were to give-way to Summer Lane, it is likely that drivers wouldn't give way, given the status of Summer Lane as a (to be) Bridleway with its infrequent traffic movements. How speeds will be controlled at this point should be demonstrated. And, the bend will need slight widening to allow large vehicles to negotiate. It is also recommended that a form of speed control be provided at certain points along the new access road serving the 50 dwellings in an attempt to manage traffic speeds to the 20mph proposed. There is also the requirement to ensure visibility splays are provided from adjacent junctions and accesses onto any reconfigured road and also at the point it interfaces with Summer Lane. Regarding Figure 3.1, the bellmouth radii here should not be shown with one side being acute as there will be the need to traverse westwards for some – particularly refuse collection. Recommend MfS be used to inform the resultant bellmouth radii. Please also see PRow comments below.*
- vi. A discussion on the potential to adopt Summer Lane, especially with regard to drainage and minimum widths of the carriageway – *This is unlikely given proximity of nearby adopted highway, presence of drainage ditches/channels so close to the existing private road network, locations of fences and lack of service margins.*
- vii. The design of the proposed access through approved land south of Summer Lane – *As shown (6.5m wide), WSCC consider this to be too wide and could encourage excessive speed. As such, it should be narrowed. Also, WSCC would want to see at least one footway provided alongside it linking both the development the development south of Summer Lane with it. The route should also give-way to Summer Lane to ensure priority for the PRow (Summer Lane). Forms of speed control should be provided on the road link as well as appropriate levels of visibility splays for all users converging at the crossing point. The final design should be such that it prevents abuse of the control methods to stop motorists using Summer Lane and rat-running. Street lighting should be provided for the location and overall scheme including junctions and access routes serving it.*

- viii.** Incorporation of the sustainable links proposed as part of the approved land south of Summer Lane site (ref: P/35/24/OUT) into the design of the access arrangements for the application site – *principle is acceptable. Any routes should align well between developments to encourage use.*
- ix.** The proposed stepped and ramped route from Summer Lane to connect to PRow Footpath 108 – *See PRow comments below.*
- x.** A review of the design of the proposed internal highway network – *Any layout should follow MfS principles. It is suggested that there could be more shared surfaces off the main 'spine' road. There will be the need to ensure a continuous footway connection for the access road running eastbound towards Summer Lane and onto Pagham Road, plus into the development. The design of the road and footway immediately below balancing pond 12 needs to be refined to show a clear footway/footpath connection into all parts of the development. Seems to be a lack of visitor parking but that would be something for Arun DC to look at numbers-wise. Access to 'Area 3' could be shared surface (other than where footways first enter the road – they would terminate just as they enter the road). Also observed is a lack of service margins throughout – mainly side roads – although if site remains private that wouldn't necessarily be a concern for WSCC but stats companies may wish to reply. Where homes are shown with parking immediately in front of them, careful design of EV infrastructure will be required (i.e. standalone installations with no trailing cables over footways/footpaths etc). Would recommend that the paths in the green space area to the north of the site all be designed for shared foot and cycle use.*
- xi.** An overview of the car parking provision and typical layout – *Arun to consider numbers-wise. WSCC would only comment about locations if concerns arise from design review.*
- xii.** An overview of the cycle parking to be provided – *Again, for Arun to consider numbers-wise. WSCC would only comment about locations if concerns arise from design review.*
- xiii.** Strategy for the collection of waste and recycling – *For Arun (Emergency access – WSCC F&RS – Ian Stocks).*
- xiv.** The contents of the supporting Travel Plan – *Needs to follow WSCC TP guidance. I note mention of 'vision' but I would suggest as well as mentioning it in the TP that you provide a separate text in the TA where it should sit. TP and monitoring fee to be secured by S106 Agreement in accordance with WSCC requirements.*
- xv.** Local committed development that should be taken into consideration, and background traffic growth arising – *Arun for committed development and TempPro for background growth. Regarding use of TEMPro, you advocate using the behavioural TEMPro scenario on the basis that core growth was likely to overestimate growth on that corridor. For this, you would have to justify the*

lower growth by comparisons with observed growth. WSCC advises that it would be very cautious about accepting any negative growth in a scenario used as a central forecast rather than as a secondary sensitivity scenario. Therefore, it is suggested that any acceptance of behavioural rates is subject to a cut off at 1.0 i.e. zero growth except for any use as a secondary comparative forecast.

Furthermore, you will need to proceed with some caution given that behavioural rates turn negative in later forecast years. And please note that WSCC isn't advising that it is the only scenario which should be used within a vision-based approach. And, please also note that the advice given does not reflect a County-wide approach to acceptance of behavioural growth rates.

The use of behavioural growth rates and the approach to modelling needs to be justified by applicants. In more sustainable parts of the county, where viable alternatives exist (e.g. Crawley) we could accept the use of behavioural growth rates over core.

Clearly, a pragmatic approach to scenario modelling needs to be adopted in a vision-led approach. WSCC can accept a single scenario under a vision-led approach. However, on known congested parts of the network we need to take a slightly more robust assessment and multiple scenarios may be required to be modelled including using core TEMPro growth rates as a comparison with other more aspirational scenarios. This enables us to assess a more worst-case scenario on congested parts of the network and these junctions may have multiple modelled scenarios. Other less congested junctions may only be required to be modelled once (or not at all) using an aspirational vision-led scenario.

- xvi.** Identification of junctions which will require capacity analysis to be carried out and confirmation of traffic survey data to be used – *any junction where the development site will put 30 or more trips through it in peak periods.*
- xvii.** Traffic survey data – *You will need to clarify what this means.*
- xviii.** The proposed trip rates and resultant trip generation – *Please see WSCC comments above alongside point xv above.*
- xix.** Distribution of proposed trips for 50 dwellings accessed from Summer Lane and 60 dwellings accessed from land south of Summer Lane site (ref: P/35/24/OUT) – TBD because of road arrangements – *The TA will need to demonstrate how this will be achieved and distributed across the wider network.*
- xx.** The capacity assessment years – *WSCC require five years from date of submission (but National Highways might require more).*
- xxi.** Capacity assessment of the Summer Lane/Pagham Road junction – *Yes, this is required, please.*

- xxii.** Seek an agreement on a 'Vision-Led' approach to future assessment years, including the TEMPro growth rates, and reduction in single occupancy private car movements due to sustainable measures proposed, as well as whether there are any further approaches to be undertaken to follow the 'Vision Led' approach set out in the NPPF – *Please see WSCC comments alongside point xv above.*

PRoW:

WSCC PRoW team comments re. the PRoWs (FP100 and FP108) are as follows:

- 1. FP100 is due to have bridleway rights conferred upon it which means cyclists and equestrians will become legitimate PRoW users of it.*
- 2. 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.*
- 3. The PRoW team's maintenance liability will be limited to that of bridleway users. All damage caused by vehicular use will remain the responsibility of the landowner.*
- 4. Where the road crosses the PRoW, the safety of PRoW users must be a priority. The current proposed width of 6.5m might allow for unacceptable speeds at this point. The area must be well lit, vehicles must be prohibited from turning left or right, have sufficient visibility to see PRoW users approaching from both directions, have signage to warn them of PRoW users and be subject to some Give Way system.*
- 5. Where the access road into the development joins Summer Lane, PRoW team is concerned that there is insufficient consideration given to the safety of PRoW users. Vehicles emerging from the development will be travelling along a continuous road into Summer Lane and have highway priority. Eastwards-bound PRoW users will be crossing a road to continue onwards. This in itself isn't necessarily a problem, particularly given the predicted traffic volume but a Safety Audit to consider the safety of PRoW users at this point and any necessary safety measures implemented needs to be undertaken and provided to WSCC for comment.*
- 6. The stepped and ramped access from Summer Lane onto Footpath 108 is welcome. The ramp would not form part of the PRoW so maintenance liability would remain that of the developer whereas the stepped access would be part of the PRoW as it would be along the definitive line and provides sufficient access for pedestrians. There would, however, need to be agreement as to details of materials and construction with PRoW team although the structure itself might still need to remain private.*

- 7. Footpath 108 crosses through a green area within the development and should have its' surface improved to the PRow rural footpath specification up to the red line boundary.*

Further comments.

Contributions – Some developments in the vicinity of this site are required to contribute towards the development of a walking and cycle route from the end of Summer Lane through to Chichester. A contribution towards this scheme may, therefore, be required although at this stage it is not known whether this would be using monies collected via CIL or whether it would be a bespoke amount secured by S106 Agreement.

Travel Plan - In response to your email of 9 October 2025 about vision-led Travel Plan reduction, it seems that while applying a phased reduction in private vehicle trips and mode share is reasonable for existing trips impacted by a new transport strategy in an existing built up area, it is rather less so for new development trips. In principle, sustainable travel habits should be established early for occupiers of new development or they are much less likely to happen at all. Question - Are there elements of the Travel Plan package which would only happen when later phases are occupied for viability reasons? If so, there may be some leeway if the measures cannot be subsidised to apply early, but bear in mind that this is likely to reduce the final sustainable mode share that can be achieved longer term for the first phase(s) of the development as when people have got in a habit of commuting and making other regular trips by car it is much harder to get them on a bus or bike than if the travel plan takes full effect from the start of occupations. If so, WSCC would be looking to push back against this as far as site trip generations are concerned.

Standard WSCC comments.

