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Arun District Council, Civic Centre, Maltravers Rd
Littlehampton, West Sussex, BN17 5LF
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 Improving the wellbeing of Arun	 Delivering the right homes in the right places	 Supporting our environment to support us	 Fulfilling Arun's economic potential	 Our core foundations	 
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From: Nicola Swann [REDACTED]
Sent: 15 April 2026 13:15
To: Planning.Responses <Planning.Responses@arun.gov.uk>
Subject: Pagham planning responses

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Pagham Parish Council considered the following applications at a meeting of its Planning Committee held on 14th Apr 2026. It would like to submit the following comments:

P/12/26/HH – 5 Church Lane Pagham PO21 4NS. Proposed single storey front extension
RESOLVED: NO OBECTION

P/176/26/PL – 5 Lion Road Pagham PO21 3JZ. Change of use of C3 dwelling to a supported living home and the conversion of annex into 2 No self-contained independent living units.

RESOLVED: SUPPORT

P/34/26/NMA - Non material amendment following the grant of P/92/25/S73 for VRF units previously shown within the ASHP compound relocated to the south gable with 2.4m high close boarded demountable timber fencing, ASHP units moved 3mt closer to the building (within the approved fencing of the ASHP compound), 450mm Unilog retaining wall shown at the East gable, Carehome paths finishing material amended as Tarmac and Plant Trellis at the East and West gables relocated from the timber cladded facade to the brick cladded facade.

RESOLVED: An updated noise impact assessment should be undertaken to ensure no detrimental impact on the neighbouring properties in Hook Lane.

P/30/26/OUT – Land North Of Summer Lane Pagham. 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 Plan and affects a Public Right Of Way

Pagham Parish Council wishes to OBJECT to this application on the following grounds:

Outside the Built Up Area Boundary (BUAB)

Arun Local Plan policy C SP1 - residential development in the countryside outside the BUAB will not be permitted unless it accords with policies in the Plan which refer to a specific use or type of development, none of which are relevant to the proposal. Policy SD SP2 states development should be focused in the BUAB. The application conflicts with ALP policies C SP1 and SD SP2.

Impact on Landscape Character

Policy LAN DM1 concerns the protection of landscape character and is clear that development throughout the plan area should respect the particular characteristics and natural features of the relevant landscape character areas and seek, wherever possible, to reinforce or repair the character of those areas. This development will compromise the character of Summer Lane as a Public Right of Way connecting into the wider footpath network and used for recreational purposes. The character would be changed by the introduction of a crossover and additional vehicles along Summer Lane.

The development represents an overdevelopment of Summer Lane. The application conflicts with LAN DM1

Loss of Best and Most Versatile Agricultural Land.

ALP policy SO DM1 states unless land is allocated, then the use of Grades 1, 2 and 3a of the ALC for any form of development not associated with agriculture, horticulture or forestry will not be permitted unless the need for the proposal outweighs the need to protect such land in the long term. The land comprising this development is classified as Grades 2 and 3a, however it is considered by local farmers to be first class land. There is an ever growing need to retain our agricultural land for food production in the face of supply chain uncertainty and significant weight should be given to the loss of prime agricultural land such as this. The application conflicts with SO DM1

Highways, Travel Statement and Travel Plan

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

The Council has serious concerns over the safety of using Summer Lane as an access route for 50 properties in this proposal. There are concerns over the safety of accessing Pagham Road from Summer Lane – visibility of traffic coming from the right is far from ideal. The junction was improved in order to allow for access for the developments under P/58/15/OUT (Summerfields) but in the experience of residents the improvements have not solved the problem of visibility of cars from the right.

There are significant concerns over the suitability of Summer Lane due to its width at the junction with Farmer Close. Residents regularly need to mount the pavement to allow two vehicles to safely pass on this stretch of the lane. This is a safety risk for pedestrians. It is acknowledged by the developer that this is a "narrow no through road". It is not suitable for vehicles from another 50 houses. In addition to cars and delivery vehicles, this lane is the only means of access for tankers taking sewage from other developments for disposal at Pagham Waste Water Treatment Works.

