

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	WSCC – Highways Authority
DATE:	21 st April 2026
LOCATION:	Land North of Summer Lane Pagham
SUBJECT:	P/31/26/OUT Outline application with some matters reserved, except access, for up to 130 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.

The proposals are for residential development of up to 130 dwellings on land north of Summer Lane, Pagham. The application is in outline with all matters reserved except for access. These comments should be read in conjunction with P/30/26/OUT which is a comparable application to the proposed.

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

The proposals will provide one vehicular access through approved scheme (P/15/24/OUT) and the main spine road of Pagham South (P/140/16/OUT), via the approved northern vehicular access from Pagham Road, which is provided as a ghost island right turn lane arrangement. Drawing HTP/2152/07/G within the TA provides detail of the access arrangements. The access arrangements have been subject to a Technical Check through the S278 process with the LHA.

This access strategy has been agreed and approved by the LHA under that application number. Our site visit on the 10th April looked at the proposed point of access, and no concerns were raised concerning this proposed development.

The access through to the approved scheme, south, has been designed to ensure that vehicles are unable to turn onto Summer Lane, nor will vehicles be able to turn from Summer Lane into the northern or southern parcels, only north/south vehicular movements will be able to occur to access the application site or P/15/24/OUT. Swept path analysis of a car at the junction unable to turn onto Summer Lane from the north and south is shown on drawing HTP/2606/TR/06, contained in Appendix 8 of the TA. The access

includes raised tables either side of Summer Lane to control speeds and alert drivers to the junction arrangement.

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.

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 the LHA 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.

Finally, it is proposed to provide a stepped and ramped route from Summer Lane to connect to PRow FP108. Again, the principle is accepted however the LHA's PRow team will need to pass comment on the acceptability of this.

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 the access strategy 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. A Word Editable RSA log has been submitted to the LHA and will be completed and sent to the Local Planning Authority in due course.

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 be proportionate and reflective of the costs incurred.

Network Capacity

Traffic flow information has been provided with the current application within the TA for the 130 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 66 and 67 in the AM and PM peaks overall for the 130 units. The proposed development overall is likely to result in one movement every 2/3 minutes from the Pagham Road access point.

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

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 Sections 2.13 and 2.31 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.

We are aware there have been requests for improvements to the NCN2 cycle route improvements. Site specific mitigation for this development wouldn't be required in this instance. However, Community Infrastructure Levy (CIL) is applicable in this instance. NCN2 improvements could be secured through CIL but would only be progressed if Arun District Council see appropriate.

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.

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

Access Road

No part of the development shall be first occupied until the roads, footways, and casual parking areas serving the development have been constructed, surfaced, and drained in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To secure satisfactory standards of access for the proposed development.

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.

Jamie Brown
West Sussex County Council – Planning Services

[REDACTED]

From: Elaine Walby on behalf of Planning.Responses
Sent: 22 April 2026 17:22
To: Planning Scanning
Subject: FW: Response To Application Number P/31/26/OUT at Land North of Summer Lane Pagham
Attachments: Response_P-31-26-1.pdf

PL- Consultation- WSCC Highways response

Elaine Walby
Technical Support Assistant
Planning Services

T: 01903 737 904
E: elaine.walby@arun.gov.uk

Arun District Council, Civic Centre, Maltravers Rd
Littlehampton, West Sussex, BN17 5LF
www.arun.gov.uk

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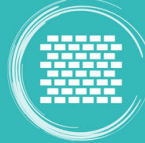
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Sent: 22 April 2026 15:52
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Regards

Jamie Brown

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