The Highway Authority would require the following documents to be submitted as part of any future application:

- A site location plan scale (1:1250) with site boundary indicated
- Schedule of existing uses including planning history with reference numbers
- Description, including site layout plans, of the proposed development and schedule of uses
- Summary of reasons supporting the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated
- Design Audit of any proposed highway works, including plan identified departures from standards

- Final Stage 1 Road Safety Audit (RSA) of the site access where it is shown deviating away from Summer Lane, the 'crossover' of Summer Lane leading to larger component of the site (i.e. 60 homes) and the existing junction of Summer Lane with Pagham Road (plus any other proposed highway works as may be required), **with the Road Safety Audit Response Report (RSARR) in word format for the LHA to edit as Overseeing Organisation**, including any amended plans.
- A vision-led Transport Assessment, including location plan of key services, availability of sustainable modes of transport and existing/future vehicular generation
- A Travel Plan
- Reference to supporting national, regional, and local planning documents and policies
- Parking strategy, including provision of parking for all modes of transport
- Relevant data collected to date
- Proposed trip rates supported with TRICS outputs and site selection methodology
- Junction capacity assessment in accordance with the WSCC Transport Assessment Methodology

I have provided, below, some standard guidance relating to road design and current standards.

There are two sets of guidance which govern road design: Manual for Streets (MfS) for lightly trafficked residential streets; and Design Manual for Roads and Bridges (DMRB) for all other roads, including rural roads. I have included links to both below.

Manual for Streets:

<http://www2.dft.gov.uk/pgr/sustainable/manforstreets/pdfmanforstreets.pdf>

DMRB supplementary documents CD 109 (Search for "CD 109"):

<https://standardsforhighways.co.uk/dmr/>

WSCC supports the approach set out in MFS, which has been adopted guidance for residential street design since its introduction in 2007. Within this document there are some very useful references to visibility splays, turning circles and car parking layouts. The document does not however provide specific measurements for visibility splays, so:

"X "Distances from the (kerb back) are typically:

- 2.4 metres - for domestic single access points and shared or busy crossovers (this may be reduced to 2.0 metres in certain circumstances in consultation with the Local Highways Authority and subject to local context)
- 4.5 metres - for busy junctions
- 9.0 metres -major junctions

"Y "Distances are based on vehicle speed, and for lightly trafficked residential streets MFS would be applied:

- 20 mph - 25 metres
- 25 mph - 33 metres
- 30 mph - 43 metres

For a road where the 85th percentile speed is in excess of 39 mph and for roads where MFS does not apply, CD 109 distances from DMRB would be applied:

- 40 mph -120 metres
- 50 mph -160 metres
- 60 mph -215 metres

I have attached a link to our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

The 'Additional Information' section of the WSCC Pre-application advice for roads and transport webpage provides a range of additional advice and guidance which you may find useful in preparing your application. Please click the link below and navigate to the 'Additional Information' section.

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport>

Here you will be able to access our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

Parking

For applications within Arun, Crawley and South Downs National Park any parking provision should be provided in line with the Planning Authorities adopted Supplementary Planning Guidance (SPG) which will set out parking standards for development in these areas. Within you will find recommended levels for cycle parking and also guidance on levels of Electric Vehicle charging points for new developments.

Arun

<https://www.arun.gov.uk/supplementary-planning-documents-spds/>

Crawley

<https://crawley.gov.uk/planning/planning-policy/local-plan/supplementary-planning-documents/urban-design-spds>

South Downs National Park

<https://www.southdowns.gov.uk/planning-policy/supplementary-planning-documents/>

For all other areas West Sussex County Councils latest parking standards which we adopted in August 2019 as Supplementary Planning Guidance (SPG) should be used. This can be found at the link below under the 'Additional Information' section.

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport>

Please note that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council with regard to the granting of planning permission in the future. Any views or opinions expressed in this response are given in good faith, and to the best of ability, without prejudice to the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

Tim Townsend
Planning Services

Appendix 2

Reserved Matters Pagham South and Church Barton Site Layouts

Please Note:
Drawing to be scaled for planning purposes only, dimensions to be checked on site and any discrepancies are to be highlighted to the Architect prior to construction.
Prior to the commencement of any works, the Contractor is to check and / or determine all construction details including checking existing site levels and dimensions.
This drawing is to be read in conjunction with all other project drawings, construction notes and / or project specifications including those by other project consultants and specialists. All discrepancies should be reported immediately.
Design subject to detail development / approval.
Measurements and accommodation schedules subject to amendments following coordinated input by others.
Costings cannot be finalised until approval / confirmation by relevant authorities and Client.

- Annotation Key**
1. Access into adjacent SANG
 2. Material change in shared surface to denote path
 3. Naturalistic hedge/tree planting to boundary
 4. Crossings over existing ditch
 5. Fenced land available for allotments
 6. Off-lead dog walking area
 7. Pedestrian link over SUDs
 8. Community Orchard
- Position of Existing Tree
- Illustrative planting - refer to Landscape Architect's drawings for proposed landscape scheme
- 3m x 5m parking spaces for use by the allotments

Further design information:
Please note that all landscaping shown is indicative. Refer to Landscape Architect's drawings for final design.



T	Amended to highways' comments	15.11.23	VP/BM
S	Amended to client's comments	13.10.23	VP/HJE
R	Gardens amended, back-to-side distances increased.	19.09.12	VP/HJE
Q	Allotment parking increased	15.09.23	VP/HJE
P	Amended to highways' comments	28.07.23	VP/HJE
N	Amended to increase allotment provisions	19.07.23	DY/VP
M	Amended to case officer's comments	03.07.23	VP/HJE
L	Amended to case officer's comments	23.06.23	VP/HJE
K	Amended to case officer's comments	16.06.23	VP/HJE
J	Amended to client's comments	15.06.23	VP/HJE
H	Additional parking to northern parcel	19.01.23	DY/HJE
G	Reissued for client	14.11.22	VP/HJE
F	Amended to client comments	16.09.22	DY/HJE

Rev.	Description	DATE	DB / CB
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Date Nov '21
Drawn By/Checked By VP / HJE
Scale 1:1250 at A1

Revision T

Project Land West of Pagham Road
Pagham

Title Site Plan

Dwg# 21.129.02

Status Planning

hgp
Furzehall Farm, Wickham Road
Fareham, Hampshire
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01329 283 225
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FS 10342

PAGHAM HOMES
Unit 1, Station Industrial Park
Duncan Road, Park Gate
SO31 1BZ

Adjacent Residential Parcel
(P/25/17/OUT)
(P/139/22/RES)

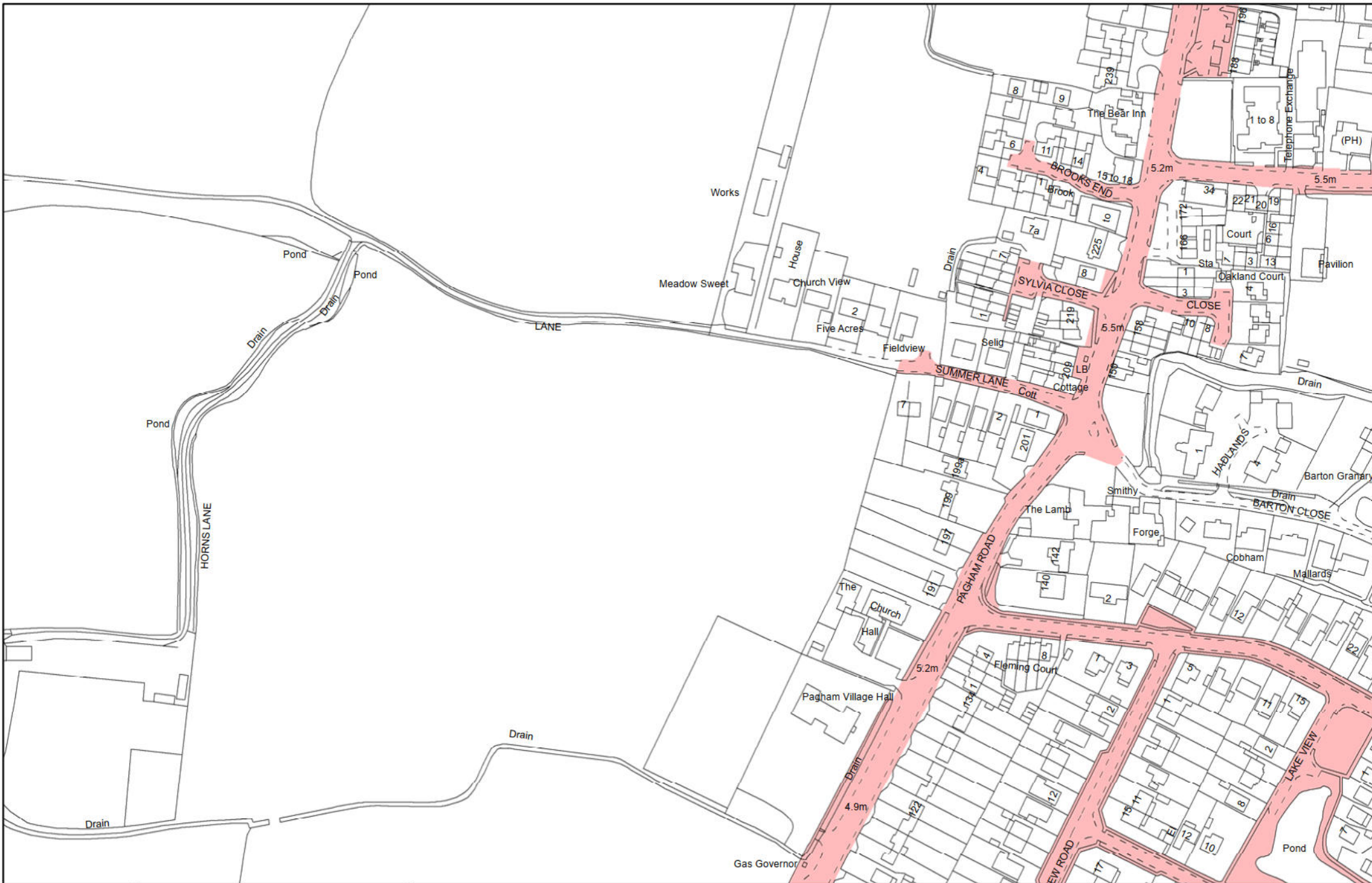
Community hub area part of
P/140/16/OUT
being brought forward by
separate developer
P/155/21/RES

