

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

<b>TO:</b>	Arun District Council FAO: Harry Chalk
<b>FROM:</b>	WSSC – Highways Authority
<b>DATE:</b>	6 February 2026
<b>LOCATION:</b>	44 and 44A Pagham Road Pagham PO21 4NP
<b>SUBJECT:</b>	P/5/26/PL 1 No 4 bed chalet bungalow and alterations to existing bungalow to include off street parking (resubmission following P/118/25/PL). This application is in CIL Zone 4 and is CIL Liable as a new dwelling.
<b>DATE OF SITE VISIT:</b>	n/a
<b>RECOMMENDATION:</b>	Advice

**This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals.**

This application is for the erection of one 4-bed chalet bungalow and alterations / extensions to existing bungalow. The site is located on Pagham Road, a C-classified road subject to a speed limit of 30mph.

The LHA was consulted on an application at this site under ref: P/118/25PL for a similar scheme. The LHA did not raise any highway safety concerns to the proposal, however the LPA refused the application on separate grounds. The LHA was also previously consulted on P/81/16/PL for demolition of existing dwelling and erection of two dwellings on the site. The LHA did not raise any highway safety concerns and the LPA approved the application. The permission was not implemented.

The proposed plans indicate that the new dwelling will utilise the existing access serving the host dwelling and a new access will be constructed to provide parking for the existing dwelling. Details of access can be secured via condition, and any access works must be constructed under licence, to a specification agreed with the WSSC Area Engineer.

Visibility at the existing access is considered sufficient for the anticipated road speeds and the proposal is not anticipated to result in a material intensification of use of the existing access. Some form of visibility splay has been demonstrated at the proposed access; however, this has not been annotated. The LHA would expect splays of 2.4 x 43m to be provided at the proposed access point, in accordance with Manual for Streets. However, an inspection of WSSC mapping indicates that these splays are achievable and maintainable wholly within the public highway in this location.

The plans indicate that three parking spaces will be provided for each dwelling. The WSSC parking demand calculator would expect that this is sufficient provision for a development of this size and location.

The site is located within walking distance of shops and services, including bus stops providing links to Bognor Regis and Chichester. Cycling is a viable option within the vicinity and secure and covered cycle storage should be provided for the proposed dwelling. The LPA may wish to consider whether alternative cycle storage provision is required for the host dwelling, given the loss of the garage building.

## Conclusion

The LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 116), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application, the following conditions and informative should be applied:

### *Access (details required, access provided prior to first occupation)*

No part of the development shall be first occupied until such time as the vehicular access has been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety

### *Car parking space (details approved)*

No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

### *Cycle parking*

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

## Informative

### *Vehicle Crossover – Minor Highway Works*

The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted because the highway license process considers wider factors than are considered by the Highway Authority at planning stage.

Additional information about the licence application process can be found at the following web page:

<https://www.westsussex.gov.uk/roads-and-travel/highway-network-permits-and-licences/highway-licences/west-sussex-county-council-licences/dropped-kerbs-or-vehicle-crossovers-for-driveways/>

**Nicola Elliott**

**West Sussex County Council – Planning Services**

**From:** Nicola Spencer on behalf of Planning.Responses  
**Sent:** 06 February 2026 13:25  
**To:** Planning Scanning  
**Subject:** FW: Response To Application Number P/5/26/PL at 44 and 44A Pagham Road Pagham PO21 4NP  
**Attachments:** Response\_P-5-26-1.pdf

PL Consultation-West Sussex Highways response

**Nicola Spencer**  
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To register to receive notification of planning applications in your area please go to <https://www1.arun.gov.uk/planning-application-finder>



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**From:** [REDACTED]  
**Sent:** 06 February 2026 11:27  
**To:** Planning.Responses <Planning.Responses@arun.gov.uk>  
**Subject:** Response To Application Number P/5/26/PL at 44 and 44A Pagham Road Pagham PO21 4NP

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Please could the attached response be distributed to the relevant case officer.

Regards

Nicola Elliott

Please do not reply directly to this email.

Any formal reconsultation on the application should be directed to [REDACTED] but the responding officer can be contacted directly via email if there are any questions relating to this response.

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