We strongly suggest members of the Planning Committee at Arun District Council visit the site to see the conditions for themselves.

We are very concerned by the proposals to ensure there is no access to Summer Lane/Pagham Road junction for those properties which should be accessing Pagham Road by crossing over Summer Lane to the new developments to the South. There is insignificant detail to assess how this can be controlled in practice. This is absolutely crucial to ensuring that vehicles do not have access to Summer Lane not only from this development but developments to the South including P/15/24/OUT and the northern parcel of P/140/16/OUT. WSCC have flagged this in their preapplication advice. The use of the junction by pedestrians needs further thought. The play area delivered by P/15/58/OUT would be used by residents from this development as it is situated on the south side of Summer Lane, and children would likely cross this road unaccompanied.

In the context of the wider road network, we note the comments from West Sussex County Council's Highways team regarding their calculation assumptions.

We would also point out the poor condition of the roads, and the consequent regular closure of routes due to winter flooding. This further increases travel delays for residents out-commuting from Pagham.

The Travel Plan makes much of planned improvements to the cycle infrastructure network which are beyond its control and are a long way from commencement, let alone completion. Residents of Pagham look forward to the delivery of this infrastructure, however as we understand the situation (from asking questions at the Pagham & Aldwick Advisory Group), WSCC officers are still in negotiations with relevant land owners. There are no immediate plans as far as we are aware to actually deliver this infrastructure. Therefore, relying on this infrastructure to change behaviors and reduce the number of car journeys is wrong. The road network is not safe or practical for accessing Chichester or Bognor by cycle. This site is not sustainable for those who need to commute out of the area as they will need to use their cars, travelling on roads that are already experiencing heavy traffic and delays during peak hours. The application is in conflict with Policy T SP1

Summer Lane as a Public Right of Way/National Cycle Network

Policy TDM1 adds that new development must ensure ease of movement, prioritising safe pedestrian and cycle access to the green infrastructure network and access to public transport and community transport services where a need has been identified. Access to alternative modes of transport including public transport services, the public right of way and cycle networks, must be available and accessible to all members of the community

Summer Lane is a Public Right of Way (FP100) and will significantly impacted by these proposals. The potential for conflict between an increased number of vehicles using Summer Lane and pedestrians using the lane as a Public Right of Way is highlighted by WSCC in their preapplication advice. They also state that the priority for Summer Lane at the point of the crossover should be pedestrians and cyclists, not vehicles. This has not been given sufficient consideration in the material provided with the application. The application is in conflict with Policy TDM1

Flood Risk

NPPF Paragraphs 170 & 181 - There are significant concerns regarding the neighbouring Mill Farm Estate and the likelihood of increasing flood risk through this development. NPPF Para 170 explicitly states that where development is necessary in areas at risk of flooding, it "should be made safe for its lifetime without increasing flood risk elsewhere. Mill Farm Estate currently has a bund on the boundary between their park home site and the development site. Residents are concerned that flood risk will increase and there will be insufficient management of the existing ditch network.

We note at Planning Statement 5.98 the proposal to raise ground levels for the development site. This is very concerning. The play area and public open space element of P/58/15/OUT was raised (without permission) and the result was that flooding occurred in the gardens of properties on Pagham Road. This

situation is now being rectified by returning the land to original levels in this instance, but serves as an illustration of the problems that will be caused by land raising on this site too. We believe the proposals are in conflict with NPPF 170 & 181 in this regard.

We are concerned by the impact of climate change on coastal locations and question whether this development will be sustainable for its lifetime.

Residential Amenity

Policy QE SP1 Quality of the Environment This strategic policy mandates that all development contributes to the quality of the environment and should not have a significantly negative impact on [residential amenity](#). In this instance there will be disturbance to exiting residents from increased traffic on Summer Lane.

There would be an increase in the number of pedestrians/cyclists using the Footpath which crosses Mill Farm estate. There are rules for the estate regarding unaccompanied children and cycling which would be difficult to enforce, leading to an impact on the amenity of their residents. Mill Farm estate has a high elderly population. The application is in conflict with QESP1

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Best wishes

Nicola

Nicola Swann
Clerk & RFO
Pagham Parish Council