Land for school part of
P/140/16/OUT
being brought forward by
separate developer



Appendix 3

WSCC Highway Boundary and PRow Information



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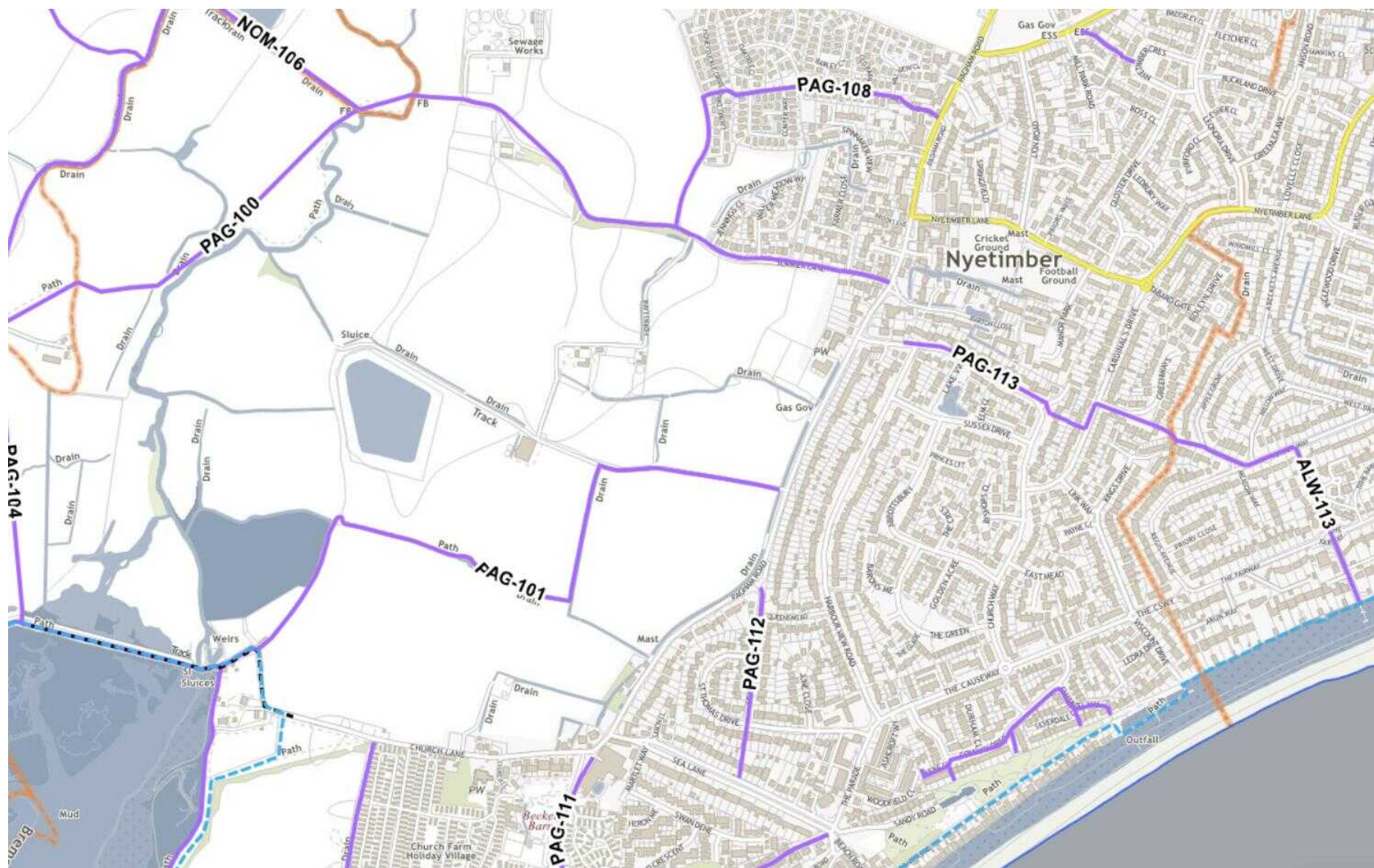
06/06/2016

Local Development
for Customers and Communities

Information about the status of a highway, and in some circumstances the extent of the highway, may be taken from a number of sources held by the County Council. Unless taken from a legal agreement the information should be regarded as guidance only.

Scale: 1:2,500

n



Appendix 4

DfT Connectivity Tool

Connectivity Tool Lite

Guidance

Explore the score

Square ID 488650_98550

Local authorities Arun
West Sussex

Latitude 50.779762

Longitude -0.743959



Overall

Type	National score	National distribution
Overall (except driving)	42	Slightly below average (40-50%)
Public transport	46	Slightly below average (40-50%)
Walking	35	Below average (30-40%)
Cycling	53	Slightly above average (50-60%)
Driving	63	Above average (60-70%)

Education

Type	National score	National distribution
Overall (except driving)	27	Low (20-30%)
Public transport	43	Slightly below average (40-50%)
Walking	14	Very low (10-20%)
Cycling	35	Below average (30-40%)
Driving	41	Slightly below average (40-50%)

Leisure

Type	National score	National distribution
Overall (except driving)	44	Slightly below average (40-50%)
Public transport	47	Slightly below average (40-50%)
Walking	37	Below average (30-40%)
Cycling	58	Slightly above average (50-60%)
Driving	62	Above average (60-70%)

Health

Type	National score	National distribution
Overall (except driving)	32	Below average (30-40%)
Public transport	37	Below average (30-40%)
Walking	24	Low (20-30%)
Cycling	46	Slightly below average (40-50%)
Driving	53	Slightly above average (50-60%)

Shopping

Type	National score	National distribution
Overall (except driving)	46	Slightly below average (40-50%)
Public transport	48	Slightly below average (40-50%)
Walking	43	Slightly below average (40-50%)
Cycling	58	Slightly above average (50-60%)
Driving	61	Above average (60-70%)

Residential

Type	National score	National distribution
Overall (except driving)	55	Slightly above average (50-60%)
Public transport	51	Slightly above average (50-60%)
Walking	57	Slightly above average (50-60%)

Type	National score	National distribution
Cycling	63	Above average (60-70%)
Driving	76	High (70-80%)

Workplaces

Type	National score	National distribution
Overall (except driving)	44	Slightly below average (40-50%)
Public transport	46	Slightly below average (40-50%)
Walking	33	Below average (30-40%)
Cycling	51	Slightly above average (50-60%)
Driving	67	Above average (60-70%)

Appendix 5

CrashMap Report

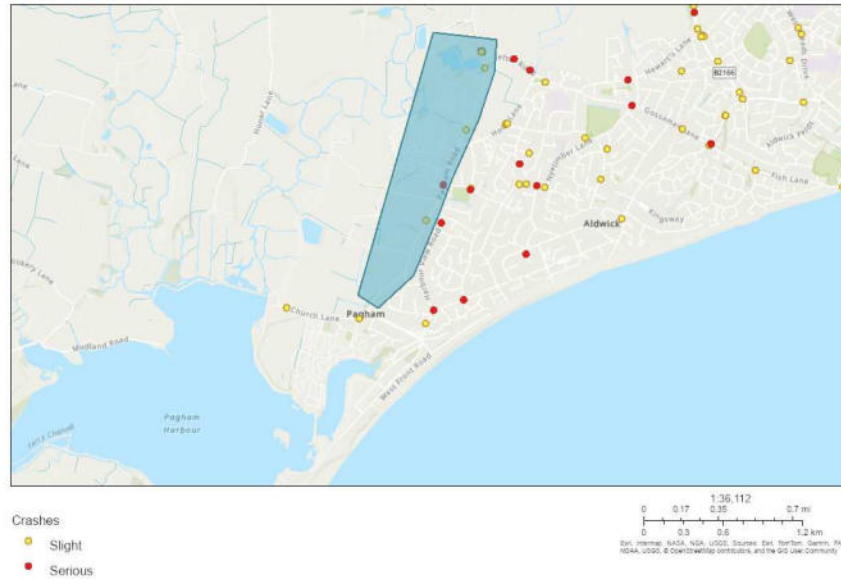


Pagham PIC Report - January 2020-December 2024

Area of Interest (AOI) Information

Area : 925,554.86 m²

Dec 22 2025 9:51:33 Greenwich Mean Time



Summary

Name	Count	Area(m²)	Length(m)
Crashes	9	N/A	N/A

Crashes

#	Carriageway_Hazards	Severity	Officer_Atten ded	Accident_Dat eTime	Year	Number_of_v ehicles	Number_of_c asualties	Easting
1	None	Slight	Police officer attended crash scene	September 17, 2020	2020	2	1	489452
2	None	Serious	Police officer attended crash scene	November 26, 2021	2021	2	1	489446
3	None	Slight	Police officer attended crash scene	October 6, 2020	2020	2	1	489343
4	None	Slight	Police officer attended crash scene	October 28, 2021	2021	2	1	489455
5	None	Serious	No officer attended crash scene	July 17, 2021	2021	2	1	489452
6	None	Slight	Police officer attended crash scene	July 16, 2021	2021	2	1	489449
7	None	Serious	No officer attended crash scene	February 26, 2020	2020	3	1	489178
8	None	Slight	No-accident reported via self-completion form	June 10, 2024	2024	2	1	489051
9	Unknown	Slight	Police officer attended crash scene	September 28, 2024	2024	3	2	489475

#	Northing	Highway_Aut hority	Road_Numbe r	Weather_con ditions	Road_Type	Road_surfac e	Speed_Limit	Light_conditi ons
1	99544	West Sussex	U	Fine without high winds	Single carriageway	Dry	60	Daylight: regardless of presence of streetlights
2	99550	West Sussex	U	Raining without high winds	Single carriageway	Wet or Damp	60	Daylight: regardless of presence of streetlights
3	98954	West Sussex	U	Fine without high winds	Single carriageway	Dry	60	Daylight: regardless of presence of streetlights
4	99542	West Sussex	U	Fine without high winds	Single carriageway	Dry	60	Daylight: regardless of presence of streetlights
5	99545	West Sussex	U	Unknown	Single carriageway	Dry	60	Darkness: no street lighting
6	99546	West Sussex	U	Fine without high winds	Single carriageway	Dry	60	Daylight: regardless of presence of streetlights
7	98537	West Sussex	U	Raining without high winds	Single carriageway	Wet or Damp	30	Daylight: regardless of presence of streetlights
8	98267	West Sussex	U	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
9	99422	West Sussex	U	Fine without high winds	Single carriageway	Dry	60	Darkness: no street lighting

#	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle	Pedestrian_casualty	Child_casualty	Pedal_cycleuser_casualty	Motorcycle_user_casualty
1	Unknown	No physical crossing facility within 50 metres	0	0	0	0	0	0
2	Unknown	No physical crossing facility within 50 metres	0	1	0	0	0	1
3	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	1	0	0	0	1	0
4	Unknown	No physical crossing facility within 50 metres	0	0	0	0	0	0
5	Unknown	No physical crossing facility within 50 metres	0	0	0	0	0	0
6	Unknown	No physical crossing facility within 50 metres	0	0	0	0	0	0
7	Unknown	No physical crossing facility within 50 metres	1	0	0	0	1	0
8	Not at or within 20 metres of junction	Unknown	0	0	0	0	0	0
9	Not at or within 20 metres of junction	Unknown	0	0	0	0	0	0

#	Involved_car	Involved_goodsvehicle	Involved_Bus	Involved_young_driver	Local_Authority_District	Junction_control	Is_Provisional	Is_Amended	Web_Link	Count
1	1	1	0	0	Arun	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2020470982044	1
2	1	0	0	0	Arun	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2021471114802	1
3	0	0	1	1	Arun	Unknown	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2020470987338	1
4	1	1	0	0	Arun	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2021471103568	1
5	1	0	0	0	Arun	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2021471068692	1
6	1	0	0	1	Arun	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2021471067048	1
7	1	0	0	0	Arun	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2020470934957	1
8	1	0	0	0	Arun	Unknown	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2024471454267	1
9	1	1	0	0	Arun	Unknown	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2024471497237	1

Report produced from CrashMap Pro

Appendix 6

Illustrative Masterplan



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DAVIES LANDSCAPE ARCHITECTS

Office 1C 1-2 King Street Stroud Gloucestershire GL5 3BS
w. www.d-la.co.uk e. info@d-la.co.uk t. 01453 760380

S03	19.01.26	Final Issue - Unit No's updated	NP	SH
S02	13.01.26	Final Issue	NP	SH
S01	12.01.26	Draft Issue	NP	SH
Rev	Date	Details	By	QA

CLIENT

**NORTHGATE
PROPERTY**

PROJECT
**Land North of Summer Lane (130 Units),
Pagham**

TITLE
Illustrative Masterplan

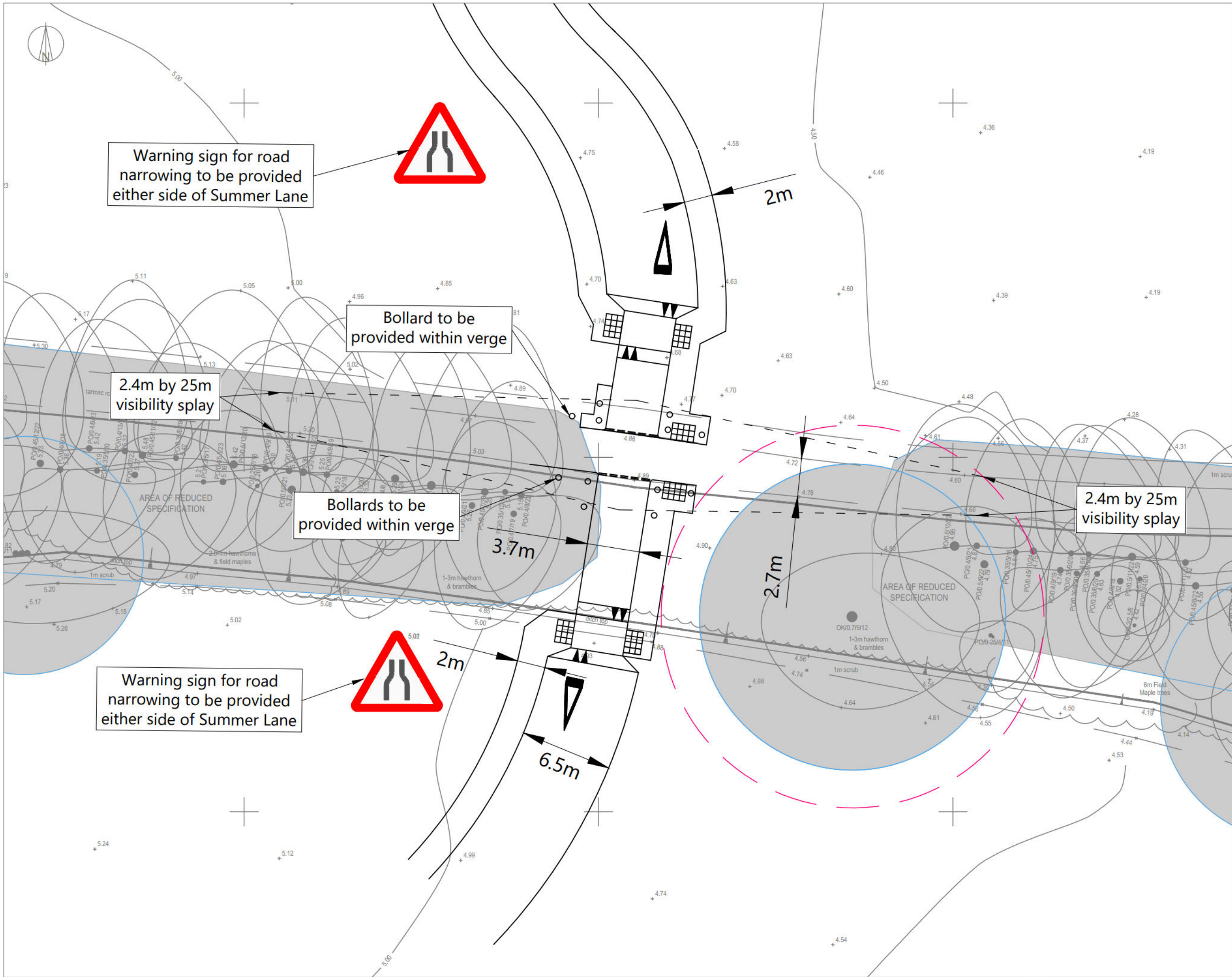
STATUS				
Planning				
Origin	Project	Type	Discipline	Number
DLA	2338	DR	L	02
				Revision
				S03

SCALE 1:1,250 SIZE A3 DATE 19.01.26

V:\Data\Server DATA\PROJECT FILES\2338 Pagham 4b 12b Scheme\landscape\Drawings\LVIA Figures\DLA 2338 L 02 -
Built live Masterplan

Appendix 7

Proposed Site Access Arrangement (HTp/2606/01)



NOTES:

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Drawing based on GTA plan Link Road between Phases Site
Levels & Contours ref 13226_1855_P2, received 12/11/25

ISSUE	REASON FOR REVISION	BY	DATE
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PROJECT:
LAND TO THE NORTH OF
SUMMER LANE, PAGHAM
130 DWELLINGS

CLIENT:
NORTHGATE
PROPERTIES

PROJECT REF: 2606	DRAWING NUMBER: 01	SCALE (AT A3): 1:250
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SHEET NUMBER:
SHEET NUMBER 1 OF 1

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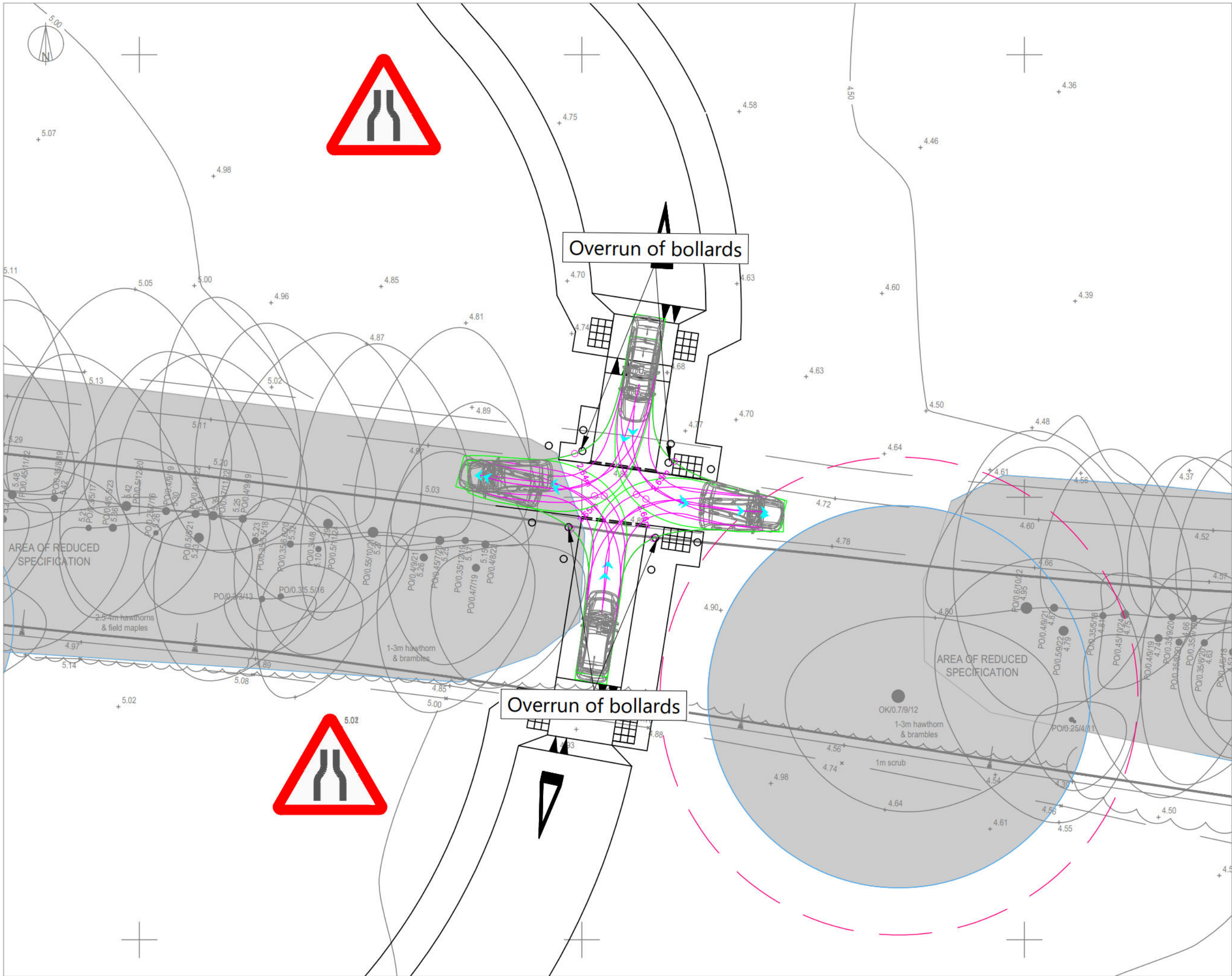
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Bristol BS1 5NL
01179 349 121
© Highgate Transportation Limited

TITLE:
VEHICULAR ACCESS ACROSS
SUMMER LANE

DATE: 16/01/26	DRAWN BY: AH	CHECKED: FB
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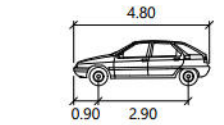
Appendix 8

Swept Path Analysis of Car Unable to Turn onto Summer Lane



NOTES:
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Drawing based on GTA plan Link Road between Phases Site Levels & Contours ref 13226_1855_P2, received 12/11/25
and HTP Access Arrangement plan of Vehicular Access Across Summer Lane, ref HTP/2606/01, dated 16/01/26

ISSUE	REASON FOR REVISION	BY	DATE



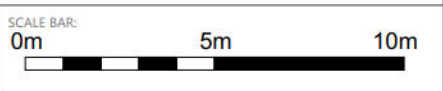
SDV	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

PROJECT:
**LAND TO THE NORTH OF
SUMMER LANE, PAGHAM
130 DWELLINGS**

CLIENT:
**NORTHGATE
PROPERTIES**

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2606	TR/06	1:200

SHEET NUMBER:
SHEET NUMBER 1 OF 1



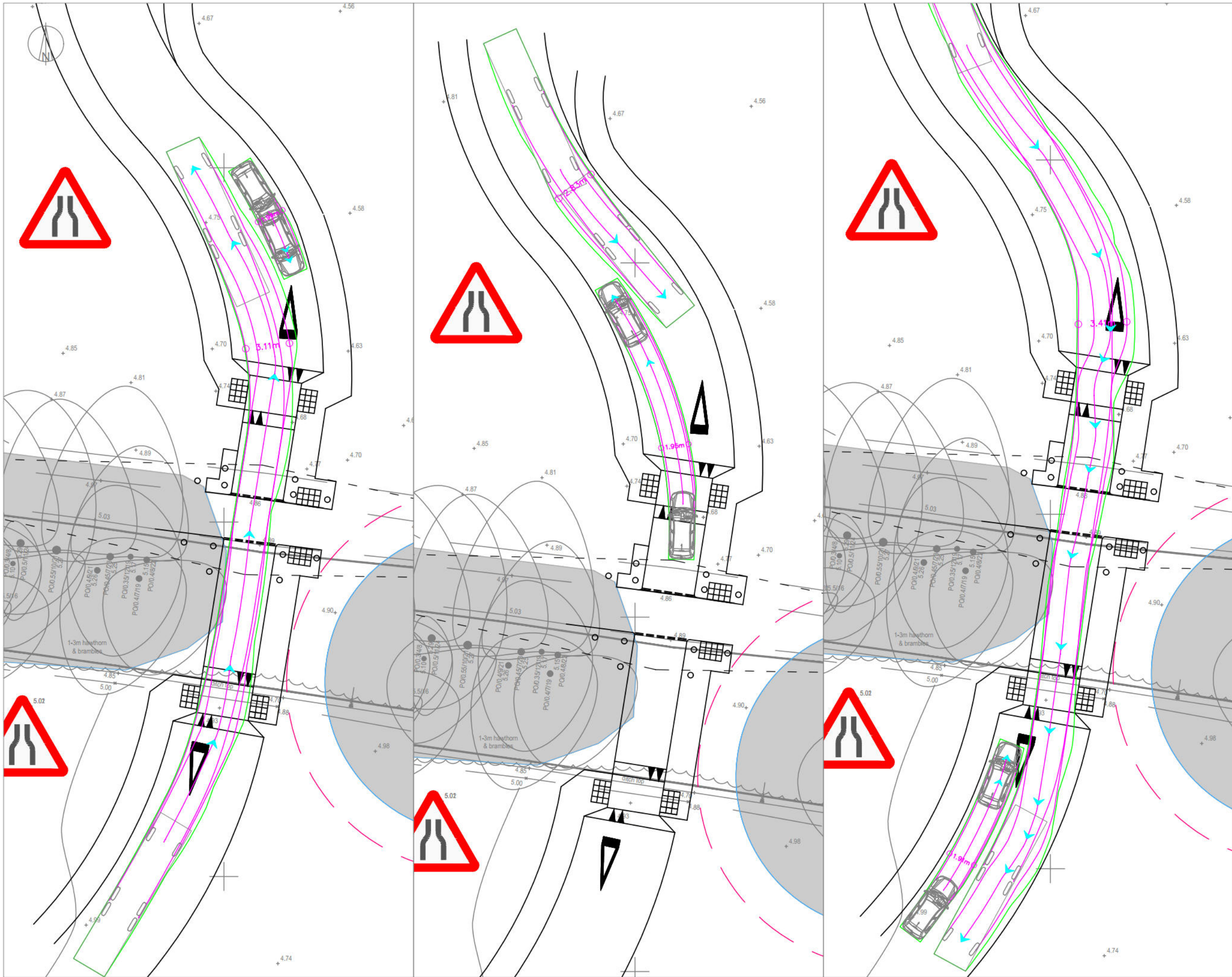
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TITLE:
**CAR SPA UNABLE TO TURN ONTO
SUMMER LANE**

DATE:	DRAWN BY:	CHECKED:
16/01/26	AH	FB

Appendix 9

Swept Path Analysis Drawings of Proposed Site Access Arrangement



NOTES:

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Drawing based on GTA plan Link Road between Phases Site Levels & Contours ref 13226_1855_P2, received 12/11/25

ISSUE	REASON FOR REVISION	BY	DATE

SDV

Width : 1.80
Track : 1.80
Lock to Lock Time : 6.0
Steering Angle : 37.8

12.0m Refuse Collection

Width : 2.53
Track : 2.39
Lock to Lock Time : 4.0
Steering Angle : 37.6

PROJECT:

LAND TO THE NORTH OF
SUMMER LANE, PAGHAM
130 DWELLINGS

CLIENT:

NORTHGATE
PROPERTIES

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2606	TR/01	1:250

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SHEET NUMBER 1 OF 1

SCALE BAR:

0m 5m 10m

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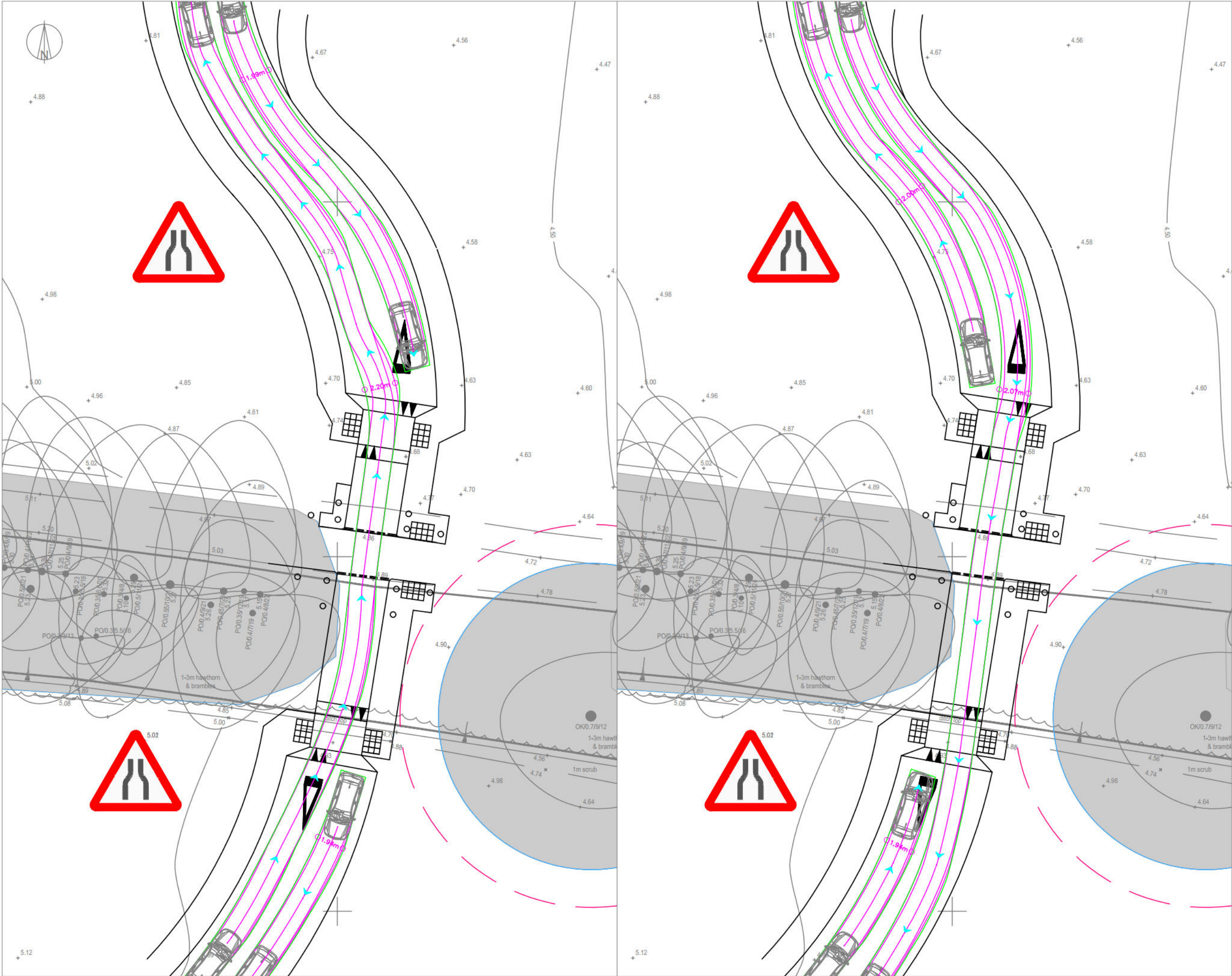
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TITLE:

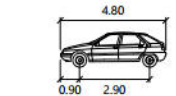
VEHICULAR ACCESS ACROSS
SUMMER LANE

DATE:	DRAWN BY:	CHECKED:
16/01/26	AH	FB



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Drawing based on GTA plan Link Road between Phases Site
Levels & Contours ref 13226_1855_P2, received 12/11/25
and HTP Access Arrangement plan of Vehicular Access
Across Summer Lane, ref HTP/2606/01, dated 16/01/26

ISSUE	REASON FOR REVISION	BY	DATE



SDV

Width
Track
Lock to Lock Time
Steering Angle

meters
: 1.80
: 1.80
: 6.0
: 37.8

PROJECT:
LAND TO THE NORTH OF
SUMMER LANE, PAGHAM
130 DWELLINGS

CLIENT:
NORTHGATE
PROPERTIES

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2606	TR/02	1:250

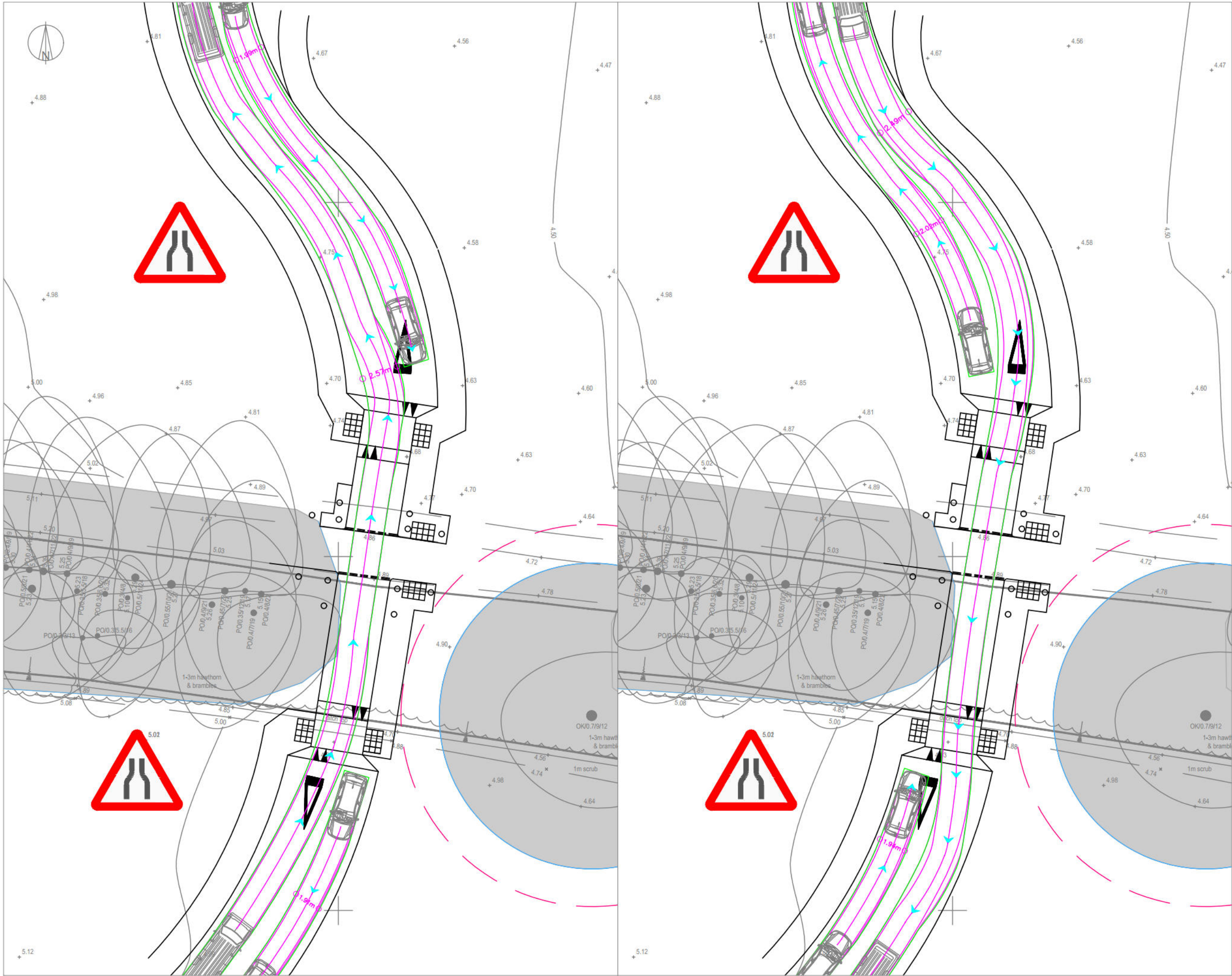
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SHEET NUMBER 1 OF 1

SCALE BAR:
0m 5m 10m

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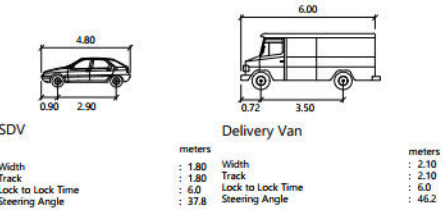
TITLE:
CAR SPA OF VEHICULAR ACCESS
ACROSS SUMMER LANE

DATE:	DRAWN BY:	CHECKED:
16/01/26	AH	FB



NOTES:
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Drawing based on GTA plan Link Road between Phases Site
Levels & Contours ref 13226_1855_P2, received 12/11/25
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Across Summer Lane, ref HTP/2606/01, dated 16/01/26

ISSUE	REASON FOR REVISION	BY	DATE



PROJECT:
LAND TO THE NORTH OF
SUMMER LANE, PAGHAM
130 DWELLINGS

CLIENT:
NORTHGATE
PROPERTIES

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
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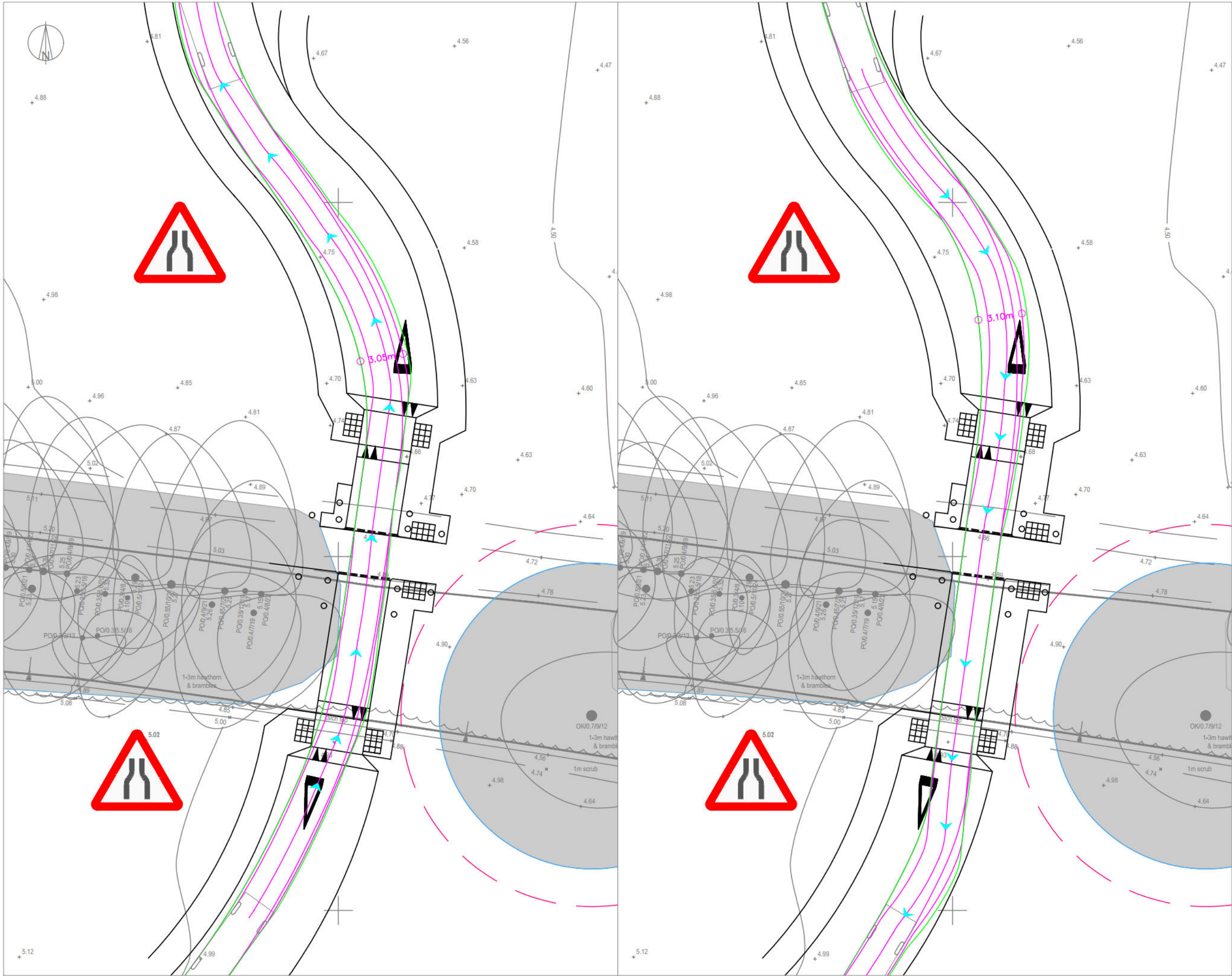
SHEET NUMBER:
SHEET NUMBER 1 OF 1

SCALE BAR:
0m 5m 10m

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TITLE:
DELIVERY VEHICLE SPA OF VEHICULAR
ACCESS ACROSS SUMMER LANE

DATE:	DRAWN BY:	CHECKED:
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ISSUE	REASON FOR REVISION	BY	DATE

8.29

1.32 4.79

Fire Rescue Unit

Width : 2.50 meters

Track : 2.50

Lock to Lock Time : 6.0

Steering Angle : 34.3

PROJECT:

LAND TO THE NORTH OF SUMMER LANE, PAGHAM
130 DWELLINGS

CLIENT:

NORTHGATE PROPERTIES

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2606	TR/05	1:250

SHEET NUMBER:

SHEET NUMBER 1 OF 1

SCALE BAR:

0m 5m 10m

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TITLE:

FIRE TENDER SPA OF VEHICULAR ACCESS ACROSS SUMMER LANE

DATE:	DRAWN BY:	CHECKED:
16/01/26	AH	FB

Appendix 10

Spine Road and Local Centre Access from Pagham Road



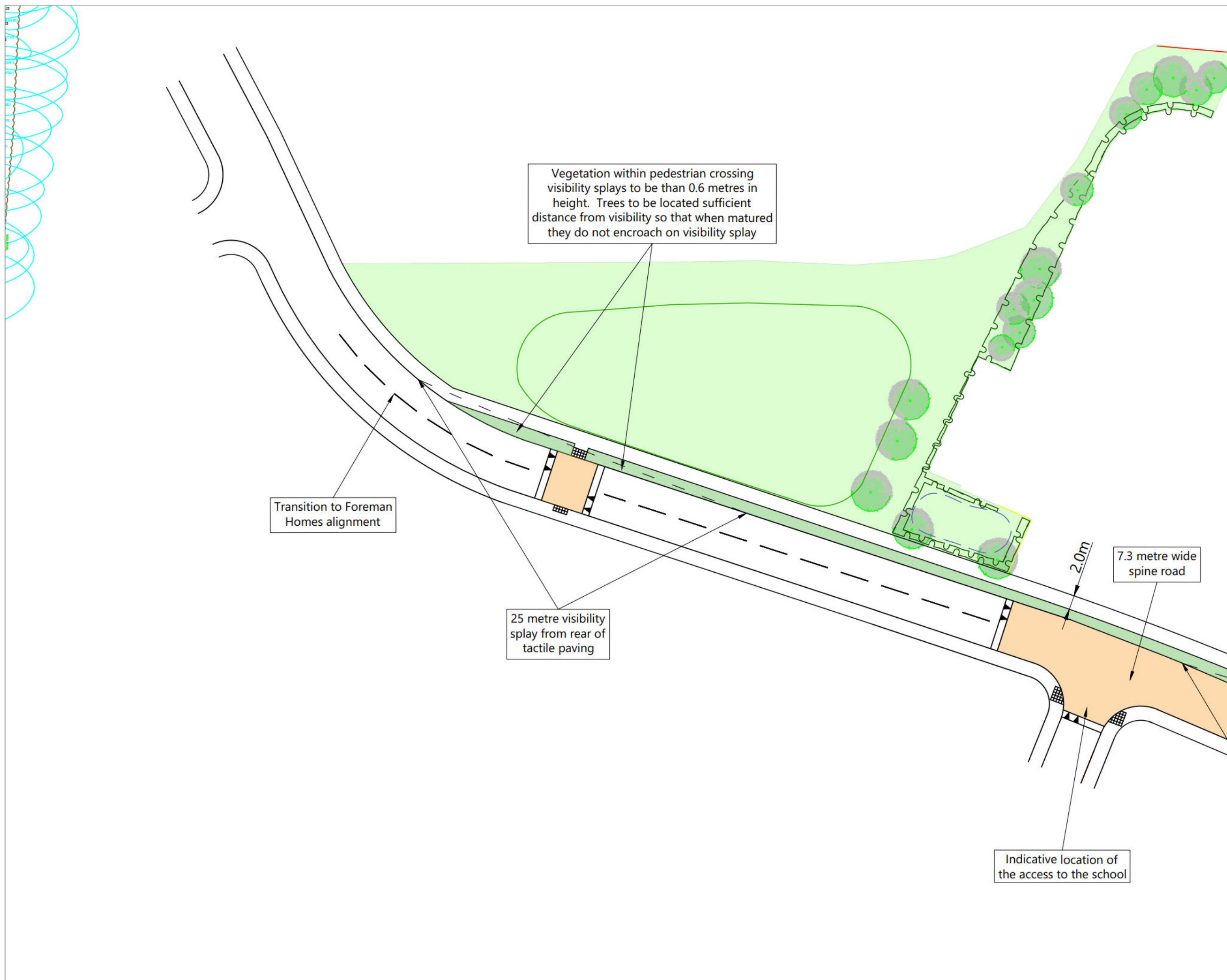
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ISSUE

REASON FOR REVISION	BY	DATE
Updated based on RSA comments	BL	08.02.21
School access modified	BL	13.01.21
School access modified	BL	21.12.21
Raised tables modified	BL	14.12.21
Line colours modified	BL	29.10.21
Overview sheet added and pages renumbered	BL	28.10.21
Scale bar updated	BL	26.10.21

PROJECT:		
PAGHAM PHASE C RM		
CLIENT:		
HANBURY (PM) LIMITED		
PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2152	07	1:1,000
SHEET NUMBER:		
SHEET NUMBER 1 OF 3		
SCALE BAR:		
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SPINE ROAD AND LOCAL CENTRE ACCESS		
DATE:	DRAWN BY:	CHECKED:
25.10.21	BL	DT



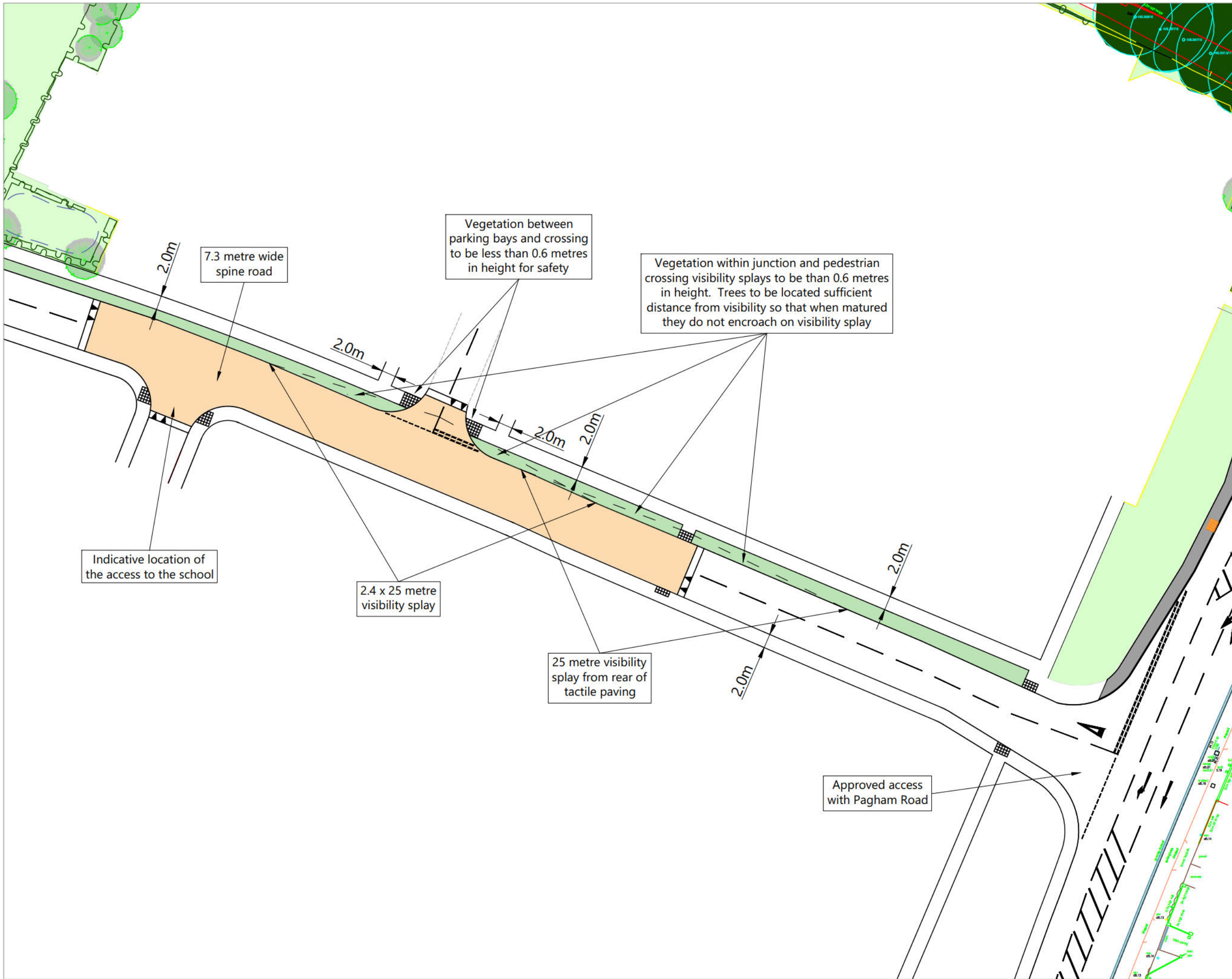
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E	School access modified	BL	21.12.21
D	Raised tables modified	BL	14.12.21
C	Line colours modified	BL	29.10.21
B	Overview sheet added and pages renumbered	BL	28.10.21
A	Scale bar updated	BL	26.10.21
ISSUE	REASON FOR REVISION	BY	DATE

PROJECT: PAGHAM PHASE C RM		
CLIENT: HANBURY (PM) LIMITED		
PROJECT REF: 2152	DRAWING NUMBER: 07	SCALE (AT A3): 1:500
SHEET NUMBER: SHEET NUMBER 2 OF 3		
SCALE BAR: 		
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TITLE: SPINE ROAD AND LOCAL CENTRE ACCESS		
DATE: 25.10.21	DRAWN BY: BL	CHECKED: DT



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G	Updated based on RSA comments	BL	08.02.21
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E	School access modified	BL	21.12.21
D	Raised tables modified	BL	14.12.21
C	Line colours modified	BL	29.10.21
B	Overview sheet added and pages renumbered	BL	28.10.21
A	Scale bar updated	BL	26.10.21
ISSUE	REASON FOR REVISION	BY	DATE

PROJECT:
PAGHAM PHASE C RM

CLIENT:
HANBURY (PM) LIMITED

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2152	07	1:500

SHEET NUMBER:
SHEET NUMBER 3 OF 3

SCALE BAR:

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TITLE:
SPINE ROAD AND LOCAL CENTRE ACCESS

DATE:	DRAWN BY:	CHECKED:
25.10.21	BL	DT

Appendix 11

Road Safety Audit and Designer's Response

Road Safety Audit – Summer Lane, Pagham

Stage: 1

Location: Summer Lane, Pagham, West Sussex

Site: Proposed accesses to residential development

ATSS Ref: 251006

Client Ref: 24125

Date: 31 October 2025



Project Details

Report Title:	Stage 1 road safety audit, Summer Lane, Pagham
Date:	31 October 2025
Document reference and revision:	251006 V1
Prepared by:	Avon Traffic & Safety Services Ltd
On behalf of:	Highgate Transportation Ltd

Report Control Sheet

	Name	Position	Date
Audit requested by	Alice Howse	Highgate Transportation Ltd	22 October 2025
Team leader	David Boardman	Team Leader	
Team Member	Cath Boutwood	Team Member	
Observer			
Draft report issued by	David Boardman	Team Leader	28 October 2025
Final report issued by	David Boardman	Team Leader	31 October 2025
Designer's response issued by			

Avon Traffic & Safety Services Ltd disclaims any responsibility to the Client and others in respect of any matters outside the scope of this report. This report has been prepared with reasonable skill, care and diligence within the terms of the Contract with the Client taking account of the manpower, resources, investigations and testing devoted to it by agreement with the Client. This report is confidential to the Client and Avon Traffic & Safety Services Ltd accepts no responsibility of whatsoever nature to third parties to whom this report or any part thereof is made known. Any such party relies upon the report at their own risk.

Contents	Page
1. Introduction	4
2. Road Safety Issues raised in this Stage 1 safety audit	12
3. Audit Team Statement	16
Appendix A – Information utilised in this safety audit	17
Appendix B - Key Plan showing Audit Problems	18
Appendix C – Site location plan	22
Appendix D – Designer’s Response	separate document

1. Introduction

- 1.1 Avon Traffic & Safety Services Ltd has been commissioned by Highgate Transportation Ltd, to undertake a Stage 1 Road Safety Audit, with regard to the proposals to create a major vehicle access to a development northwest of Pagham Road, and two vehicle accesses for a further residential development of up to 130 units north of Summer Lane, Pagham. The eastern of these latter two accesses provides access to 50 units directly from Summer Lane. The western access provides access to the other 80 units but crosses Summer Lane, without provision for vehicles to turn onto Summer Lane, so that access to the existing network will be made through the major access on Pagham Road. The local highway authority has asked that the junction of Summer Lane/Pagham Road is included in the audit due to the increased vehicle movements brought about by the development, although no changes are proposed at this point.
- 1.2 The RSA Brief was supplied by Highgate Transportation Ltd and accepted by the Audit Team. The Brief and Audit Team were approved by Fiona Bennett, Director, Highgate Transportation Ltd. The major access from Pagham Road was subject of a previous stage 2 audit in November 2019 (ATSS ref. 191102)
- 1.3 Pagham Road acts as a link between the village of Pagham and Chichester. The road in this location is subject to a 30mph speed restriction and is predominantly in an urban environment. The road is street lit and there are a footway and bus stops present. There are numerous holiday lets to the south and a small number of commercial properties to the north of the site. Summer Lane is essentially a long cul-de-sac that leads westward from Pagham Road. The eastern section has been improved for approximately 350 metres from Pagham Road, and fronts new development, with a continuous footway on the northern side, and a full system of street lighting. West of the improved section Summer Lane remains an essentially rural narrow lane, which leads to a camp site and a water treatment works. The audit sites are just west of the transition. The road is subject to a 30mph speed restriction. The area currently appears semi-rural, but significant development is ongoing. There are public rights of way across the site, which appear popular with pedestrians. A heavy vehicle was observed using the lane to reach the treatment works during the site visit.
- 1.4 The audit team members are:
- | | | |
|----------------|---|-------------|
| David Boardman | – | Team Leader |
| Cath Boutwood | – | Team Member |
- 1.5 The audit took place during October 2025 and comprised of an examination of the documents/plans listed in Appendix A. The auditors visited site together between 11.00 and 13.30 on Friday, 24 October when the weather conditions were fine and dry. Vehicle flows on Pagham Road were moderate and vehicle speeds appeared commensurate with the speed limit. At the time of the audit, pedestrian movement was light, but two bus stops are present near the proposed site access. The vehicle flow on Summer Lane was very light, but it was noted that large vehicles access a water treatment plant via Summer Lane. Pedestrian movements in this location are relatively high considering its semi-rural environment, with dog walkers and runners in significant numbers being observed.

- 1.6 Data from Crashmap.org show that there have been no reported collisions involving injury, in the 5 years 2019-2023 inclusive, in the vicinity of the proposals.
- 1.7 Current motor vehicle movements on Summer Lane are given as 646 per day. Projected daily vehicle movements are given as 248 on Summer Lane, and 397 via the major access on Pagham Road.
- 1.8 The audit team have not been made aware of any departures from standards or relaxations in relation to the proposed scheme.
- 1.9 The audit was carried out under the terms and conditions of DMRB GG 119. The team examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design with any other criteria. However, reference may be made to National/Local Guidance in order to verify a point.
- 1.10 Documents and drawings examined in this safety audit are listed at Appendix A.

1.11 General views of site



Pagham Road looking west into Summer Lane



Looking south from the Summer Lane junction with Pagham Road



Looking north from the Summer Lane junction with Pagham Road



Looking west along Summer Lane to the site of the proposed north/south access road which will cross Summer Lane (access to 80 units)



View to the east across Summer Lane from the proposed north/south access road which will cross Summer lane (access to 80 units)